



I-11 and Intermountain West Corridor Study

Public Information Meetings June 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 high priority Interstate link between Phoenix and Las Vegas (the I-11 portion), and high-level visioning for extending the Corridor south to Mexico and potentially north to Canada. 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, the public and stakeholders are invited to share their opinions and ideas on decision points throughout the process. The final round of public information meetings were held in June 2014 in three locations: June 18 at the TEP Community Room in Tucson, Arizona from 6 to 8 p.m. MST/PDT; June 25 at the Palo Verde Energy Education Center in Buckeye, Arizona from 6 to 8 p.m. MST/PDT; and at the Fifth Street Historical School in Las Vegas, Nevada from 4 to 7 p.m. MST/PDT. A total of 200 participants signed in at registration, though more attended the meetings. Additionally, an online “virtual” meeting was held from June 18 through July 18, allowing those who could not attend a public meeting to review the same information and provide detailed feedback online. Fifty-three comments were received through this online forum, with additional comments submitted by fax, e-mail, and/or mail.

The following report summarizes the results of these meetings. Specific summaries for each meeting event are appended to this summary. The comments presented in this report represent input from individuals that participated and will be reviewed and considered by the study team.

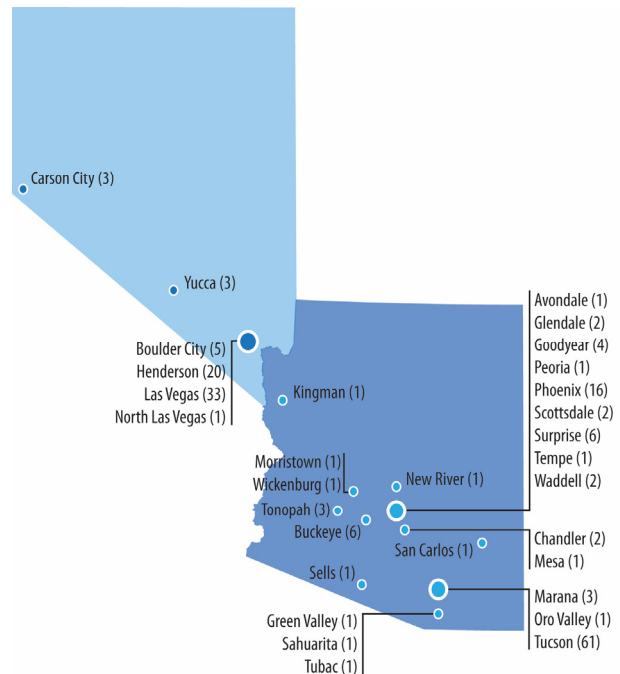


Figure 1: Public meeting attendance by reported location

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Executive Summary

The purpose of the public information meetings was to present and receive input on the results of the draft Corridor Concept Report that outlines why the corridor is needed, alternative recommendations for further analysis, its anticipated return on investment and a practical implementation plan.

Participants were provided a tri-fold Corridor Concept Summary handout and a public meeting comment form.



Photo 1: Attendees listening to the presentation at the Buckeye, Arizona public meeting

Each event began and ended as an open house, where participants could review various informational display boards, discuss the project with team members or provide feedback to a court reporter. The meeting also included a formal presentation given by project co-manager Sondra Rosenberg from the Nevada Department of Transportation (NDOT) at the Nevada meeting while project co-manager Michael Kies from the Arizona Department of Transportation (ADOT) served as the presenter in Arizona. The presentation provided an overview of the project and draft results of the Corridor Concept Report. After the presentation, a formal question and answer session was facilitated.



Photo 2: Buckeye, Arizona public meeting attendees participating in the open house

Feedback received indicates considerable support for I-11. Those in favor of moving forward with the Corridor cite benefits of a diversified economy and growth of jobs, as well as improved freight mobility and safety. Specific routing suggestions were offered; while significant support exists for a Corridor connecting to Nogales, Arizona and northwest of Las Vegas, Nevada to Reno-Carson City-Sparks, other options were offered. Many individuals encourage immediate action taken on moving I-11 forward.

While comments were received opposing I-11, the majority cited opposition to specific alignments: an alignment through the Avra Valley (located east of Tucson) and an alignment that could potentially pass nearby rural preservation areas (near Henderson, Nevada) and a portion of the Lake Mead National Recreational Area included as part of alternative “BB-QQ”. While no specific alignments were defined as part of this study, feedback received indicates considerable opposition to potential routes that would traverse these areas. Other feedback provided emphasized use of multimodal solutions—not highway infrastructure—for the movement of people and goods through the region; passenger and freight rail options



Photo 3: Tucson, Arizona public meeting presentation

were often suggested. Many encouraged use of existing corridors to avoid further disruption of natural spaces and sensitive environments.

Questions asked and comments provided at the three public meeting are denoted as follows: TUC – Tucson, Arizona; BUC – Buckeye, Arizona; and LAS – Las Vegas, Nevada.

Questions

At the conclusion of the formal presentation, participants were asked to submit questions in writing for response by the project team. Following summarizes questions asked and the answers provided; a complete transcript from each meeting is appended to this summary.

General questions about the Corridor.

(TUC) How many miles long is the Corridor? *Nearly 500 miles from Nogales to the Hoover Dam.*

(TUC) If the Corridor is anticipated to be multimodal, what else could you call it other than ‘Interstate-11’? *That’s one of the reasons we’ve called the study the ‘I-11 and the Intermountain West Corridor’—while the Congressionally-designated portion extends from Wickenburg to Las Vegas, there is a need for a corridor through the Intermountain West. Further, it may not simply be an Interstate, and it’s why we’ve used the term “corridor”. Your feedback regarding this is appreciated.*

(TUC) If the average right of way needed for an Interstate is 300 feet, how much wider would a multimodal Interstate corridor, such as I-11, need? *The biggest footprint considered as part of this study was 600-800 feet.*

(BUC) What is the real purpose of the I-11? *Over the two-year study process, we believe the justification for a future I-11 is based on the opportunity to create a manufacturing belt from Mexico through Arizona and Nevada and address the need for north-south transportation connectivity.*

(LAS) How are new technologies, such as driverless cars, being considered in the development of I-11? *One of the exciting things about planning is the ability to have discussions regarding future opportunities. We are certainly aware of the potential of such opportunities, like driverless cars, and will continue to evaluate how to accommodate the technology.*

Questions regarding specific alternatives or alignments.

(TUC) Why are there no specific alignments or alternatives being recommended in Southern Arizona? *Congress has not designated Interstate 11 south of the Phoenix Metropolitan Area, and as such, detailed analysis was only completed for the Congressionally-designated portion of the Corridor (between the Las Vegas and Phoenix metropolitan areas).*

(TUC) Is ADOT and NDOT aware that Pima County is currently working to implement I-11 east of Tucson? *We are aware of the proposed Sonoran Corridor facility.*

(TUC) Can you provide any specific details related to how an I-11 alignment may impact the Avra Valley? *We are not currently looking at specific alignments, but instead, 5- to 50-mile wide corridors. In Southern Arizona, the focus of our analysis was on determining the logical connection between the Phoenix metropolitan area and the Mexican border. This was deemed to be Nogales, resulting in a wide corridor that includes all of the Tucson Metropolitan Area, including the Avra Valley. While Pima County may have suggestions for an alternative, future studies would give equal consideration to all other reasonable and feasible alternatives, including expanding existing corridors (such as I-10 and I-19) or*



combining modes. ADOT does not have a position on a preferred alignment until future NEPA studies are completed.

(BUC) Where will I-11 traverse the Tonopah Valley? *We are not currently recommending a specific alternative or alignment.*

(BUC) The presentation showed two potential alternatives going through Buckeye. The Buckeye general plan prefers the western alternative; if NEPA studies suggest a different alternative, will the city of Buckeye have the opportunity to have input? *Yes. The public and stakeholders, including the city of Buckeye, will be asked to provide feedback in future NEPA studies.*

(BUC) What is the best way to provide input into the exact alignment of a future I-11? *The best way to provide feedback on the exact alignment of I-11 would be through the NEPA process. NEPA studies will evaluate all reasonable and feasible options and, unlike this feasibility study, will make a recommendation on a specific alignment, or the recommendation for “no-build”.*

(BUC) Is the Loop 303 corridor part of the I-11 project? *While Loop 303 was analyzed as a potential alternative, because of future congestion projections, we are not currently considering Loop 303 as part of a future I-11 Corridor.*

(LAS) What is the specific alignment of BB-QQ and its potential environmental and archeological impacts? *Corridors depicted are illustrative and until more specific alignments are identified, such impacts cannot be determined.*

(LAS) What is the cost of constructing the BB-QQ alternative versus the I-515 alternative? *As part of the study analysis, preliminary planning-level cost estimates indicated the I-515 alternative was the most costly alternative.*

(LAS) Has there been determination by the National Park Service that park land cannot be used for an Interstate? If so, why do corridors that traverse park land continue to be studied? *Yes, the National Park Service has provided us that feedback, however, corridor alternatives at this time are broad and do not detail specific alignments (which, when identified, may or may not impact park land).*

(LAS) How is truck traffic currently moving through the Las Vegas metropolitan area and how would they use this new Interstate facility? *Initial study indicates that considerable truck traffic is coming from Arizona north through the CANAMEX Corridor to I-15, which is one of the reasons we’re looking at the potential of an eastern corridor as there would be an opportunity to remove truck traffic from downtown Las Vegas. Future studies will provide more details on specific routing and alignments.*

(LAS) Doesn’t it make more sense to use existing highways? Why not go west of Boulder City to connect to I-15? *It’s important to study how the regional system works so that we can determine how to most efficiently move traffic and not just where a single facility, like I-11, should be aligned.*

(LAS) BB-QQ has the most impact on the environment, for existing residents, etc.; when will we know the potential routing or alignment moving forward? *We haven’t completed a detail study of potential alignments to determine the extent of potential impacts. Until we’re able to evaluate the regional system, and further, identify specific alignments for more detailed study, we will not know the exact routing of any recommendation nor the potential impacts.*



(LAS) Does the BB-QQ alternative assume on- and off-ramps between Boulder City and the other side of Las Vegas? *Not as part of our initial analysis (as it is assumed connectivity would occur with I-15 to 215 to 95), but such specifics would be detailed in future analysis when specific alignments are considered.*

(LAS) I'm surprised to hear no on- or off-ramps were considered for the BB-QQ alternative. Could ramps be constructed initially and finished when future development occurs? *Absolutely; this initial level of analysis does not consider infrastructure design details but future efforts will, including analysis of access points and routing.*

(LAS) Have you considered an alignment from Violet Hills over Boulder Canyon to I-15 and then to 93? That would keep through-traffic out of the Valley and could potentially be tolled because trucks would realize a substantial time savings. *We have not looked at that alternative in this phase, but it could be considered in future study. Please consider submitting your idea in writing.*

(LAS) We've only heard about opposition to the BB-QQ alignment tonight; have you received feedback opposing other alignments? *We've received a variety of input and comments over the course of this study. While we may have received a large number of comments from a specific area, that doesn't necessarily represent consensus. We will continue to reach out and seek input as this process moves forward.*

Questions regarding stakeholder involvement.

(TUC) In Southern Arizona, a 5- to 50-mile wide corridor could include Indian reservation lands. Is tribal government leadership involved in this study? *Yes. Tribal government leadership and staff have been notified about this project and asked to participate. The next phase of study, NEPA, will include detailed assessment of alternatives; tribal interests and government leadership would be considered and included in that phase of study as well.*

(TUC) Have there been discussions with our Mexican and Canadian neighbors regarding this study? *The Arizona-Mexico Commission is the primary liaison for the state of Arizona regarding Mexican interests; the Commission has been involved in and provided feedback to this study.*

Questions regarding economic considerations.

(TUC) What are the financial projections for losses in tourism dollars generated in the Avra Valley if I-11 is constructed? *Because no specific alignment is currently being recommended, and future studies could be looking at corridors 5- to 50-miles wide, no specific analysis has been done on specific economic impacts. We recognize the tourism assets of the Avra Valley and Tucson Metropolitan Area, and such considerations would be further analyzed in future NEPA studies.*

(TUC) There is discussion of nearshoring as an economic justification for this Corridor. Has the study considered a byproduct of an I-11, the potential exporting of American jobs? *We're seeing that the cost of doing business in Asia is now higher than doing business in Mexico. Our analysis anticipates that Mexican manufacturing will increase because of jobs lost from Asia, not the United States.*

(TUC) A similar project was proposed in Texas—Trans-Texas Corridor. What is its status and has anything been learned? *That was a proposed multimodal corridor connecting San Antonio/Austin, Houston and Dallas. The project has not gained momentum or wide-spread support, and thus, hasn't moved forward.*



(BUC) What is the timeframe for realizing the estimated economic benefits of the Corridor? *We looked at a 20-year timeframe for implementing a corridor like this with economic benefits realized over a 25-year horizon beyond implementation.*

(BUC) Is the I-11 study part of the North American Free Trade Agreement Highway? *I do not believe there is a “North American Free Trade Agreement Highway”, however, I-11 does overlay the CANAMEX corridor.*

(BUC) With the federal government refusing to enforce the Mexican border, how would I-11 not be used to speed the pace of illegal immigration? How would we address the associated costs of these impacts? *This study only evaluates the connectivity to the border, not border enforcement or operations.*

(BUC) Is it certain that a large port in Mexico will be built and would subsequently use I-11? *No.*

Questions regarding environmental considerations.

(TUC) What is the carbon footprint of the project? *Impacts of pollutants and emissions—and impacts—will be completed as part of the next phase of study (NEPA).*

(TUC) How can you mitigate the environmental impacts of an I-11? *As part of pre-NEPA analysis, the study is completing a series of environmental linkage checklists. Additionally, we’ve partnered with key stakeholders, including the Arizona Game and Fish Department, Sonoran Institute, and The Nature Conservancy, who have provided data related to wildlife linkages, threatened and endangered species, and wetland riparian areas. This data assisted in identifying initial fatal flaws, but further analysis will be conducted in NEPA studies.*

(TUC) With climate change, the scarcity of water resources in the region and other impacts anticipated with an increase in manufacturing activities, how can the need for I-11 outweigh such environmental concerns? *We’ve utilized data generated from the state demographer’s office, and based on that analysis, a need for a future multimodal corridor is warranted.*

(TUC) Have you found any fatal flaws related to wildlife corridors? *Not at this time. More detailed analysis of wildlife crossings will occur in future NEPA studies.*

(BUC) Is the MAP-21 plan part of the United Nations Agenda 21? *No. MAP-21 is the federal surface transportation authorization legislation.*

(BUC) With the current and looming water shortages, shouldn’t we be placing a moratorium on future proposed infrastructure projects? *Based on future population projections, we want to do our due diligence in transportation planning for that potential circumstance.*

(LAS) If I-515 is selected for the I-11 route, would noise and pollution be a consideration? *Yes. Environmental concerns and considerations of various alignments will be analyzed in more detail in future studies.*

(LAS) With the depletion of Lake Mead, why are you promoting bringing a million people here? *Neither ADOT nor NDOT are promoting a population increase, but instead, are planning for projected increase in population in a way that, amongst other things, will support and improve the economy.*



Questions regarding NEPA.

(TUC) Why are you doing a NEPA study before approval or funding availability? Will the analysis completed now be considered relevant if the project doesn't begin for decades? *Usually, the federal government will not commit to providing funding for a project until a NEPA study has been completed as NEPA requires consideration of a no-build option. The I-11 and Intermountain West Corridor Study is not a NEPA study.*

(TUC) What is the NEPA public participation process? *NEPA is implemented in a variety of ways, depending on the agency. Opportunities for participation include: when the agency prepares its NEPA procedures, prior to and during preparation of a NEPA analysis, when a NEPA document is published for public review and comment, and when monitoring the implementation of the proposed action and the effectiveness of any associated mitigation. A Citizen's Guide to the NEPA is a great resource and can be found under the "Get Involved" tab at i11study.com.*

Questions regarding multimodal and multiuse considerations.

(TUC) Have air modalities been considered in the benefit-cost analysis, such as more diverse, frequent flights between economies (including international flights to Mexico)? *While competitive advantages of various modes was evaluated, the analysis did not detail regarding air-related activities.*

(TUC) Are future plans for passenger rail between Tucson and Phoenix being considered as part of this study? *ADOT is currently studying the feasibility of passenger rail service between Tucson and Phoenix and, in terms of impacts to non-freight traffic, it is being considered and could be an alternative considered in the next phase of study (NEPA).*

(BUC) Will the I-11 corridor include pipelines? *The intent for studying multimodal pairing was to evaluate the potential for such opportunities, including options for energy transmission. While the potential for shared right of way exists, multimodal recommendations have not been finalized.*

(LAS) If there is a desire to bring more people to Las Vegas, why don't you build a train system like Europe; it would have fewer traffic and pollution impacts? *Funding for rail systems are as uncertain as for the highway system, and NDOT has limited jurisdiction over recommending or building rail systems. If you are supportive of a rail system as part of or instead of highway-type infrastructure, communicate your support to Congressional delegation.*

(LAS) If there's consideration of sharing a corridor with utilities, why not invest in underground superconductive transmission lines that would have a lower environmental impact and feasibility to intersect urban areas rather than overhead transmission lines? *We are working with our energy partners regarding the potential of various transmission opportunities.*

Questions regarding project costs and funding.

(TUC) What will the impact of I-11 mean to taxpayers? *While this study has completed high-level cost estimates, funding has not been identified for implementing the project. There are various potential sources for funding, including federal assistance or user taxes.*

(TUC) What is the proposed cost-per-mile for the entire freeway? *It is difficult to determine a cost-per-mile cost of the infrastructure at this time, as it depends on many factors, including number of lanes, location, right of way needs, modes used, etc.*



(TUC) If it may take decades to construct, how can you give a realistic estimate for the actual costs of an I-11. *We can't.*

(BUC) What is the relationship between I-11 consultants and construction companies and banks that could profit from a public-private partnership and other improvements of a NAFTA trade corridor? *We've contracted consultants to complete this feasibility study and there is no known relationship beyond that.*

(BUC) In the 1800s and before, the need for an upgraded transportation network was to move people to open up the west and northwest. Now routes are mostly to benefit business, not the average person. Why should we be asked to pay for an I-11 instead of the business community? *Because private businesses rely on a transportation system to operate, and the justification for this corridor is largely framed on future economic activity, we'd like to hear from you regarding the role of public and/or private entities in implementation.*

(BUC) With the high cost of this corridor, why not increase the capacity of existing corridors rather than placing this cost on the backs of taxpayers? *This study and future studies will continue to consider the viability of improving existing corridors as well as the potential for establishing new corridors.*

(LAS) What are the assumptions regarding the planning-level costs calculated for the Las Vegas metropolitan area alternatives? It seems like the BB-QQ alternative should be the most costly. *For alternatives that follow existing corridors, we assumed the construction of two additional traffic lanes. Examples of cost impacts along existing corridors include bridge expansion (along 215) and right of way acquisition (along 515).*

(LAS) Are environmental mitigation costs included in the planning-level estimates? *Not at this time as determining mitigation efforts and costs would require identification of a specific alignment. While potential areas of environmental impacts have been documented in the Planning and Environmental Linkages memorandum, more detailed analysis will be conducted in future studies.*

Questions regarding next steps.

(TUC) What is the next step for the Southern Arizona portion of the I-11 Corridor? *NEPA-related study activities is the next step. This more detailed, environmental analysis would be necessary before any further actions.*

(TUC) Studies are showing that people are tending to drive less. Has this been considered as part of the study? *Yes. One of the luxuries of doing early planning is that we can evaluate the project, but we're not obligated to implement it. If demographics predictions change or the economy doesn't evolve as predicted, justification for this Corridor may no longer exist.*

(BUC) Will land purchased for this Corridor be purchased from the public or obtained through imminent domain? *We acquire rights of way for highway projects through a variety of methods, including purchasing after appraisals/valuations, and from time to time, through imminent domain and condemnation. No determination for rights of way acquisition has been made for I-11 and will not be if and until a final alignment has been determined and funding for proceeding to construction is obtained.*

(LAS) What is the estimate for potential construction? *Each next step depends on funding availability; it could be a decade or more before construction begins.*



(LAS) How many petition signatures would it take to remove an alternative from future consideration?
There is no policy, however, we encourage continued input and comments regarding all aspects of study.

Feedback Received

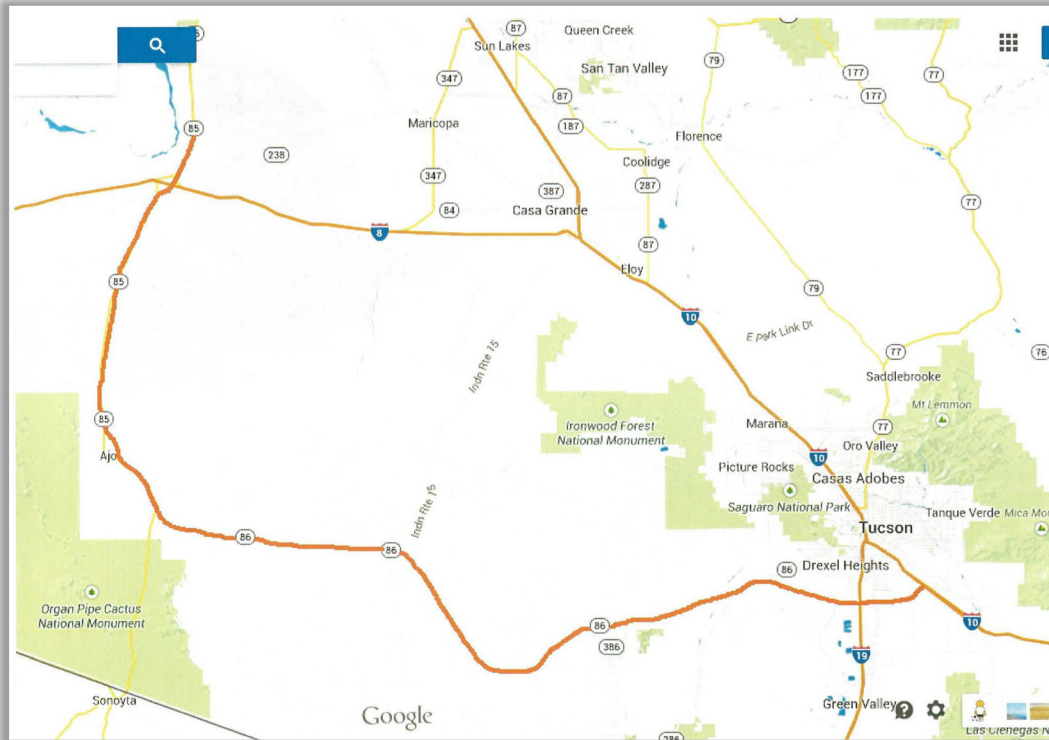
The following summarizes the comments received through July 18, 2014. The feedback is reported exactly as it was provided without grammatical edits. Formal letters or submitted graphics are provided as scanned images and not transcribed.

Comments in favor of an I-11 Corridor in whole or part:

- (TUC) I want this. I represent the interest of thousands of people south of Broadway all the way to Nogales. We want this Corridor!
- (TUC) I want I-11 to extend all the way to Nogales. The economic benefit far outweighs any environmental issues. We must include Mexico in all regional economic development re: transmodal logistics. Southern Arizona must NOT be a stepchild in this project.
- (TUC) I'm a precinct committee member for Precinct 54 Pima County. I represent thousands of people who are unemployed that want I-11 to go through. They believe that for everything south of Broadway in Tucson and Pima County all the way to Nogales, that we can combat the 20 percent unemployment that we face on a regular basis with new jobs and transportation, new jobs in everything from tourism to hotels, hospitality management, restaurants, rental cars, heavy equipment, construction, heavy construction. 240,000 jobs for southern Arizona. My constituency wants that and they believe that I-11 is a perfect opportunity. We believe that a strong Mexican economy makes for a strong American economy. We believe that with more jobs in Mexico, less illegal immigration to Arizona and the opportunity for immigration reform, which means that Arizona families with families in Mexico will have greater opportunity to travel more freely to see each other, to visit each other, and they will not need to repatriate simply to do so. This is good for numerous issues that we deal with on a regular basis. We want I-11. There you go. I'm a precinct committee member for the Republican Party, Precinct 54, which is a precinct within Pima County but it represents thousands of people. And we have a huge unemployment issue in my precinct. And we want this. We have skilled labor that is not working. And if I-11 comes through with manufacturing in Mexico so that labor could move freely across the border by simply saying, "Here is my ID card, I'm American; here is my ID card, I'm a Mexican," but the point is that labor is moving back and forth. We're being paid, and we can afford to pay our mortgages and our electric bills and buy new cars and new washing machines. We don't believe that the State of Sonora and the State of Arizona are exclusively in competition with each other. We are cooperative with each other. And, if we have a good transportation corridor with the Trusted Traveler Program and all the other kinds of things, Mexicans aren't going to want to emigrate to Tucson. They will stay where their jobs are and they will be good neighbors. And Arizonans won't have animosity towards the state of Sonora because we're working in Sonora and they are working in Arizona and we're going back and forth and we're sharing the resources that we have always enjoyed. So that's my statement, and I want that on the record. We want I-11. Southern Arizona wants I-11. Thank you so very much.
- (BUC) The southern corridor may present another opportunity to help freighters bypass much of the Tucson metro region, as well as Pinal County and metro Phoenix. I propose to not only utilize the existing AZ-85 Highway, but also the existing AZ-86 roadway and link the future highway to I-10 east of Tucson. This 200-mile corridor may help freighters not only avoid heavy metro populations, but also the dangerous winds which I-10 encounters from approx. mile markers 180 to 240. Pinal County is populating at a higher percentage, and the Tucson region is plagued with heavy traffic and limited highway choices. My proposal will require a 20-50 year



plan, but also create connectivity through southern Arizona. My attached proposal will benefit the communities of Wickenburg, Buckeye, Gila Bend, Ajo and the outskirts of the southern Tucson region. It would also create improved connectivity to two ports of entry within 40 miles of this corridor. I-10 is expanding, but also increasing in traffic volume at an elevated rate. This road may be to freight standards, but has shifted primarily for non-freight travel. My southern corridor will create a freight-primary highway and also open another region of Arizona to economic growth.



- (LAS) This corridor would help the flow of traffic for our business community and commerce for the state of Nevada. As a citizen I would like to see this project go forward.
- I have a lot of family in Reno and I live in Las Vegas so I drive up to Reno several times a year to see my brothers , nephews , nieces, etc. The roads going up there are terrible , they are very dangerous. I hope that you guys pick a route that more or less follows 95 so that it joins Las Vegas and Reno with a modern divided highway
- The northern route from Las Vegas and beyond should only be considered to go through Tonapah and Reno. I travel on route 95 two or three times a year to Reno and route 95 could not be a more dangerous road. That route has always needed an interstate freeway. The WESTERN part of state is the only way to GO.
- My family and I visit Las Vegas every February and we really don't like the small highway 93 we'd all prefer a big interstate to connect Phoenix and Las Vegas. It could cut the commute in half along with the new loop 303 being built in Phoenix. We'd really appreciate to know when construction begins and ends. Respond as soon as possible!
- It should go from Nogales to Tucson on I-19, to Phoenix on I-10, west on I-10 to Perryville, north to US 60, northwest to Wickenburg on US 89, northwest on US 93 to I-40 east of Kingman, west on I-40 to US 93, north to Hoover Dam bypass bridge, around Boulder City on the south side to the west side. From there, it should rejoin US 93 and US 95 east of Henderson, NV, then go north east of Las Vegas and Nellis AFB to rejoin US 93 northbound to Hiko, NV, on to NV 318,

north to US 8, northeast to Ely, NV, north on US 93 to Wells, NV. Then north through Jackpot, NV to Twin Falls, ID, northwest on I-84 to Boise, ID, northwest to Stanfield, OR, north on US 395 to McNary, OR. Cross the river into Washington, going northerly on WA 14, to Pasco, WA, rejoining US 395 to Ritzville at I-90, then I-90 to Spokane, and north on US 395 to Grand Forks, British Columbia, Canada. This would spread the wealth where there is none.

- Thank you for keeping on with this study. As a traveler from far west Texas who travels to southern Nevada, I-11 would be a dream to be able to travel faster through the entire corridor
- The most eastern north-south corridor that links the Boulder City bypass with I-15 is the best proposed corridor in the Las Vegas Metropolitan Area. It would complete the interstate beltway that currently surrounds Las Vegas on 3 sides. It would take traffic away from the spaghetti bowl. It would eliminate costly enlargements and traffic delays along the existing interstate routes through the city. It would allow truckers to access I-15 at a location where they could either go north to Salt Lake City, or travel west to connect with US 95 going towards Reno, without traveling through the entire metropolitan area. It would allow resident on the eastern side of Las Vegas with a safe and efficient way to travel north without having to drive northwest through the city, through the Spaghetti Bowl, and then have to go back northeast on I-15. Why isn't there a proposed corridor linking 515 with I-15 directly?
- We in Southern AZ implore you to raise Tucson and Nogales to the top of the list for the extension of the I-11 corridor into Mexico. I have written to you before of all the benefits. And I restate here that Tucson and Nogales have an exceptional location of the extension of I-11 into Mexico.
- I think it is a good idea. The existing road from Nevada to Arizona is dangerous, many head on accidents.
- Phoenix and Las Vegas are the only two metropolitan areas within the U.S. that do not have an Interstate connecting the cities. The current route U.S. 93 is a death trap. In addition a connection from I-10 to Wickenburg is badly needed. What is taking so long? The time for studying the route is long past. Get the Interstate built.
- The portion connecting to Nogales Port of Entry is vital for transport of goods and services between the U.S. and Mexico. Billions of dollars in trade cross at Nogales and benefit the entire state, region and the U.S. economy. Completion of this corridor will expedite delivery of precious and perishable cargo to all points north and to Canada. Funding must be identified to get the process started. We cannot wait to become proactive.
- The I-11 corridor is critically important. However, the analysis leaves off a significant piece, that of south of the border to the Port of Guyamas. The preferred corridor should be I-8/I-10 to I-19 south to Guyamas, including not only car & truck but high speed passenger and freight to Guyamas through Hermosillo. Rail should be a top priority as this provides the outlet to international markets, for trade and tourism that are critical to the growth of the larger region. No additional routes should be created outside of the I-19 corridor as this wastes money and causes unnecessary environmental impacts. The existing corridor should be dramatically improved with a focus on existing "choke points" at the border. 2 lane segments of I-10 & I-19 should be increased now to 3 lanes completely, with rail paralleling the highway. Finally, agencies of the State of Sonora, Mexico, should be sitting as invited observers to improve coordination. While a good start, a wider vision is needed.
- It is time that Tucson and Nogales Sonora be given greater attention for this corridor expansion. Tucson and Nogales Sonora already offer great opportunities for interstate transit from one country to the other. An expansion of this Interstate system is a natural fit. Our area offers great exposure to Mexico and the opportunity to tie into and or build new ports in our area and in the Gulf of California/Sea of Cortez. Tucson and Mexico already have flourishing export and import



business that supports the US and Mexico. Increasing the capacity of the Nogales port and I-19 would bring even greater business opportunity to the region. As you know many US companies have businesses in Hermosillo Sonora. With an already established roadway system between Hermosillo and Tucson. And from there is great access to the water ports in the Sea of Cortez. This project needs to run through Tucson, not around it. Down I-19 into Nogales Sonora Mexico. Thank you for your consideration.

- First off, I'd like to make clear my support for the Interstate 11 project as a whole. This oversight in the national transportation grid has been confusing... it should have been obvious even in the 80s that Phoenix and Vegas would do nothing but continue to grow and expand. However, that growth and expansion comes at a price. You can sit there and list off the list of "Increased ____" and rattle off the negatives, but ultimately, it's about sprawl, and the pollution that goes with it. The Phoenix area continues to have a large amount of available land within its existing borders. Building the I-11 alignment nearly 50 miles west of the city will only contribute further to pollution, long commutes, the "heat dome" that dissipates much needed rain, excessive and unnecessary construction (feeder roads, etc, in an area that currently is still raw desert) Please consider a more easterly alignment, or over all or part of US60 from Wickenburg to Phoenix. thank you.
- By all means build I11 and link the western US with Mexico, Central and even South America as well as Canada and Alaska ultimately. It just makes good economic sense. But please do not dismiss the very real concerns of the thousands of Avra Valley residents who detect a very real threat to our spacious, clean and quiet valley. Locate the Southern Arizona I11 connector through Tucson; it needs the economic boost anyway.
- I hope that the Federal Government chooses a route that will join Las Vegas and Reno. I go to Reno about twice a year since I have a lot of family living there. I live in Las Vegas and the existing road 95 is very dangerous.
- I drive regularly to Las Vegas from Phoenix for work and pleasure, an interstate highway would cut travel time and enhance safety especially on US 93 between Wickenburg and I-40 because it is so heavily traveled. Additionally, not having to slow down driving through small communities along this corridor will save fuel through engine efficiency and avoiding slower moving commercial traffic. I support the I-11 proposal and say build it between Phoenix and Las Vegas as soon as possible.
- I think this corridor is something that we need, actually have needed for a long time. I hope that the route selected will go up along route 95 in Nevada. We go to Reno quite often to visit family and the roads from Las Vegas to Reno are very dangerous. The whole north south corridor is a great idea and I support it 100 percent.
- The report was very well presented and makes a compelling case for beginning the I-11 project. As a Northern Nevadan, it would be great to see more attention paid to continuing the corridor to Reno (and beyond). While the cost/benefit analysis is likely to be the best driver for getting this underway, please consider noting the types of sustainable practices that could be utilized in the construction and O&M activities as another selling point.
- This is very exciting! A freeway is needed between Las Vegas and Phoenix. Hopefully this will become a reality very soon. This will provide economic benefits to AZ and NV. Do not delay.
- I travel frequently to Las Vegas. The high traffic, the heavy commercial use, the passing danger on two lane portions, the lack of rest areas and limited commercial offerings makes the I-11 a perfect idea. From a commercial standpoint it is unparalleled yet the public welfare is neglected in the current highway configuration. I will support all improvements to the I-11 corridor.
- Making the corridor easy for people in the metro Phoenix area to use would be great. It would also be great for the route to go around the metro area (avoid adding to the rush hour traffic



situation) would be ideal. Other than that, I think this project has tremendous merit and is definitely needed to help our economy grow.

- As you study proposed routes through the LV Metro area - it is important to recognize that only a small portion of the traffic that arrives in Las Vegas from the south will have Northern Nevada as their ultimate destination. A larger portion of the traffic will either have Utah, S. California, or Las Vegas itself as the ultimate destination. With that in mind it would be important to design a transportation system through the LV Valley that would be beneficial to drivers trying to arrive at these various destinations. In my opinion the following routes make sense based on driver's planned destination. (Northern Nevada - would drive straight through town on I-95) (S. California - would take the I-215 West to connect to I-15 South). (Utah - I believe a route behind Frenchman Mountain would be taken by drivers looking to head north on I-15 to Utah - however - the current alignment along the River Mtns is not preferred. - I would suggest a route using Lake Mead Pkwy - or Warm Springs)
- If Interstate 11 is routed along Interstate 19 and Interstate 10 in the Tucson area, then those already overburdened highways will have an even greater burden on them. To aid truck traffic, please consider some sort of Tucson bypass for Interstate 11, likely one that would go through the Avra Valley. This will provide a faster route around Tucson for freight traffic, and will alleviate congestion for local Tucson traffic.
- Dear Sirs Please put me on your contact list. I live right at 40 and 93 south. What is going on concerns me Greatly! I have been here almost 30 yrs and the exit for us has always been bad. Hidden valley. BUT a bad exit is MUCH better than NONE at all. It has been changed twice. I would like to mention now, that re-alignment of 95 North @ 40, into 68, golden valley, then into 93 North could be I-11 rather than 93 South @ 40. This would stay away from Beal intersection in town. You would not need the big intersection @ 93 S. @ 40.



- I was not able to attend yesterday's meeting on I11 proposed routes through Las Vegas. I have attached a picture of a route i would propose. The route is outlined in yellow. The route would travel north through Henderson on the existing 95 freeway until reaching Russell Road. The travel east passing San Boyd stadium on its east side then turn north traveling east of the water treatment plant but west along the foot hills on Frenchman mountain. The I11 corridor would be east of Hollywood Blvd between Frenchman mountain. Go between Nellis AFB and Lake Mead base then turn west to connect with 215 westbound. The benefits of this route are.

 1. It connects the Las Vegas beltway all the way around Vegas.
 2. It provides easier access to Sam Boyd stadium when sporting events are held.
 3. It provides better access to the Mormon temple off Bonanza and Hollywood roads for the large Mormon population in Las Vegas.
 4. It provides easier access to Las Vegas Speedway/ and Nellis AFB during bigger events.
 5. It diverts through traffic around Las Vegas instead of through it especially traffic coming from Utah to Arizona instead of going through spaghetti bowl like they do now
 6. It does not direct Lake Mead National Recreation Area.
 7. It uses some existing freeways.

Obviously sound walls would need to be used in the corridor area as the road travels along Hollywood Blvd. Residential area. Thank you for your time.



- The below is Public Comment for the I-11 and Intermountain West Corridor Study. See attached view for possible alternative routes for I-11. The Alt. routes would cross the Colorado, starting approximately 10 to 20 miles South of Boulder City and connect with US-95 somewhere in the area where US-95 is presently planned to be rerouted South of Railroad Pass. Or as another possible alternative, cross the Colorado approximately 10 to 20 miles South of Boulder City and connect with US-95 South of the existing Solar Plants and then either continue North on US-95 and tie into your existing plan at US-95 near Railroad Pass or have an interchange at 95 and continue West to tie into I-15 North of Jean, NV.

 1. Either route would provide a bypass for Boulder City. This would eliminate a very expensive

proposed bypass of Boulder City.

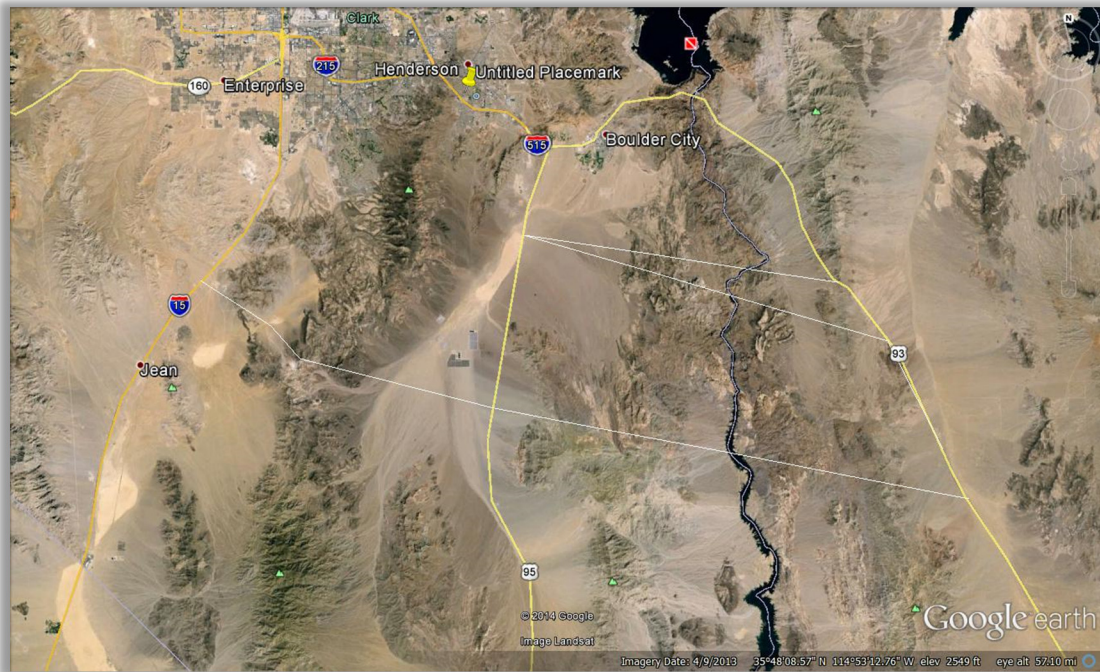
2. Either route would provide the opportunity for a bridge across the Colorado that is NOT restricted to two (2) lanes in each direction. I don't know why anyone would propose a design for a new Interstate Highway that is restricted to two lanes, with NO opportunity to expand those lanes.

3. I'm not sure of the extent of the asbestos problem adjacent to Boulder City, but I'm pretty sure that the alt route that ties into I-15 would be beyond this problem. If the alt route that ties into US-95 bypasses this problem, then it would take care of that problem also.

4. The alt route that ties into I-15 would address the problem of going North in East Henderson and or the alt of having to expand I-215 or I-515.

5. The alt route that ties into I-15 would provide for a connection near the new proposed airport (yes, there still is a plan laying on the table for a mega-airport in the area of Jean/Primm, NV). This would provide for transportation distribution from/to the new airport on I-15 and I-11.

I could go on with other reasons, but I believe the above are critical to a good plan, especially for a new route that won't exist for at least another decade (and for the entire route of I-11, probably for multiple decades), so please try to do it right from the start. thanks for your consideration.



Comments opposed to an I-11 Corridor in whole or part; comments opposed to specific alignments; comments supporting use of existing infrastructure:

- (TUC) Funds should have been used while I-10 was widened if it needed more space instead of a new highway. When Benson Highway was by passed w/ the I-10 the business died on Benson Highway. Sending traffic around Tucson would hurt Tucson financially, economically, tourist. On top of that sending this corridor through an rural, environmentally sensitive, tourist visited, would be devastation & uglying, unecessarily intrusive to Avra Valley and Marana. We have transit on I-10 w/ continued widening planned. This idea is an idea that should have died years ago. No more money should be spent on this idea. Consolidate these ideas to limiting corridor to I-10. I-19 the already destructed but infrastructured corridor. Man does no need to make his imprint bigger in a 5-50 mile wide corridor. Engineers should be applying their talents to innovative futuristic new ideas & just bigger of what they have done in the past. No new rail yard & Picocho Peak—the shopping transportation has been working—don't throw the public

money @ this—many of the arguments for this corridor presented are fluff, in pretend mode. Personally if travelers would not take the long way in a trip such as the bypass of I-11 versus I-10. AGAINST THIS WHOLE CORRIDOR IDEA.

- (TUC) I understand part of the current process is to identify fatal flaws. My concern is specifically about a proposed infrastructure project thru the Avra Valley. At the “pinch point” between the Tucson Mitigation Corridor east of Sandario Road and the Tohono O’odham Nation west of Sandario Road & according to the Pima County Mapguide website and the Pima County Department of Transportation Roadway proceedings, Pima County doesn’t own the Sandario Road corridor. Rather it is an easement. I don’t believe either the Bureau of Reclamation or the Tohono O’odham Nation will allow encroachment on their lands; therefore, there is not enough land for a 400’ highway let alone an 800’ infrastructure corridor. I believe this is a fatal flaw and a potential corridor through the Avra Valley should be eliminated from further consideration.
- (TUC) My husband & I built our home 2014. We are 7/10th mile south on Sandario. Selected this area because it is ringed by reservation, mitigated wildlife corridor & Tucson Mt Park & Saguaro Nat Park. Opposed to Avra Valley Route. 1) Environmental impact to flora & fauna & tourism to Desert Museum & the parks. 2) No room on Sandario at that point. 3) My business of counseling and meditation center/sanctuary on our property. Will ruin property values if not actually have our home destroyed. Keep AZ natural. Build double-decker on 10.
- (LAS) I 11 survey 6/26/14
The cost for this route (close to a billion dollars) would be double the price of the alternatives routes. This would be an outrageous waste of tax payer’s money: a great topic of debate during the 2014 & 2016 elections to come!
route Y (215) & route z (515)
Route BB-QQ goes through the largest park in Henderson (Equestrian Park); dangerously close to the water distribution plant for the whole city of Henderson; cuts right through protected “Open Space” in the southeast corner of Henderson; the environmental impact on animals (opposed to route y & route z – which utilizes the existing 215 & 515 highways) is tremendous; the cost of this route would be approximately double (close to a billion dollars) as opposed to route Y & route Z
There is a tremendous negative impact on archeological sites. We cannot lose these forever. Also impacted are protected endangered reptile and bird species (southwest willow fly catcher, some migratory birds, desert tortoise).
- (LAS) I suggest staying on existing roadways through Henderson & Las Vegas. Not using a new road to the east through the Lake Mead Recreational/Park.
- (LAS) And my concern was along with this other gentleman and what I put on my card. It seems like our current government is spending a lot of money to preserve waterways, parks, reservations, rural preservation areas. And it just doesn't make any sense. And I'm trying not to beat a dead horse, but to go through a rural preservation area that is pristine to do something like this, it makes no sense whatsoever. And, I mean, you watch on the news and almost every night they're trying to take some area and make a park out of it or a preservation area or water lake. Here we already have one that's established. Leave it alone.
- (LAS) Good to see you again. I was at the Henderson meeting a few months ago. And many of the same questions were asked and many of the same answers were given by you and many of them still are not answered. I wonder if you're familiar with the Bureau of Reclamation comments as well as two alternative screenings for the Interstate-11 and Intermountain Corridors. Are you familiar with any of the comments that were made within that study? If you would allow me, I would like to take an excerpt from the comments for the rest of the audience. "Alternative BB-QQ would parallel -- designated and establish a major power transmission



corridor through the Las Vegas Valley. The current lack of adequate expansion room along this corridor and the inability to add capacity to move all power from points north and east of southern Nevada to points south and west to California and Arizona is already a significant power grid issue. Construction of this alternative may present relocation challenges for transmission lines already constructed and would appear to present additional serious limitations and costs to the already difficult conditions encountered by the new transmission projects attempting to be used as this planned corridor. Also, River Mountain Loop Trail, this local and agency recreational trail has been developed to provide recreational access to the River Mountains, eastern, Henderson, Boulder City and the Lake Mead National Recreation Area. Alternative BB-QQ would essentially overlay or parallel the trail alignment for the vicinity of railroad paths to the northern boundary of reclamation lands along Lake Mead Drive. It is likely that a significant portion of the trail would require low-grade location. If mitigated by relocation along the constructed I-11, the public recreation experience could be significantly degraded." I was the one that asked the question about the National Park Service. And I asked then, a couple months ago at the Henderson meeting, why we are spending any money on a study for BB-QQ if the National Park Service has already indicated to DOT that there will be no infringement of the public lands for park service? Why are we continuing that and spending the money on this site? Thank you.

- (LAS) I live in Calico Ridge. And there is a couple questions that I have. And one would be this BB-QQ seems like that's the way it's going to go. I mean, you can stand there and say whatever you want but it looks like it's going to go that way. If I was a resident of Lake Las Vegas, I would be infuriated, knowing that that is going to go by their area. And I've been there. I'm sure you have been to Lake Las Vegas. And the view is spectacular when you're looking east. I can't imagine, especially what those people paid for those homes in there, not originally -- even now they are still half a million dollars. Why would you -- Why would you even consider going that route when you have the 215 access? The people that live in Summerlin and Red Rock bought that out there. They knew the 215 was there. And you could go that route. They are not disrupting their lifestyle because the highway was there when they bought those homes out there. And it just astonishes me that they would even consider taking that route and going through Lake Mead, turning it up and going right through the national park, which is spectacular. But I really think that this is all political and no matter what we say or do it's going to go the way of BB-QQ. And you're saying that it costs more money -- or that's the cheapest way to go. Am I right with that? I can't imagine it being comparable because you have to build all new structure, a whole new highway, but you already have a highway on the 215. To me it just -- It sounds crazy but, you know, I honestly think that this is going to be done and no matter what we say it's going to get done. And I appreciate you giving us these input meetings but I honestly have no faith in government period, and especially with the governor we have in this state. He will do whatever it takes to get it done. And it's going to be past the Lake Las Vegas area and I'd bet my life on it. And the other thing is you're saying you don't know when you're going to come up with an answer for where it's going to go. I mean, do you have any idea? Is it going to be one year, two years, five years when they make that decision of where it's going to be, BB-QQ or the 215? I understand the 515 or 95. That is totally -- That's crazy. I would never even consider that, you know, because it's a disaster right now. But is there any idea when we are going to get an answer, who is going to make this decision? Maybe that's why I'm asking, because I was afraid of that answer. If you take 15 and take it through downtown through 95, you're not welcome. And this is turning into a jurisdiction-to-jurisdiction battle, keep it out of Henderson, keep it out of Las Vegas. We are all residents of this county and of southern Nevada. We've got to find something that fits all of us, not any one jurisdiction.



- The BB QQ impacts several middle class neighborhoods, a water treatment plant, Lake Mead Recreational Area, Tortoise and Bighorn Sheep Protection Areas, and River Mountains Loop Trail around the LV Valley. One of the neighborhoods is designated a rural overlay, one of four in the LV Valley. The cost incurred with starting with a new footprint - acquiring land, fighting the various entities protecting the environment and the animals along with noise and air pollution would be excessive. The long term time line and delays fighting the entities makes the current cost estimate unrealistic. Putting a new highway through existing developments would reduce the value of the homes which in turn reduces the tax revenue from those homes. This would put additional stress on the City of Henderson and surrounding cities. I cannot visualize how the city would recoup this lost income once the freeway is built. We oppose the BBQQ option and suggest the selection of the I215 or I515 option
- The proposed route southwest of Tucson goes through my neighbors front yard and across my property. When I read the report on PIMA's cite it indicated that 140+ residential parcels were affected, I was a little ticked. Since I only purchased my property last year why did this project never show up in the title search. Seems to me you should be telling people before they buy their property that you are planning a freeway right through it? At least put some signs up alerting the public to the route proposed so we don't have to discover it on the evening news after we buy. I definitely don't like this idea even if I didn't own property in its path. Don't encourage bad industry through southern AZ, encourage and plan cleaner less invasive transport means. And don't reduce the freedom and range of animal life by slicing it up and filling day and night with smoke and roar of trucks. Sound travels great distances in the desert.
- In southern Arizona, it would be far more cost-effective to double-deck I-10 than to build an entire new freeway. I strongly urge you to take that approach.
- Given the rising specter of global warming, we should be focusing our efforts on supporting sustainable local economies. The era of expansive global trade networks that are heavily dependent on fossil fuel inputs is coming to an end. We need to stop putting our collective heads in the sand and start dealing with this problem. This highway corridor is a holdover from a dying worldview and is ill-conceived. It should be abandoned for the health of the planet and for future generations.
- I, like so many, oppose the Alternative BB-QQ route. I moved to southeastern Henderson to be next to the River Mountain Loop Trail and the nature it provides. Every day I rise with the sunrise, walk across the street to the Bureau of Reclamation Land and walk for 3 miles. Many walkers and bikers use this trail and I do not want to see it run parallel or overlaid by a freeway. Also, I have read the comments of the other people and the of the Dept. of Wildlife (12/10/2013), the Bureau of Land Management (12/5/2013), the Lake Mead National Recreation Area (11/6/2013, the Southern Nevada Water Authority (5/19/2014), the Bureau of Reclamation's Comments for the Level 2 Alternative Screening for the Interstate 11 and Intermountain Corridor Study. They all have expressed the concerns and reasons that the Alternative BB-QQ route should not be built and that the expansion of the existing roads and already disturbed areas would be a better choice.
- Being a Henderson resident, I am surprised that since many homeowners in our area will be GREATLY affected more than LV, that we do not qualify for a separate segment.
I am very opposed to this highway on many levels:
First, I retired from teaching due to a serious illness; worked hard all my life for this rural lifestyle, which will be literally destroyed by this highway. If my home is taken, I doubt I'll be given the full amount of the mortgage owed (my home is very underwater, like many), and I will be paying on a mortgage for a home that I no longer am living in. VERY STRESSFUL & UNFAIR.
Second, this area is a rural preservation area that is very special and unique - connecting Lake



Mead to downtown Henderson. This will be destroyed - it is the heart of Henderson. "Progress" that destroys is not good.

Lastly, this will be an "open door" to illegals, drugs, and those Anti-American esp. so close to Hoover Dam. Very unwise idea.

Connect Phoenix to Canada; go west of LV area.

- Horrible idea! Building new infrastructure when necessary old infrastructure cannot even be maintained is sheer stupidity. It's about time some real CIVIL ENGINEERING took place instead of costly projects that foster the interests of greedy corporations at the public's expense.
- This project is a waste of money, resources, and is detrimental to the environment. The proposed route will go through some of the most beautiful desert we have left in AZ. Not only will it destroy habitat for mountain lions, bobcat, deer, owls, and even javalina, but it will destroy the lives of hundreds of people along the route. Many houses will need to be destroyed to create the interstate. The homes that are left will have the interstate in their backyard and property values will go down. It won't create permanent jobs. The people that live out in the Picture Rock area love the quiet and nature but this will be destroyed. I don't understand why we have to continue to destroy the beautiful state just to have a direct rout to Vegas. There is a lot of other ways we could use that money for the good. I hope you really consider the impact this will have on many lives and wildlife.
- BBQ route is a waste to push any further study time. It destroys: the wildlife, water routes, air, peaceful noise levels, National Park, rural preservation areas, free public land usage,...It overloads the corridor, put additional stressors for safety with the Air Force base, and the dam. If it's all about money and commerce then develop the 215. This way people have the option of traveling thru the valley, taking the 215. The 215 to 15 for Vegas strip tourists works. Keeps the 93/95 spaghetti bowl less used. The BBQ route takes everyone away from the valley thus keeping those monies out of reach. Also maybe start looking into going Far East of Lake Mead. The White Hills area has been looking a long time to grow without any luck. If it's just a route for trucks and commerce make a toll route. Funding supplied and a major population isn't disrupted (Henderson & NPS). I am against BBQ route and in favor of the 215 route or directing it away from Vegas all together.
- The distruction of the east side of Henderson to build I-11 will be priceless. Regardless if it's the least expensive route BBQ, the valley will loose a valuable preservation of our lands. The wildlife, outdoor available use (that already exists), water drainage, cleaner air, peaceful desert noise levels, etc are very important to those in Henderson and many who travel to use our public natural lands! The homes around there have developed a preservation area and want to keep the style of life in Henderson that way. The desert should be preserved rather than building a concrete jungle around the valley. Someone must be getting kickbacks or government funding for their personal agenda if this route is considered. Who is pushing taking over National Park land? This is land for the people to enjoy without the roar of big rigs jake breaking throughout it. Our park lands should be preserved over the profit of commerce. Use existing 215! Develop another route thru White Hills.
- I disagree with spending money on this corridor as it will benefit very few people and not provide accessible public transportation for people to get to jobs.
- You guys proposing a route that already exists. You are only building like 5 miles of road. This is a joke in my opinion. Go get a new hobby because you guys know nothing about the interstate system. This isn't an interstate highway this is a interstate gps route. Bad job.
- This corridor will not only interrupt and divide a sensitive ecosystem unique to the southern regions of Arizona, it will economically damage the city as well. By constructing a roadway that



bypasses the city of Tucson, one is essentially constricting the economic possibility of growth within the city.

- Unfortunately I was unable to attend the June 18th public meeting in Tucson to voice my opposition to the I-11 corridor routing through Avra Valley. If I-11 is routed this way it would lead to irreparable damage to a rural scenic area of southern Arizona that includes Saguaro National Park West and Ironwood National Monument. The best and only routing for I-11 is along the existing I-19 and I-10 interstates which would have the least impact to the area.
- This is in response to the latest analysis completed for the Las Vegas Metropolitan Segment of the Congressionally Designated I-11 Corridor. The Evaluation Results of the Intermountain West Corridor Study were posted on the internet open house with comments to you due by July 18th. I reviewed the materials posted on-line but was not able find the latest alternatives map for the Las Vegas Valley. I provided comments to you back on March 4, 2014 expressing serious concerns about the BB-QQ alternative (the eastern alternative), which was the preferred alternative in the earlier analysis.

By way of introduction, I served as Superintendent of Lake Mead National Recreation Area for the National Park Service from 1987 to 2000 before I left to start the Outside Las Vegas Foundation where I served as Executive Director for 10 years.

Without knowing whether changes were made to the conceptual alignment in alternative BB-QQ, I have to restate my position related to the eastern alternative. Alternative BB-QQ goes through a significant portion of the Lake Mead National Recreation Area and would have major adverse impacts on the park and the visiting public. I am truly nonplussed to think that you would even consider this a viable alternative. It is a flawed alternative from the get-go. It is unfathomable to me to hear an argument that it makes since to take truck traffic off the existing freeway system in the Las Vegas Valley and put that traffic through the heart of a unit of the National Park System.

The Department of Transportation Act (DOT Act) of 1966 included a special provision - Section 4(f) - which stipulated that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- * There is no feasible and prudent alternative to the use of land.
- * The action includes all possible planning to minimize harm to the property resulting from use.

Further amendments clarify that if the Section 4(f) Evaluation identifies a feasible and prudent alternative that completely avoids Section 4(f) properties, it must be selected. If there is no feasible and prudent alternative that avoids all Section 4(f) properties, FHWA has some discretion in selecting the alternative that causes the least overall harm. FHWA must also find that all possible planning to minimize harm to the Section 4(f) property has occurred. Clearly, in this case there are other prudent and feasible alternatives to the taking of park land.

The reason why Section 4(f) was passed in the first place was because State Highway Departments were routing highways through our nation's special park areas at an unprecedented rate since this was usually the least cost alternative. We were losing parks at an alarming rate so Congress had to step in to rectify the situation. It looks to me like we are back to the early 1960s philosophy with the I-11 Corridor analyst where costs are used as the primary criteria.

Not only does the BB-QQ alternative impact Lake Mead National Recreation Area, it also has a major adverse impact on the River Mountains Loop Trail, the Vegas Valley Rim Trail and the River Mountains Area of Critical Environmental Concern managed by the Bureau of Land Management for bighorn sheep and desert tortoise protection. The 34-mile long River Mountain Loop Trail is designated a National Recreation Trail and has been an incredibly positive example of collaboration between the National Park Service, Bureau of Reclamation, cities of Boulder City and Henderson, Southern Nevada Water Authority, neighborhood associations, user groups, private businesses, and other partners - some 30 in total. Millions of dollars have been invested in this project and is one



where there is a tremendous sense of community pride as well as a growing positive economic impact. Likewise, the Vegas Valley Rim Trail will be adversely impacted as it uses a major part of the River Mountains Loop Trail in Henderson as part of its alignment.

It is my feeling that moving forward with further analysis of the BB-QQ alternative is a complete waste of tax payers money as it is isn't going any place in the final analysis and is simply going to evoke a tremendous environment outcry nationally to the detriment of the I-11 Corridor which is important to Nevada and the region economically.



12 REASONS WHY I-11 SHOULD *NOT* RUN THROUGH THE AVRA VALLEY

1. Truth-telling: The \$2.5 million Arizona and Nevada Depts. Of Transportation I-11 Study favors a "Tucson Corridor" while saying they don't endorse a specific alignment. However, a new Interstate cannot go through Saguaro National Park, Ironwood Forest National Monument, the Tohono O'odham Nation, the federal Wildlife Mitigation Corridor created when the CAP canal was built, or down Campbell Avenue in Tucson. That leaves...the Avra Valley!

2. I-11 will destroy, not create, jobs. There will be temporary construction jobs, but long-term employment at businesses serving the I-10 corridor will be lost. Truckers will drive longer distances. A new smuggling route will be created. ADOT's I-11 "Corridor Justification Report" promotes sending American jobs to Mexico.

3. Families will be forced out of their homes to make room for the Huckelberry Highway. The County Administrator says 47 families will be affected, but doesn't know who they are. That's just families who will be dispossessed, not counting those whose lifestyles will be changed by having an interstate in their back yard.

4. Tourist visits and revenue will be reduced. The attraction of Saguaro National Park, Arizona-Sonora Desert Museum, Old Tucson, Ironwood National Forest, Tucson Mountain Park and Kitt Peak Observatory is in their "remote" location. Highway noise, smells, lights and views will change that forever.

5. A freeway meant for truck traffic will bring 24/7 noise and air pollution. It can pollute groundwater. Views will be ruined. Peaceful living for thousands of families will be lost for all time. Traffic noise and fumes hurt health.

6. Wildlife will be heavily impacted. Connections between the "sky islands" of Southern Arizona will be compromised, affecting mountain lions, deer, jaguars, bighorn sheep, tortoises, etc. The Wildlife Mitigation Corridor, established when the CAP canal was built to protect desert dwellers and their corridors, is at risk.

7. The Avra Valley is full of important archaeological sites. A freeway will destroy many ancient wonders.

8. Follow the money: Public records show that some 1500 acres in the highway's path are owned by multi-millionaire Mesa real estate speculator (and candidate for Secretary of State) Wilford Cardon. On Cardon's campaign committee are Pima County real estate moguls Don Diamond and David Goldstein. Diamond, with attorney Si Schorr, works closely with County Administrator Chuck Huckelberry, once selling the county some land for 200 times its assessed value. Huckelberry and Diamond had a May 15 "candid conversation...love fest" according to the *Star*.

9. I-11 is supported by MGM Resorts & Casinos, Diamond Ventures, Tarantino Construction, Southern Arizona Association of Home Builders and a host of private engineering, development and construction businesses which stand to make a lot of money. The Avra Valley route is opposed by many long-time residents of the Avra Valley, Saguaro National Park, Friends of Ironwood National Forest, Coalition for Sonoran Desert Protection, Sierra Club, Arizona Game & Fish, Archaeology Southwest, Old Pueblo Archaeology, and the Pima County Board of Supervisors in their 2007 resolution. Hundreds have signed an online petition at <http://petitions.moveon.org/sign/no-interstate-11-highway>.

10. Highways bring development, and developers actively support I-11. But long term Southwest drought could cause Arizona to lose half its Colorado River allotment. Where is the water going to come from?

11. An alternative was raised by State Transportation Board staff during the I-10 Bypass debate in 2008. They showed that double-decking six miles of I-10, from Ruthrauff to I-19, would accomplish their goals at one-third the cost of building a 56-mile interstate. Elevated freeways are, ADOT said, "technically feasible;" in fact, they exist at the I-10/I-19 interchange and throughout the world, and Mr. Huckelberry proposes an elevated highway over Sandario Road from Mile Wide south to avoid the Wildlife Mitigation Corridor and Tohono O'odham land. Double-decking a few miles of I-10 would save taxpayers nearly \$2 billion, according to ADOT's numbers. Why are they ignoring this?

12. Planners say I-11 is 10 - 20 years off. But the County Administrator is pushing hard for the I-11 eastern leg, renamed the "Sonoran Corridor," right now! It's important that we speak up. Comment at www.i11study.com and call Board of Supervisor's Chair Sharon Bronson's office at 724-8051.

CHUCK THE HUCKELBERRY HIGHWAY !!

PERSONAL INFORMATION REDACTED



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INFORMATION
REDACTED**

June 18, 2014

Comments on the Draft Southern Arizona Future Connectivity Corridor Feasibility Assessment Report:

Thank you for the opportunity to provide comments regarding a potential infrastructure corridor between Phoenix and the US/Mexico border known as the Southern Arizona Future Connectivity Corridor. First of all I wish to complement you on your process thus far in the planning for the I-11 project. The level and quality of public involvement far exceeds any past efforts.

According to the I-11 website:

“The Corridor is proposed to include an upgraded highway, but could be paired with rail and other major infrastructure components—such as energy and telecommunications—to serve the nation’s needs in the west.”

The attention of Pima County Administration appears to be focused on construction of a highway through the Avra Valley located west of Tucson. However, in 2007 the Pima County Board of Supervisors adopted a resolution in opposition to the I-10 Bypass in this location. In addition, in 2000 the Pima County Board of Supervisors opposed by resolution a high voltage electrical transmission corridor that was proposed by the Public Services Company of New Mexico through the Avra Valley along essentially the same alignment. More recently Pima County opposed construction of another high voltage transmission project proposed by SunZia in this same location.

There are a number of reasons why infrastructure development including highway, rail, and energy components such as high voltage transmission lines are not appropriate land uses in the Avra Valley.

First is the existence of the Central Arizona Project Tucson Mitigation Corridor that physically and biologically connects Pima County's Tucson Mountain Park with the Tohono O'odham Nation and the mountains to the west. This 4.25

square mile corridor was acquired by the Bureau of Reclamation as partial mitigation for construction of the Central Arizona Project. It is managed by Pima County, and Arizona Game and Fish is a third party to the cooperative agreement that states this area is only to be used to preserve plants and wildlife and to provide an undeveloped corridor for wildlife movement. The ADOT I-10 Bypass Study proposed bisecting the Tucson Mitigation Corridor and omitted any information regarding this critical existing corridor. The Bureau of Reclamation, Pima County Board of Supervisors, and the Arizona Game and Fish Department opposed the I-10 Bypass and have since opposed the SunZia Transmission Project in this area.

In addition to the agencies noted above, the National Park Service opposed the I-10 Bypass and the SunZia Transmission Project in this location due to inconsistencies with the establishment of Saguaro National Park including its designated wilderness area. The National Park Service recommended that an Environmental Impact Statement consider the effects on natural resources including the spread of invasive species and habitat fragmentation, degradation of cultural resources, and visual impacts from sensitive viewing areas such as the Arizona-Sonora Desert Museum. The SunZia Transmission Project subsequently removed the Avra Valley corridor from consideration due to the potential impacts.

The Pima County Tucson Mountain Park Management Plan addressed the Tucson Mitigation Corridor, lease properties such as the Arizona-Sonora Desert Museum, and the management of visual, biological, and cultural resources. 62% of visitors to Tucson Mountain Park visit the Arizona-Sonora Desert Museum and park road pull outs. These areas overlook the iconic Sonoran Desert landscape of the Avra Valley; and an interstate, rail, and/or utility corridor in this location will result in negative impacts to the multi-million dollar tourist industry in southern Arizona.

Tucson Mountain Park and the Tucson Mitigation Corridor are part of the Pima County Conservation Lands System. The Pima County Sonoran Desert Conservation Plan identified priority vulnerable species, cultural resources, special management areas, and critical linkages that may be impacted by a highway, rail, and/or utility corridor in this location.

In closing, local roads such as Sandario Road, Kinney Road, and Gates Pass Road are designated Major Scenic Routes by the Pima County Zoning Code and the intent of that designation is to preserve and enhance the visual resources of the

natural and built environment. Areas within one mile of Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor are within the Pima County Buffer Overlay Zone which is an area designated to foster wildlife habitat. Most of the private land adjacent to Saguaro National Park, Tucson Mountain Park, and the Tucson Mitigation Corridor is included in the Resource Transition Zone land use category of the Pima County Comprehensive Plan, and development of these lands is to blend with the natural landscape and support environmentally sensitive linkages.

It is for these reasons plus opposition by the Pima County Board of Supervisors, Bureau of Reclamation, National Park Service, Arizona Game and Fish Department and the concerns of many private citizens that an Avra Valley route for the I-11 infrastructure corridor should be eliminated from consideration.

Thank you again for the opportunity to provide these comments.

To:

I am a resident of the River Mountain Planning area of Henderson, NV. I am deeply concerned by, and strongly object to the proposed routing of I-11 along the eastern side of our property. There are two other proposed routes, both of which are in existence and would be far less disruptive. The proposed route titled BB-QQ would require building miles of new highway through several neighborhoods, bisecting some and passing very close to others. It would also traverse an Area of Critical Ecological Concern (ACEC), as well as obliterate large sections of the River Mountain Loop Trails system which cost millions of dollars of investment and untold man-hours, and denying residents its benefit. It would also form a V with I-515 sandwiching several neighbor-hoods in between two 65 MPH limited access highways. The noise would be continuous 24 hours a day.

I beseech you to exercise your influence to stop this foolish disregard for citizen's rights and property ownership. Say NO to BB-QQ.

Sincerely,



Submitted to

PERSONAL INFORMATION REDACTED

Bureau of Reclamation's Comments for the Level 2 Alternative Screening for the Interstate 11 (I-11) and Intermountain Corridor Study (Study)

Existing Infrastructure: Reclamation lands that would be crossed by Alternative BB-QQ accommodate vital infrastructure of the Southern Nevada Water Authority (SNWA) system (Robert B. Griffith Project). This includes water conveyance tunnels and pipelines from Lake Mead, the River Mountains Treatment Facility, and numerous water mains, laterals, and water tanks that supply water to the Las Vegas area water users of the Las Vegas Valley Water District and the cities of North Las Vegas, Henderson, and Boulder City. The addition of a highway in this location is likely to present challenges and added costs for operation, maintenance, and future reconstruction or additions to this system by the SNWA and its members. Reclamation lands also contain City of Henderson flood control features and other utilities.

Alternative BB-QQ would parallel the designated and established major power transmission corridor through the Las Vegas Valley. The current lack of adequate expansion room along this corridor and the inability to add capacity to move bulk power from points north and east of southern Nevada to points south and west into California and Arizona is already a significant power grid issue. Construction of this alternative may present relocation challenges for transmission lines already constructed, and would appear to present additional serious limitations and costs to the already difficult conditions encountered by new transmission projects attempting to use this vital corridor.

We recommend that the compatibility of the alternatives with existing infrastructure be added to the evaluation criteria. To determine this compatibility we recommend that you contact SNWA, the City of Henderson, and the power transmission line owners to discuss the alternative and to obtain shape files of the facilities.

River Mountains Loop Trail (Trail): This multi-agency recreational trail has been developed to provide recreation access into the River Mountains, eastern Henderson, Boulder City, and the Lake Mead National Recreation Area. Alternative BB-QQ would essentially overlay or parallel the Trail alignment from the vicinity of Railroad Pass to the northern boundary of Reclamation lands along Lake Mead Drive. It is likely that a significant portion of the Trail would require relocation. If mitigated by relocation along the constructed I-11, the public recreation experience could be significantly degraded.

We recommend that the impact to the Trail and the recreational experience be added to the evaluation criteria. To assess this impact, we recommend that you obtain shape files of the trail route to identify conflicts and the potential for mitigation.

Access: The bifurcation of this block of Reclamation lands could result in increased costs to Reclamation for monitoring and management due to access issues. The additional physical access resulting from construction may result in additional post-construction motorized public access, trespass activities, and illegal dumping. Conversely, existing foot, bicycle, and equestrian recreation access (outside the Trail) currently enjoyed by the public could be reduced

by the presence of the major limited access divided highway. We recommend that access to Federal lands by land managers and the public be added to the evaluation criteria.

Environmental Considerations: In contrast to the other alternatives in the Las Vegas Valley, the majority of Alternative BB-QQ is relatively undeveloped Federal land. We recommend careful screening for environmental considerations to provide a balanced comparison of alternatives. To accomplish this, we recommend the addition of evaluation criteria for cultural resources, visual and noise impacts, and erosion potential due to slope and topography. Please let us know if we can assist with information on cultural resources sites on the Reclamation land. Evaluation criteria have already been developed for wildlife habitat. Please note in that analysis that the Reclamation land provides important desert big horn sheep habitat as well as habitat for the federally threatened desert tortoise.




Printed Name	Signature
Barbara Secora	[Signature]
Mike Secora	[Signature]
Kathie Keller	[Signature]
Camela Tapa	[Signature]
Marilyn Nylb	[Signature]
Bruce Santarossa	[Signature]
Lorna Santarossa	[Signature]
Julie Santarossa	[Signature]
Mary Clarich	[Signature]
John Clarich	[Signature]
Kelvin La Combs	[Signature]
Sherrila Combs	[Signature]
John Reed	[Signature]

PERSONAL INFORMATION REDACTED

Comment	Date
	5.17.2014
	5-17-14
	5-17-14
Anderson	5/17/14
Site/Personal	5-17-14
	5-17-14
	5-17-14
unnecessary	5-17-14
	5-17-14
	5/17/14
	5-17-14
	5/17/14

To avoid I-17 from being placed at corridor BBQQ

Petition summary and background		Action petitioned for	
If this bypass goes in at BBQQ we will lose our rural way of living. The big horn sheep will be affected and our riding and bike trails will be gone. Do you want to live in between a noisy pollutant causing bypass?		We, the undersigned, are concerned residents of this rural land, who enjoy the quiet and rural life we have sustained. The big horn live in our nearby mountains they will be impacted greatly if a large bypass with cars/big trucks polluting the rural area we live in. By signing this petition	
Printed Name	Signature	PERSONAL INFORMATION REDACTED	
Mrs Herrera			
LEXI HERRERA	LEXI HERRERA		
Doreiky Henry	Doreiky Henry		
BRUCE HENRY	Bruce Henry		
NORMA E. LYZZE	NORMA E. LYZZE		
Isela Jacobs	Isela Jacobs		
J. RISPANTE	J. RISPANTE		
K. HINNAN	K. HINNAN		
M. BARKER	M. BARKER		
J. BARKER	J. BARKER		
Comment	Date		
	5-16-14		
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Printed Name	Signature	Address	Comments	Date
Angelica Sordani	Angelica Sordani			5-17-14
Jim Gilbert	Jim Gilbert			5-17-14
Ramon Velazquez	Ramon Velazquez			5-17-14
Julith Ingo	Julith Ingo			5-17-14
marion Reza	Marion Reza			5-17-14
Penny Reetz	Penny Reetz			5-17-14
35 Seash	35 Seash			5-17-14
Jackie Parsquis	Jackie Parsquis			5-17-14
Dorothy Henry	Dorothy Henry			5-17-14
David Ball	David Ball			5-17-14
Travis Sparks	Travis Sparks			5/30/14
Ernest Stueckel	Ernest Stueckel			5/30/14
				"

[illegible]

Petition summary and background	If this bypass goes in at BBQC we will lose our rural way of living. The big horn sheep will be affected and our riding and bike trails will be gone. Do you want to live in between a noisy pollutant causing bypass?
Action petitioned for	We, the undersigned, are concerned residents of this rural land, who enjoy the quiet and rural life we have sustained. The big horn live in our nearby mountains they will be impacted greatly if a large bypass with cars/bike trucks polluting the rural area we live in. By signing this petition We the residents are opposing the bypass at BBQC

Printed Name	Signature	Address	Comment	Date
David Elmer	David Elmer	PERSONAL INFORMATION REDACTED		5-31-19

Comments regarding multimodal considerations:

- (TUC) Why don't you build a high speed rail instead????? Thru the I-10 Sun Corridor? Your construction projection costs are too low—you won't be able to afford future maintenance fees as well—since you can't now. Why do you continue to ignore building a high speed rail & continuing to profligate the use of dirty fossil fuels—this is a sham—this is your long bomb throw & it's a loser!
- (TUC) Guaymus Mexico was historically an important port for U.S. before the railroad. San Diego/Yuma was alternative. Guaymus is expanding & modernizing its facilities, with Hermisillo would be closest communities to Nogales. Rail service should probably be expanded to those areas. Highways, of Nogales is often an high-crown 2-lane with drop-offs beside it & speed bumps in towns! Not likely to supply traffic requiring I-19 or I-10 bypass. Present I-10 in Tucson 5 lanes wide (one way) in spots, no more work needed! I favor better signage N. of Phoenix to Vegas. I favor expanded railyard in Picacho Pk. Area.
- (BUC) Why a interstate? Why not a rail line? Trains are more efficient, less pollution, less fuel that we have to import! When will this proposal be put up for the Arizona voters to vote on it? Who needs Mexico? Since NAFTA the drugs & human trafficking got worse. It will continue to get worse with a interstate. Your presentation shows containers – more Chinese junk for Wal-Mart. Is I11 to be a tollway? This \$ should be used to put Americans to work.
- Just watched the YouTube video about this project. I don't recall more than one reference to PASSENGER rail. How about considering a 21st century solution to moving people and products by rail rather than trying to fill in the gaps of a 1950's highway system? Millennials prefer their smartphones over their cars, so let's build something for the future, not the past. Connect urban centers and airports with passenger rail, not expand an out-dated transportation system. I-10 from Phoenix to Tucson is already a dangerous mess and can't imagine dumping even MORE cars on it when the link between Phoenix and Las Vegas is completed.
- The elephant in the room for me is the missing modality - air. I understand the ground focus of the study but believe all parties involved should be laying the groundwork for additional study to begin to include a modern air hub for the region, that could link to the rail and truck transport functionality that will be added with the new I-11 corridor. I call this concept the Hassayampa World Port - a primarily (1st phase) cargo airport to bring international air cargo options to the SW Mega region for Asian and South American economies. Key parties should begin now to protect potential sites from further development until basic study can be done. The best location is NW from Phoenix and SW from Wickenburg, taking advantage of the I-11 corridor route while protecting the Vulture Mtn Reserve and Wickenburg. Existing Phoenix and Las Vegas airports could benefit from offloading cargo volume, to the adv of the entire region.

Comments regarding environmental considerations:

- (TUC) This corridor would have unavoidable impacts on Saguaro NP and Ironwood Forest Nat. Monument. It would also fragment wildlife habitat and movement corridors. Needless to say, it would also require condemnation of private lands. These impacts can never be fully mitigated. Better to use expanded rail along the I-10 and I-19 corridors.
- It is mind boggling, that in the face of dwindling CAP water and the fact that Tucson was ranked # 8 on the list of "Ten Biggest Cities in Danger of Running Out of Water" (AZ Star article of Nov. 1, 2010) with Phoenix listed as # 3, the Pima County Board of Supervisors (PCBoFS) continues to push for an I-10 Bypass through Avra Valley. They can call it the "Sonoran Corridor", the "Auxiliary I-10", or even "Highway to Heaven" but it is still an I-10 Bypass.



Now the public is being fed, “Pie-in-the-sky” fairy tales about all the “hundreds of thousand” good jobs this will create in Arizona and Nevada. Please tell me how good are job in Arizona when salaries, across the board, are 25% less than the national average, and more jobs will be exported to Mexico?

Why are they (PCBoFS) so persistent in violating of their own Resolution 2007-343? Surely it’s hasn’t anything to do with the profits that Chuck Huckleberry, Wil Cardon, Don Diamond- “Arizona’s Donald Trump,” and their cronies stand to make after buying up Avra Valley land, along the proposed route, long before this bypass plan came to light. In addition Diamond gets the public to pay for easy access to his Swan Southlands’ 3000 acre development. One must not forget that these men do not live in Avra Valley. Would they stop a freeway near their homes? You can be assured they could and would, having the political connections and financial means to do so.

My earlier comments to the Supervisors may be found at http://i11study.com/wp/wp-content/uploads/2013/08/SubmittedComments_Aug-Sept2013.pdf Instead I would like to address how the Bypass will affect our dwindling water supply and the effects of the continuing 14 year drought Southern Arizona is experiencing...a drought that may not be apparent to those living in the Tucson metro area.

I have lived in Picture Rocks (part of Avra Valley) for 28 years. When I purchased a house and acreage in 1986, there were very few people living in my community on Anthony Drive which was, at that time a dirt road. Winter rains and frequent snows provided spring grass for my horses, an abundance of wild flowers, purple lupine, fuchsia penstemon, white fleabane, lavender filaree storkbill, booming cacti and native ironwood and Palo Verde trees.

Summer monsoons use to provide a second crop of wild grasses, plus California poppies, rose mallow, and nightly choruses of hundreds of Colorado River toads. I had wild sunflowers over 6 feet tall which attracted green finches, resident cardinals, quail, dove, and other wild birds. I had a solid line of native trees and bushes in the washes crossing my property---so dense that it hid my house from our private dirt lane. In the evenings we could watch the bats eating insects on the wing while listening to cicada serenades.

August was the time for harvesting prickly pear fruit for making jelly with my fifth and sixth grade students. Desert tortoise would bite off the juicy fruit with purple beaks stained by their meals. Bull snakes and king snakes would drink from my fish pond while hummingbirds drank from the fountain. My front and back yards were green with grass and decorated with potted flowers, rose bushes, and cacti.

It wasn’t unusual to see deer, javalina, bobcat, iguanas, a rare bobcat or cougar while driving to and from Tucson, through the Saguaro Monument, in the early morning or evening hours.

The drought has had devastated Avra Valley. It is impossible to water every plant, bush or tree knowing that our water supply is dwindling. The wildflowers have all disappeared because of the extended drought.

The surviving rabbits have eaten my lawns down to the bare dirt. Any green plant that pops up in the spring is eaten overnight. I’ve had to put potted plants up off the ground because the rabbits will eat them down to the rim of the planter. The foot high sunflowers, which are distasteful to most animals, have also been eaten. Rabbits are eating cacti pads. The prickly pears, weakened by drought, have succumbed to a beetle that destroys the entire cluster almost oversight as they suck the juices from the pads. Hardly any bloomed this spring. The young cat claws, ironwoods, Palo Verde, and mesquites growing in the washes are dying from lack of water.

I haven’t seen or heard any cardinals in 3 years. The finches are also gone. One hummingbird comes in to water at the fish pond. I have only two nesting pairs of quail left. This year they had



no babies, or if they did, the babies were eaten or died. No bats have been seen for at least 5 years. My lizard population around the house has dwindled to two. Last summer, during our three, 30-minute monsoon rains, I heard only 2 lonely toads calling to each other, the first I'd heard in 3 years. One is hard-pressed to even find ants.

Coyote packs make twice daily sweeps through our yards looking for cats and small dogs. One family of Harris hawks have kept the feral cat population down. I have four resident javalina and at least one coyote sleeping under mesquite trees located in the northwest corner of my place. The Sonoran Desert ecosystem is on the verge of collapse. Cutting Avra Valley in half with a freeway will be the final blow as it will prevent wildlife movement from east to west, create more air, noise, light, and sound pollution which are detrimental to the habitat, needlessly consume ground water, and increase wildlife road kill.

How will your children and grandchildren view your decision to approve this plan just to satisfy the greed of a few? What kind of stewards of our Arizona Sonoran Desert will the Board of Supervisors choose to be?

"It is easier for a camel to go through the eye of a needle, than for a rich man to enter into the kingdom of God" (Matthew 19:24.)

Comments regarding economic benefits and investment:

- (TUC) It's fine that congress committed by improving Hoover Dam Bridge. Keep in mind and highlight significant investment to Nogales Port of Entry (Maricopa). What is the value in investing in improved & increased flights, freight & tourists, especially between Tucson and Sonoran destinations. Could the economy discussions expand to include ACA, TTCA efforts i.e. ACA Mexico office, Blueprint, BIEN progress, etc.
- (TUC) Consider adding Mexico industry targets for sector alignment.



I-11 & JOBS: MEAT & POTATOES? PIE IN THE SKY?? OR OUTSOURCED TO MEXICO ??

By Albert Vetere Lannon

At the May 21 Stakeholders Meeting called by the I-11 Planning Team of the Arizona and Nevada Departments of Transportation to finalize a "Business Case" for the highway, planner Michael Kies said that building Interstate 11 would create "240,000 new high-paying, good benefits jobs" in the two states. When asked the basis for the claim, Kies referred to the Corridor Justification Report posted on their website. A review of that 285-page document showed that much data is based on "assumptions," "projections," "forecasts," "potential," and magical thinking. They may "over-estimate due to double-counting some factors." Note: All numbers and quotations are from ADOT.

The operative words in the projections are "nearshoring" and "integrative manufacturing." The planners predict that, as wages in China rise, Mexico will become more attractive to corporations. If US manufacturing labor costs are 100 on an ADOT index, China is around 5 and Mexico 12. As "trade with Mexico expands," the report argues, so will "the current trend of moving manufactured goods production...to Mexico...Mexico was the most popular choice for nearshoring, where hourly compensation costs are nearly as low as China." Kies told the Stakeholders, "Mexico is happening!"

"Goods that are lightweight...and labor intensive, such as clothes and footwear, will likely remain overseas. Heavier goods, such as furniture and capital-intensive goods such as machinery, are leading candidates for nearshoring." The report suggests "industry clusters" and "integrative manufacturing" to house the making of parts in the US, with assembly in Mexico.

The report discusses planned improvements at the Mexican deep-water port of Guaymas for container traffic. That will impact high-paying jobs in the West Coast stevedoring, trucking and warehouse industries. The report also discusses receiving even more goods from Asia as another "alternative future scenario."

In their discussion of "branding" and "marketing" I-11 to the public and politicians the pitch is "enhancing economic vitality" and "commercial opportunities." I-11 is being sold as a way for corporations to make more money. Period. There is no expressed interest in workers except as cheap labor across the border.

Concern for workers is also missing in the proposed methods of financing I-11: increased gas taxes, truck tolls, toll roads, and mileage-based user fees, along with general tax dollars.

Pima County Administrator Chuck Huckelberry's plan to build a 56-mile segment of I-11 through the Avra Valley will destroy the remote conditions that bring visitors to Saguaro Park, the Desert Museum, Ironwood Forest, Kitt Peak Observatory and hurt tourism. While there will be temporary construction jobs created by the Huckelberry Highway, long-term employment servicing the present I-10 corridor through Tucson will be negatively impacted.

The alternative to the Avra Valley route, double-decking a few miles of I-10 in Tucson, would also create construction jobs, but would cost one-third the money of a new highway and save taxpayers nearly \$2 billion. ADOT's numbers.

The report warns that possible alternatives are "less likely" if "water shortages... constrain growth." Both states are in the second decade of a severe drought, with Colorado River water allotments subject to rationing.

To spend billions of taxpayer dollars and threaten people and wildlife for an illusion, a "vision," is wrong. To sell I-11 by saying it will create jobs while promoting the export of American jobs is very wrong.

There will be a final public meeting June 18, 6 p.m., at Tucson Electric Power's Community Room, 88 East Broadway, in Tucson. Comments can also be made at i11study.com.

SAVE AMERICAN JOBS -- CHUCK THE HUCKELBERRY HIGHWAY !!

Comments regarding funding considerations:

- (BUC) I-11 & no federal funding? Not fair to Arizona & Nevada residents to pay for something that appears to benefit Mexico (immigration, drugs, corrupt government) & China. Deep water ports to be built in Mexico because the Port of L.A. is maxed out on capacity. Port of LA union contract expires 30 JUN 2014.
- I used to think the I-11 would need to go from Mexico to Canada, but I think it would need to be proved over time the need for that. I do believe strongly though in a link between Tucson and



Reno. This would provide a freeway system to link most of the land area and populations of these two states. South of Tucson and north of Reno, there already are established ways of either reaching Mexico or Canada. Also funding outside of toll roads needs to be found. Toll roads are wrong and against the tradition of the west. Unfortunately the Nevada legislature approved a toll road that would go around the Boulder City segment. This was a serious mistake. Many legislators who approved the toll were fooling themselves. They are some of the most no tax state politicians yet a toll road is a toll tax and specifically a privilege tax. Instead of a privilege tax a broader based tax should be used instead in combination with any private funding.

Comments regarding design elements or features:

- (TUC) We would hope rubberized asphalt would be used to benefit the taxpayers. What about incorporating a design feature that would allow high-speed rail to be possibly implemented in the future!
- The proposed corridor with it's potential to create jobs and extend vital services between two neighbors is a worthy undertaking. What may be missed here is the opportunity to build such a road using new materials such as the solar roadways project. The projected path runs right through a region that sees 300 days of sunshine a year and very little inclement weather. To build yet another traditional road would be a waste of space that could be used to generate power and demonstrate the usefulness of new environmentally friendly road-building methods. The inclusion of high-speed light rail service would be a first for this area of the country and could provide another option for travel that does not require cars. A 2 hour trip between Sky Harbor and McCarran Intl. airports would be a welcome change from the normal 4+ hours it takes to drive. Theoretically, power from the new solar road could help power the trains. Replaceable, smart, solar glass panels make sense here. Lets do it.
- Cellular coverage is minimal at best along this corridor. What is the plan to bring cellular coverage along this area?

Other submitted feedback:

- (TUC) No question, but just wanted to say I appreciate the forward thinking about long-term goals for our region. I understand that studies like this are needed to thoroughly evaluate feasibility & especially important when funding is needed in the future. Thank you!
- (TUC) Why are you proceeding w/ NEPA study in S. AZ. When other earlier steps are not completed for other sections? Shouldn't you get all segments up to the same step in the process before proceeding? Will the Federal I-11 (93) be done anyway?
- (BUC) The presenter (Michael Kies) responded to a question about the Loop 303 by saying it was not going to be considered as an alternative. One of the segments through Goodyear south of the Gila River has been referenced as the Loop 303 South. So it is possible that the Loop 303 could be used for a portion of the I-11. The answer was not correct and may have been misleading. The answer should have referred to the I-8/I-10 Hidden Valley Transportation Framework Study prepared by MAG.
- (LAS) You read one of the questions from my yellow card but I can't leave without a major concern that I have. Besides, well, really ruining the lifestyle of many people that are out in the country for that type of lifestyle and the heart of what Henderson is to many people, the old Water Street, historical, my concern is we're kind of in a new era now. And have you done studies on the security of Hoover Dam with a mega highway coming through? That would make it so easy for anti-American people from down below us, South America, Central America, to just come on into our country and to do harm to our country. I have been a high school teacher, or



was a high school teacher. And I had many students from Mexico and they often told me what still goes on in Mexico. And I'm just really, really concerned about that aspect. And I don't know how a mega highway is going to stop any of that coming into our country.

- Only able to open 2 and 18 page documents. From them it seems that booth common and fiscal sense have been thrown out the window. It would be much cheaper and quicker to finish building Hwy 93 as a 4 lane divided on into Phoenix, matching its current form up to I-40. The routes bypassing Phoenix do not make economic sense, if according to your reason for an I-11 corridor, it is to benefit Arizona. It appears the route is to create a direct Mexico to Canada route bypassing the economic hub of the State of Arizona, while directly connecting to Las Vegas, Nevada. If this also is to truly include rail traffic, direct rail connection must be made into Phoenix. The corridor between Tucson/Nogales to Phoenix must be much narrower than identified due to the large number of National Monuments and Parks and other special designated lands. This same reasoning also applies to the lands between the Congress interchange and I-40. Least amount of land disturbance disallows Interstate designation.
- I wish I could've made meeting tonight in Buckeye. Ive put this off far too long. I want someone to email me and inform me of the financial feasibility of this project. WHO will be collecting the "tolls?" Will the money come back to the state, or will it go to a multinational corporation? Have there been talks with CINTRA? The foreign corporation involved with the Trans-Texas Corridor? Where does this "union" of nations and their transportation networks take our country's sovereignty? How much land from farmers, landowners, etc. will be forced to be taken? Does someone really read this? Prove it by personally responding! I'm against this if ALL or a part of what I've asked and stated above is any part of it! Protect our sovereignty as a state and nation! I'm against anything that causes potential irreparable damage to sovereign landowners, our state, or our nation!
- Hello, Can you please provide the asbestos study that was contracted? My understanding is that it was supposed to be complete in May and released to the public in June, but I have not seen any mention of it in your presentation or in the news. I would like to hear more from you on that topic and how it will/should affect the project. Thank you.
<http://www.reviewjournal.com/news/traffic-transportation/boulder-city-bypass-project-advances-amid-asbestos-reporting-concerns>
- I saw the following article in the RJ on Friday and had to forward it to you. It emphasizes my point that we really have a need for an alternative route from the I-15 behind Frenchman mountain. If there would be some way to connect the I-15 either at the Las Vegas Blvd exit or the APEX exit to State Rd 147 behind Frenchman Mountain - it would give drivers a much needed option to avoid bumper to bumper traffic along I-15 when there are large events at the raceway such as the Electric Daisy Festival or Nascar races. It seems a bit crazy that when events are scheduled at this venue that it basically shuts down the major interstate going into and out of town - I think that such a connection should be a high priority - and shouldn't even need to wait for interstate 11 studies to be completed. It could always be incorporated into a future interstate 11 corridor at a later date - but at least a two lane highway making this connect in the near future would be a start. The article is below: (I've **highlighted** one part of the article for emphasis) *Brace for Electric Daisy Carnival traffic this weekend Crowds file in to the Las Vegas Motor Speedway for the Electric Daisy Carnival in Las Vegas on June 21, 2013. Extra Nevada Highway Patrol troopers will be on duty over the weekend to manage traffic for this year's three-night event. (John Locher/Las Vegas Review-Journal file) By RICHARD N. VELOTTA LAS VEGAS REVIEW-JOURNAL Extra Nevada Highway Patrol troopers will be on duty over the weekend to manage traffic for this weekend's three-night Electric Daisy Carnival at the Las Vegas Motor Speedway. The event begins at sunset Friday, and 135,000 people are expected to attend each*



night of the world's largest electronic music festival. Entertainment begins nightly at 7 and ends at 5 a.m. Trooper Loy Hixon said there will be no easy way to avoid traffic on Interstate 15, the primary route to the speedway. He recommended against using Las Vegas Boulevard North. "Probably the best thing you can do is arrange your trip to avoid being on I-15 in the late afternoon and early evening those three days," Hixon said. "If you're heading for Utah or to take U.S. Highway 93 to Lincoln County, **there's really no other route.** Just be patient and watch the signs. If you're heading north, get in the left lane because most of the festival traffic will be exiting at Speedway Boulevard." Similar crowded conditions are expected on southbound I-15 at sunrise Saturday, Sunday and Monday. The worst of the congestion is expected Monday morning, when carnival traffic is exiting as the Monday-morning commute is getting started. "The organizers actually have done a pretty good job planning for this," Hixon said. "Limousines and buses have been chartered and the organizers (Insomniac Events) say about one-third of the crowd has purchased those tickets." Hixon said the Electric Daisy Carnival crowd also is inclined to car-pool. In addition, taxi regulators have arranged for cabs making runs to the festival to cut through Nellis Air Force Base to avoid congestion. Still, Hixon said between festival traffic and other motorists there likely would be 100,000 vehicles on the roads in the late afternoon and early evening hours. Hixon said 46 troopers have been assigned to patrol around the speedway and an additional 20 units would be on I-15 south of the speedway. In addition, four to eight units assigned to Moapa and Glendale will be asked to patrol the southern portion of their beats during carnival opening and exiting hours.

- I've been reading the recent articles about the public meetings being held to discuss potential routes for the I-11. The headlines make it appear that everyone is opposed to the route behind Frenchman Mountain. While I'm sure that those who were most vocal at the public meetings were opposed – I would bet many of them wouldn't be opposed to having a route behind Frenchman Mountain if the route to get behind Frenchman Mountain didn't go right along their rural neighborhoods. I think it would be good at these meetings to ask if they oppose the entire route – or if they are specifically opposed to the part of the route adjacent to the neighborhood. If an alternative route to get behind the mountain were proposed – perhaps one that would go through more urban parts of the valley – would they be opposed to the route going behind the mountain. I would bet most that are currently opposed would not be opposed if a route could be found (perhaps using Lake Mead Pkwy alignment, Warm Springs alignment, or Galleria Alignment) – to get behind the mountain. Of course then you would probably have other neighborhoods that would probably be opposed – but they couldn't make the claim that their neighborhoods are in a rural preservation area. Just a thought. I would bet most of the people that live in that far SE portion of Henderson would actually use a new freeway behind Frenchman mountain a lot to get to I-15 north – if a part of it didn't run right next to their neighborhood.
- I have two issues. First, my understanding is that the corridor will not appreciably reduce the number of miles required to travel between Phoenix and Las Vegas. However, claims are that I-11 will save an hour of travel time. That means the average speed will change from 60 mph to 75 mph. How is this possible? Second, there are claims that I-11 will relieve north-south Canada to Mexico traffic. However, I know of no study establishing a footprint for I-11 north of Las Vegas. The claims are therefore false, are they not? You can't relieve a corridor of traffic you are not even accommodating. I-11 is currently a farce on top of falsehood behind misdirection.
- Several years ago, mutual friends introduced me to a fellow named Bob Nolan. It turned out that Mr. Nolan at that time was serving as a Councilman for the city of Las Vegas. From our mutual friends, Mr. Nolan knew I was deeply involved in getting all jurisdictions motivated to adopt a plan for, and to implement, a beltway serving the entire southern Nevada community.



From his elected seat, I'm sure he helped prod the beltway that finally came into being. The idea of a beltway had often been discussed but never progressed far when it came to discussions on 'Priorities' among the coordinating committees of the southern Nevada jurisdictions (Regional Transportation Commission, RTC). No doubt there was a justifiable 'need' for a beltway, but the closest a beltway ever came to be, was when someone, almost jokingly offered Rainbow Boulevard as the western leg of an otherwise ill-defined belt circling the burgeoning growth taking place year-after-year in southern Nevada. Timing was ripe for a beltway and yet no individual or local jurisdiction took the lead to find a way to make such an important public improvement get underway. Even a passing mention of developing a real beltway was likely to be political suicide. Whoever would champion "the taking of land" through portions of our local jurisdictions for some massive highway would be held politically accountable. You can imagine that any public official who proposed that houses and businesses to be torn down for some road that they were never going to use, was self-destructive. Elected officials tied to such community disruption would surely be chastised at the ballot-box. While the need for such an improvement had surfaced previously based on professional projections, with the need for a beltway heightening, it was not pursued until the Howard Hughes Estate came forth with plans for what it intended to do with that 25,000 acre land bank property it owned along the west edge of the greater Las Vegas Valley they called "HUSITE". I got to know Bob Nolan well over the years and we often discussed transportation. After Bob left office, he told me that he wished he had the guts to push to make one significant addition to the beltway. He told me that the beltway was one important segment short of being a complete circling of the valley. He told me that he was too cautious in his elected position to push for the east leg of the beltway. He pointed out that there were two options in his opinion for a route on the east side of Frenchman's Mountain and the second route was a new corridor that generally followed one of a couple of north-south major surface streets. The reason Bob demurred from ever announcing either of those two routes is clear, the political heat on either route would be real, even if it could be done with all the environmentally-correct and socially-sensitive measures.

Of course it didn't help to have poor examples in the 60's and 70's of similar highway projects done elsewhere in the Nation where homes and businesses were taken without just compensation; with insensitive assistance was given to relocate the residents and businesses; and where even after spending time and talent on environmental studies – that bare minimal service was afforded for the environmental considerations that were important to have those issues adequately addressed and properly remediated.

I don't blame Mr. Nolan for failing to act on that issue. There were no allies, no other elected officials and none of the professional staff including the RTC staff brought the issue to the foreground either. The problem is that the traffic mess that such a new road improvement would have cleared-up, still exists today, only now, the travel times and wholesale disruption in and around the Mixing Bowl are even worse than twenty-five years ago. It is a shame, but the chances of Project Neon correcting the headaches and danger experienced every day – a quite slim

All of the above is a prelude to a current transportation planning issue called the Intermountain West Highway otherwise known as I-11. And what do you know? Today's elected officials and the professional staffs of the local jurisdictions and the State of Nevada (NDOT), know darn well that proposing any Interstate-type of traffic, especially trucks, through the Mixing Bowl is ludicrous. It seems Mr. Nolan was ahead of his time with regard to traffic burying the Las Vegas Downtown Core well before there was a glimmer of connecting Canada and Mexico through southern Nevada.



Someone somewhere decided to throw study funds on an International Highway corridor. So it is incumbent on us to give this study our best shot. I believe I can boil down the “which corridor” issue with help from my fond memory of and respect for Bob Nolan. Do we bite the bullet this time? Do we give due consideration to the preparation of a well-done (Comprehensive) Redevelopment Plan that accommodates the I-11 corridor leaving I-515 northbound at the Charleston curve striking an alignment north say along one side or the other of an existing surface street such as Pecos Road? I contend that we have ample bad examples of what has been done poorly over the past 40 years, and it is time to implement a project the proper, environmentally correct and socially sensitive way for a change.

Or as an alternative, do we bite a different bullet and commit to a route between Frenchman’s Mountain and the Lake Mead Bureau of Reclamation managed property. I suggest that this is a route that can be done with clear respect for all the environmental concerns from A to Z. Also to be noted there is minimal social disruption with this route since it barely brushes a few residential areas before reaching the federal managed lands. This route has one particular benefit. No public or private pressure would exist to construct any commercial or residential development along that route, as there would be NO interchanges along the route until it reaches I-15 where commercial development would be welcome.



Arizona Cities Could Face Cutbacks in Water From Colorado River, Officials Say By MICHAEL WINES ***NEW YORK TIMES – 6/18/14***

Arizona could be forced to cut water deliveries to its two largest cities unless states that tap the dwindling Colorado River find ways to reduce water consumption and deal with a crippling drought, officials of the state's canal network said Tuesday.

The warning comes as the federal Bureau of Reclamation forecasts that Lake Mead, a Colorado River reservoir that is the network's sole water source, will fall next month to a level not seen since the lake was first filled in 1938. Officials of the Central Arizona Project, which manages the 336-mile water system, say the two cities, Phoenix and Tucson, could replace the lost water, at least in the short term, by tapping groundwater supplies, lakes and rivers.

If they do not reduce consumption, the cuts could be necessary by as early as 2019, according to an analysis by the water project, and officials said that depending on drought conditions, the chances of water cutbacks by 2026 could be as high as 29 percent. Although experts have been aware for years that shortages would eventually occur, the analysis represents a marked turnaround in officials' thinking.

"We're dealing with a very serious issue, and people need to pay attention to it," Sharon Megdal, a University of Arizona water expert and board member of the Central Arizona Project, said in an interview. "The possibility of cutbacks of water deliveries to municipalities is higher than we've ever thought it was going to be."

The mere prospect of a shortage in Arizona cities, now raised publicly for the first time, is but a proxy for the rising concern among many experts over a longer-term water crisis across the entire Southwest. States along the lower Colorado River use much more water than flows into the lake in an average year, a deficit that upstream states shouldered for decades by opening their reservoir sluices to release more water.

But the drought has all but ended that practice, and Lake Mead has begun a sharp decline; the principal upstream reservoir, Lake Powell, now holds only 42 percent of its capacity, and Lake Mead about 45 percent. If upstream states continue to be unable to make up the shortage, Lake Mead, whose surface is now about 1,085 feet above sea level, will drop to 1,000 feet by 2020. Under present conditions, that would cut off most of Las Vegas's water supply and much of Arizona's. Phoenix gets about half its water from Lake Mead, and Tucson nearly all of its.

As a practical matter, neither the states nor the federal government can allow major cities to run dry. But because the lakes' water levels drop faster the lower they get — the canyons holding their water are V-shaped — Arizona officials say governments must act soon to stave off that worst-case scenario.

Under an accord negotiated in 2007, the lower Colorado states have already laid out cuts in water deliveries for every 25-foot drop in Mead's level, down to 1,025 feet above sea level. For example, Arizona farmers are expected to lose some of their allotment when the lake falls below 1,075 feet.

But lake levels lower than 1,025 feet are uncharted territory. "We have a plan to deal with less severe shortages, but we need to start coming up with a plan to avoid deeper shortages, or to figure out how to deal with the impacts that will come," said Tom Buschatzke, an assistant director of the Arizona Department of Water Resources.

Tom McCann, the Central Arizona Project's assistant general manager for operations, said the states needed to reduce Lake Mead drawdowns by at least 800,000 or 900,000 acre-feet of the 10.2 million taken each year. An end to the drought, followed by a few years of heavy rains, could rescue the states. But many now say that climate change would make that a temporary respite. Most scientists believe global warming will make an already arid region even drier in this century.

"We can't expect to live on releases from the upper basin anymore," Mr. McCann said. "The states need to come together and make hard choices so we can stem the decline of Lake Mead."

UNANSWERED QUESTIONS ABOUT A \$20 MILLION ‘SONORAN CORRIDOR I-10 AUXILIARY’

Is this a Trojan Horse to pave the way for I-11 through the Avra Valley? Last year’s map called this I-11. This year’s map inset still calls it I-11.

Isn’t this an I-10 bypass in violation of County policy, Resolution 2007-343? The Staff Report to the Planning & Zoning Commission named it a bypass. Planning & Zoning postponed action.

I-11’s “Corridor Justification Report” says it will make it easier for US companies to move jobs to Mexico, called “nearshoring.” Are you asking taxpayers to pay to ship their jobs across the border?

There may be reasons for the north part of the Corridor to service industry, but what justification is there to run it south alongside of and providing access to Diamond Ventures’ Swan Southlands development? Or to then go west to meet the Administrator’s proposed Avra Valley I-11 alignment?

Development follows highways, so in this drought, where is the water going to come from?

For the record, double decking a few miles of I-10 will meet I-11 needs at 1/3 the cost. ADOT’s numbers.

Albert Lannon for the Avra Valley Coalition’s 200+ members. 6/20/14

PERSONAL INFORMATION REDACTED





I-11 and Intermountain West Corridor Study Public Meeting Comment Form

June 2014

NDOT and ADOT 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 received prior to 5 p.m., July 18, 2014 will be included as part of the public meeting record. You may leave this form with us tonight or submit comments before 5 p.m. Friday, July 18, 2014 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

DI FACE DDINT

7/2/2014

I attended your I-11 and Intermountain West Corridor Study this past June 25th, 2014. You have asked for input by July 18, 2014.

While I may not be providing type of input you suggest, I do want to voice a concern regarding the current completion of road improvements (plans and implementation) for Hwy 93 from I-40 to Wickenburg. It was my understanding from the meeting that there is about 40 miles of Hwy improvements yet to be built out. Further, that the existing Hwy 93 is being upgraded for inclusion of the I-11 freeway if and when approved.

I am a principal owner of the DG Ranch (working grazing ranch). The DG Ranch is a 49,270 (+/-) ranch located about 28 miles north of Wickenburg. The ranch is comprised 40,095 (+/- acres) of state land (runs east of Hwy 93), 8,300 acres of BLM land (runs west of Hwy 93), and approximately 875 acres of deeded land. Of the deeded land 160 acres is located on Hwy 93 (both sides). The main entrance to our ranch is at mile marker 167.

We have (when notified) attended meetings regarding Hwy 93 since 2002 and should be in ADOT's meeting and correspondence logs. Our stated (written) concerns have been presented to make sure road design and development plans are in place to give us useful ingress/egress (both directions) off Hwy 93 to our ranch, care for an active spring to the north of the ranch, and provisions for continuous cattle movement to both sides of Hwy 93. Our concerns have been clearly stated for the past 12 (approximate) years. Please see attached a letter to Roxanne Turner (ADOT) dated 9/30/2002 with references to 6/21/2002 correspondence.

The purpose of this letter is to simply reiterate our expressed needs for clear and effective Hwy 93 design and implementation as it affects the DG Ranch. While we are lightly aware of improvement activities to the north, we would have no idea of when/how/time road may affect our ranch. When we hear that ADOT may be down to 40 miles of improvement completion left – it concerns us.

If this response is not appropriate for current I-11 plans and discussions please submit on to the right area within ADOT.

Attachments - 1) Letter to Roxanne Turner (9/30/2002) and **2)** Map of DG Ranch

PERSONAL INFORMATION REDACTED

Would you like to be added to future project e-mail list(s)? Yes ☒ No ☐



__061814 __062514 __062614

www.i11study.com



Roxanne Turner
Arizona Dept. of Transportation
3660 E. Andy Devine
Kingman, AZ 86401
Phone: 928-757-5828

Re: DG Ranch – Highway 93 Alignment

9-30-2003

Dear Roxanne:

I had written to you last June (6-21-2002) regarding the Pingitore (ETAL) family who owns the DG Ranch. The ranch is located about 28 miles north of Wickenburg. The ranch consists of 49,270 acres which breaks down to 40,095 acres state land, 8,300 acres BLM land and 875 acres deeded land. The main entrance to the ranch is at about mile marker 167.

That letter was in reference to expansion and alignment of Hwy 93 how that will affect the ranch. 160 acres of the deeded portion of the DG Ranch is located right on Hwy 93.

Our concern was three-fold:

- 1) Where will the expansion, and therefore future taking, be designed for this area?
I had enclosed a survey (reduction) of the 160 acres. Hwy 93 already affects much of the property. If the future expansion goes to the west of the current Hwy 93 alignment, the effect of the taking will be minimized somewhat. If the future alignment goes to the east of the current Hwy 93 alignment, then the affect will be maximized. This is very important to the Pingitore's.
- 2) The main entrance to the ranch is on the east side of Highway 93. This entrance leads to a road which takes you about 8 miles further east to the ranch headquarters (360 deeded acres). While the total ranch (49,270 acres) is on both sides of Hwy 93, most of the ranch acreage is on the east side of Hwy 93. Much of the staging (cattle loading/unloading etc.) takes place on the east side of Hwy 93 at or near the entrance. The point of this is that Pingitore's request a cross-over turn median so that the ranch entrance can be accessed from cattle trucks (and others) coming from the north and that cattle trucks (and others) be able to turn south coming out of the ranch. If no cross access going north or south (depending on the need) is given how far north and south would cattle trucks (and others) have to go to either come to ranch (from the north) or leave the ranch heading south? The affects of a divided highway without these considerations could be huge.

- 3) There is currently an active spring just north of the entrance. Care needs to be taken so that the spring can go under the future Hwy 93 expansion – either east or west, depending on the alignment of the road.

You copied me with your letter to Roland Cook of Jacobs Civil Inc. regarding this matter. Your letter to Mr. Cook said “the timing is right” and to keep you informed of progress.

We have not heard anything since that letter and no news may be good news. However, we felt that it would be appropriate to contact you again to make sure the Pingitore’s concerns are being addressed. Could you give me some update as to if this area is being planned and how our requests are being answered.

Thank you for your time and consideration.

Sincerely,

Doug Robinson

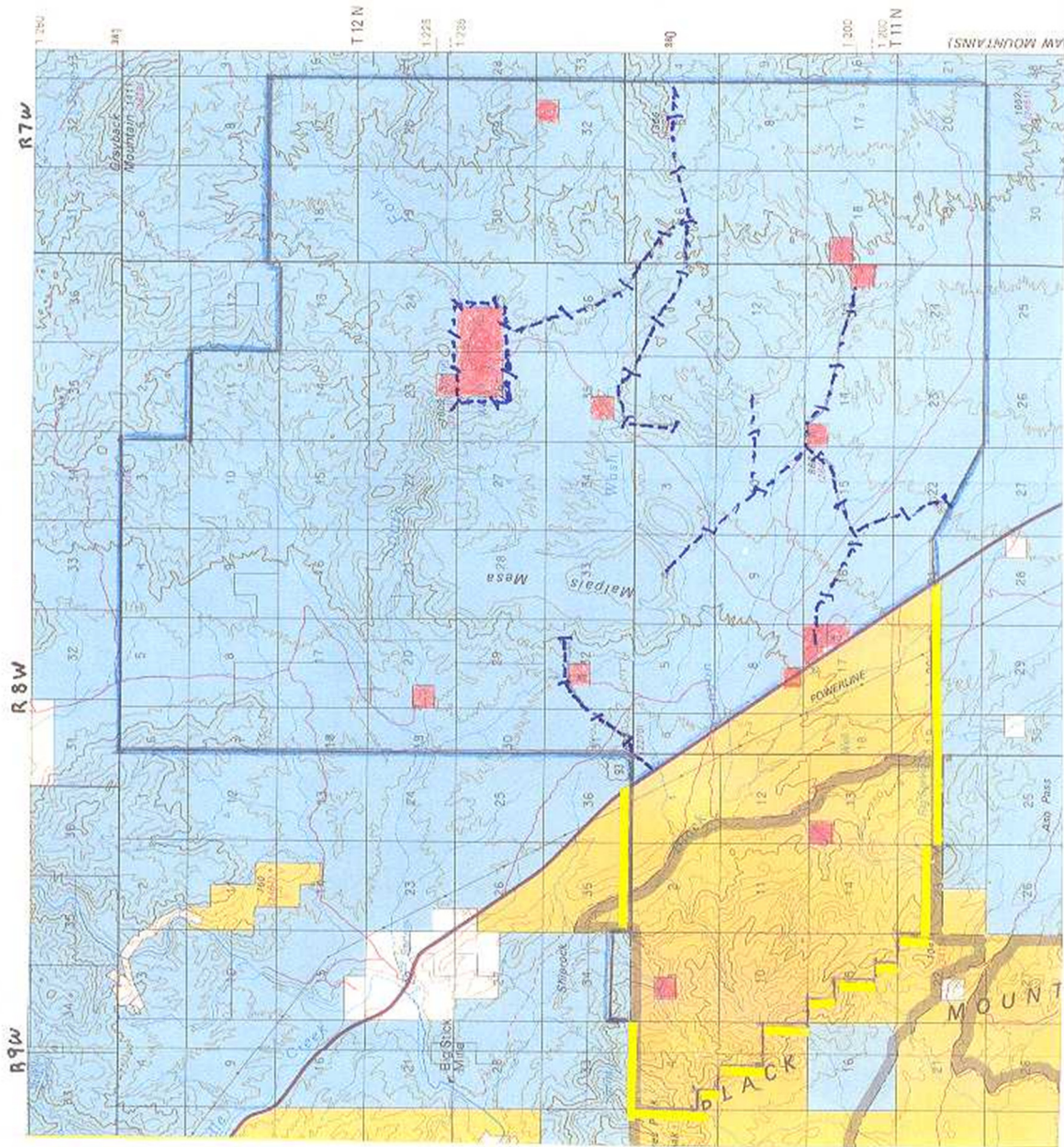
CC: Roland Cook
Jacobs Civil Inc.
875 W. Elliot Road, Suite 201
Tempe, Arizona 85284

Enclosures:

Copy of previous letter sent to you on 6-21-2002

Copy of your letter to Roland Cook dated 6-25-2002

Enclosure – Survey reduction of 160 deeded acres on Hwy 93 – Shows entrance



ARIZONA STATE
LAND DEPT.

APPLICANT

John G Pingitore & Patricia
A. Pingitore, husband and wife
As to an undivided 1/3rd interest

Patricia A. Pingitore, a married
person as her sole and separate
property, as to an undivided 1/3rd
interest

George T. Pingitore, a single
Person as to an undivided 1/3rd
Interest.

DATE: 5/25/2005

RE: GRAZING LEASE # 05-878

LEGEND

- State Land
- Federal Land (BLM)
- Applicant Owned

Map Source – BLM

Map Scale – 1 centimeter on map
= 1 kilometer on ground

Appendices

Stakeholder Feedback and Resolutions

Carson City Regional Transportation Commission

City of Henderson

Churchill County & Fallon City Joint Resolution

Desert Wetlands Conservancy

Henderson Chamber of Commerce

Las Vegas Metro Chamber of Commerce

Nye County

Reno-Tahoe Airport Authority

Tucson Mountains Association

White Pine County

Tucson, Arizona Public Information Meeting: June 18, 2014

Transcript

Submitted Question Cards

Buckeye, Arizona Public Information Meeting Presentation: June 25, 2014

Transcript

Submitted Question Cards

Las Vegas, Nevada Public Information Meeting Presentation: June 26, 2014

Transcript

Submitted Question Cards



Stakeholder Feedback and Resolutions



**CARSON CITY REGIONAL TRANSPORTATION COMMISSION
REQUEST FOR COMMISSION ACTION**

Date Submitted: June 25, 2014

Meeting Date: July 9, 2014

To: Regional Transportation Commission

From: Patrick Pittenger, Transportation Manager

Subject Title: For Possible Action: To adopt Resolution No. _____ expressing support for the construction of Interstate 11 (I-11) from Phoenix, Arizona to Las Vegas, Nevada with a future extension through Carson City, utilizing the existing I-580 corridor.

Staff Summary: The Nevada and Arizona Departments of Transportation (NDOT and ADOT) will soon be finalizing the I-11 and Intermountain West Corridor Study, which evaluates a proposed multi-modal interstate facility between the Phoenix and Las Vegas metropolitan areas. The proposed facility is envisioned as a segment of a larger international facility that would ultimately provide a direct connection between Mexico and Canada. Though an alignment has yet to be determined, the proposed resolution supports a future extension of I-11 through Carson City.

Type of Action Requested: (check one)

(☐) None – Information Only

(☒) Formal Action/Motion

Recommended Commission Action: I move to adopt Resolution No. _____ expressing support for the construction of Interstate 11 (I-11) from Phoenix, Arizona to Las Vegas, Nevada with a future extension through Carson City, utilizing the existing I-580 corridor.

Explanation for Recommended Action: The I-11 and Intermountain West Corridor Study is nearly complete, and the groundwork has been laid for the planning process to begin for a future interstate facility between the Phoenix and Las Vegas metropolitan areas. This facility is anticipated to be a segment of a larger one that will ultimately connect Mexico to Canada. The alignment of a future extension has yet to be determined, but local governments such as the Regional Transportation Commission of Washoe County and the Town of Tonopah have already passed resolutions supporting the extension of I-11 through their respective jurisdictions.

A logical alignment would utilize I-580, which has recently been extended from south Reno to connect with the Carson City Freeway, and is currently being extended to U.S. Highway 50 West (Spooner Junction). Should a future extension of I-11 run through Carson City, the economic benefits to Carson City and the greater region would be numerous. In addition, the I-580 facility would be more integrated into the Interstate

highway system and motorists would have a safer and more efficient means of travel to and from Carson City and the surrounding area.

Applicable Statue, Code, Policy, Rule or Policy: N/A

Fiscal Impact: N/A

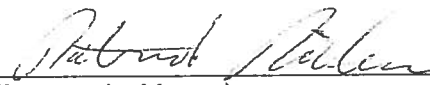
Explanation of Impact: N/A

Funding Source: N/A

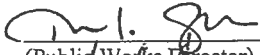
Alternatives: N/A

Supporting Material: Resolution, NDOT presentation on the I-11 and Intermountain West Corridor Study

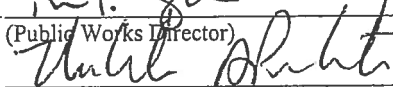
Prepared By: Dan Doenges, Senior Transportation Planner

Reviewed By: 
(Transportation Manager)

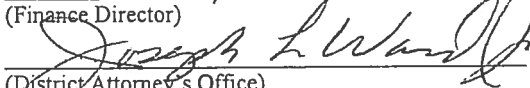
Date: 6/30/14


(Public Works Director)

Date: 6/30/14


(Finance Director)

Date: 6/30/14


(District Attorney's Office)

Date: 6/30/14

Commission Action Taken:

Motion: adopt

1) BB Aye/Nay
2) RMC 3-0

 (Vote Recorded By)

RESOLUTION NO. 2014-RTC-R-1

A RESOLUTION EXPRESSING SUPPORT FOR INTERSTATE 11 AND A FUTURE NORTH-SOUTH ALIGNMENT THROUGH CARSON CITY

WHEREAS, Interstate 11 is intended to be a new high-capacity, multimodal transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

WHEREAS, the new Interstate has the potential to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada; and

WHEREAS, for study purposes, the corridor is divided into five segments; three high priority segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico;

WHEREAS, the Nevada Department of Transportation is examining future connectivity north of Las Vegas through the State of Nevada; and

WHEREAS, the City of Carson City strongly supports the connectivity of Interstate 11 from Las Vegas to the City of Carson City; and

WHEREAS, connectivity of the nation's interstate system including a significant north and south connection via Interstate 11 will supplement and strengthen existing surface routes, relieve traffic and freight congestion, and enhance existing access points to important multi-modal ports; and

WHEREAS, Interstate 11 in western Nevada and through Carson City will serve to support the economy of the State's Capital and improve the connectivity and accessibility to the Capital from other areas of the State of Nevada and beyond; and

WHEREAS, Interstate 11 through Carson City would utilize the existing Interstate 580 which is a significant existing facility; and

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NOW, THEREFORE, BE IT RESOLVED, that the City of Carson City supports the north-south connectivity of Interstate 11 through the City of Carson City and urges the state and Nevada's congressional delegation to advocate for this critical connection.

Upon motion by Commissioner Brad Bonkowski, seconded by Commissioner Robert McQueary, the foregoing Resolution was passed and adopted this 9th day of July, 2014 by the following vote:

AYES: Commissioner Brad Bonkowski
Commissioner Robert McQueary
Chairperson John McKenna

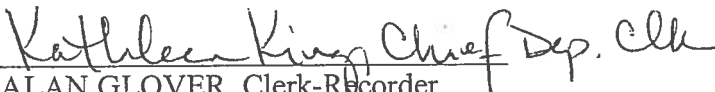
NAYS: None.

ABSENT: Vice Chairperson James Smolenski

ABSTAIN: None.


JOHN McKENNA, Chair
Carson City Regional Transportation Commission

ATTEST:

for: 
ALAN GLOVER, Clerk-Recorder
Carson City, Nevada

RESOLUTION NO. 17-2014

BOARD OF CHURCHILL COUNTY COMMISSIONERS
CHURCHILL COUNTY, NEVADA

AND

RESOLUTION NO. 14-29

CITY COUNCIL
FALLON, NEVADA

A JOINT RESOLUTION SUPPORTING THE INTERSTATE-11 CORRIDOR AND FUTURE
EXTENSION THROUGH NORTHERN NEVADA

BE IT HEREBY RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS,
CHURCHILL COUNTY, NEVADA AND THE CITY COUNCIL, FALLON, NEVADA:

WHEREAS, Interstate-11 is intended to be a new high-capacity multimodal
transportation corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix,
Arizona, and

WHEREAS, Interstate-11 is envisioned to ultimately become a major north-south
transcontinental corridor through the United States Intermountain West from Mexico to Canada,
and

WHEREAS, for study purposes, the Interstate-11 corridor is divided into five segments, being three high priority segments between Las Vegas and Phoenix and two high-level visioning segments for possible future extensions from Phoenix to Mexico and Las Vegas to Canada, and

WHEREAS, Churchill County and the City of Fallon fully support the future connectivity of Interstate-11 from Las Vegas to Canada, and

WHEREAS, Churchill County and the City of Fallon strongly support the ultimate selection of the proposed eastern corridor of Interstate 11 passing through northern Nevada, and

WHEREAS, Churchill County and the City of Fallon are entirely confident that the future extension of Interstate-11 from Las Vegas to Canada passing through Churchill County and continuing through northern Nevada would offer a multitude of economic development benefits and transportation logistics benefits to our communities and the State of Nevada.

NOW, THEREFORE BE IT RESOLVED, that Churchill County and the City of Fallon do hereby proclaim their strongest support for the future extension of the Interstate I-11 corridor passing through Churchill County and continuing through northern Nevada.

This resolution shall be effective by the City Council on the ____ day of August, AD, 2014.

PROPOSED AND ADOPTED this ____ day of August, AD, 2014.

THOSE VOTING AYE:

THOSE VOTING NAY:

CITY COUNCIL

By: Council Chair

This resolution shall be effective by the Churchill County Commissioners on the 16th day of July, AD, 2014.

PROPOSED AND ADOPTED this 16th day of July, AD, 2014.

THOSE VOTING AYE:

Pete Olsen

Harry Scharmann

Carl Erquiaga

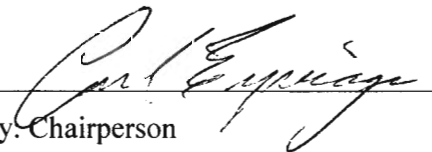
THOSE VOTING NAY:

N/A

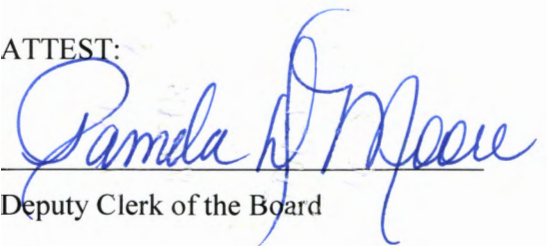
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N/A

CHURCHILL COUNTY BOARD
OF COMMISSIONERS


By: Chairperson

ATTEST:


Deputy Clerk of the Board

**Churchill County
Agenda Report**

Date Submitted: July 10, 2014

Agenda Item: # 2:30
Agenda Date Requested: July 16, 2014

To: Board of Churchill County Commissioners
From: Eleanor Lockwood, County Manager
Subject Title: **Consideration and possible action re:** A joint resolution with the City of Fallon supporting the Interstate-11 corridor and future extension through Northern Nevada

Type of Action Requested: (check one)

☒ Resolution ☐ Ordinance
☐ Formal Action/Motion ☐ Other – Informational Only

Does this action require a Business Impact Statement?

Recommended Board Action: I move to approve Resolution 17-2014 supporting the Interstate-11 corridor and future extension through Northern Nevada

Discussion: The potential for the Interstate-11 corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona, and ultimately expanding to become a major north-south transcontinental corridor through the United States Intermountain West from Mexico to Canada would create a multitude of economic development benefits and transportation logistics benefits to many communities and the State of Nevada as a whole. Therefore, County Manager Lockwood contacted the City of Fallon to coordinate a joint resolution by the City of Fallon and Churchill County. The City Council is scheduled to consider approval of the joint resolution at their July 15, 2014 meeting. If approved, the joint resolution will be attached for consideration by the Board of County Commissioners.

Prepared By: Eleanor Lockwood

Date: July 10, 2014

Reviewed By: Eleanor Lockwood Date: July 10, 2014
Eleanor Lockwood, Churchill County Manager

B. J. Her Date: 7-11-14
Churchill County Deputy District Attorney

Alan Kalt Date: 7/10/14
Alan Kalt, Churchill County Comptroller

The submission of this agenda report by county officials is not intended, necessarily, to reflect agreement as to a particular course of action to be taken by the board; rather, the submission hereof is intended, merely, to signify completion of all appropriate review processes in readiness of the matter for consideration and action by the board.

Board Action Taken:

Motion: Approved

Samuel A. Moore

(Vote Recorded By)

1) Pete Olsen

2) Harry Scharmann

Aye/Nay

X

X

X

The submission of this agenda report by county officials is not intended, necessarily, to reflect agreement as to a particular course of action to be taken by the board; rather, the submission hereof is intended, merely, to signify completion of all appropriate review processes in readiness of the matter for consideration and action by the board.



CITY OF HENDERSON
240 Water Street
P. O. Box 95050
Henderson, NV 89009-5050

July 14, 2014

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

Subject: I-11 and Intermountain West Corridor Study
City of Henderson Comments

Dear Ms. Rosenberg:

Please accept the following comments to be included in the official record of the referenced project. The City of Henderson reiterates previous statements of strong support for the overall I-11 corridor. We strongly believe I-11 will expand the economic vitality of the Las Vegas region by connecting the two largest metropolitan areas in the country not currently connected by an interstate highway.

The following comments should not be construed as a statement against the advancement of the I-11 corridor. Rather, the comments reflect concerns with the criteria and judgments made by the NDOT team in conceptually evaluating the alternatives within the Las Vegas Valley. We also express concern with the efforts of the NDOT team to provide opportunities for discussion and input from the Public, particularly with those that could be most impacted.

I. Public Outreach and Comments

A series of public meetings were scheduled to receive comments on the documents recently released on the project website, representing the final comment period for this study. City of Henderson staff, in the comment letter submitted during the February Virtual Public Meeting requested that, due in large part to the advent of the new BB-QQ

alignment proposal, any subsequent public comment period include a “face to face” meeting in Henderson. NDOT originally acknowledged this request but failed to schedule a meeting in Henderson during the current public involvement period. As has been stated several times throughout the study period and in fact is stated again in the current project documents, the NDOT Team recommends the BB-QQ alignment as the preferred alignment for the Las Vegas metropolitan area. It is highly objectionable that the NDOT team would make such a recommendation without providing for direct public discussion and input from those most affected.

II. Evaluation Results: Las Vegas Metropolitan Area

The following comments pertain to the evaluation results that can be found in the “Technical Memorandum: Level 2 Evaluation Results Summary – DRAFT”, dated June 2014 (hereinafter referred to as “Study”). Much of the information referenced below can be found on pages 15-16 and pages 57-75 of that document. The comments are organized in order of the Evaluation Category, page 15.

- **Modal Interrelationships:** The study evaluated opportunities for a combined highway, rail and utility corridor. This appears to be a relevant strategy for the largely undeveloped corridors between the metropolitan areas, but is a less valid consideration when evaluating the urbanized areas which are already served by rail corridors. In the Las Vegas metropolitan area, only alignment BB-QQ is shown as a “Feasible I-11 Highway / Rail / and Utility Corridor” (ref. Figure 9, page 13). However, when questioned by City staff in the May stakeholder meeting, Ms. Rosenberg stated that due to the cost of crossing the Colorado River, it was not feasible to consider a new alignment for rail entering the Las Vegas Valley and following the I-11 alignment. Therefore, including modal interrelationships as an evaluation criterion for the Las Vegas Valley alternatives inappropriately skews the overall evaluation and comparison of the alignments.

Recommendation: *Remove “Modal Interrelationships” from the Evaluation Categories for the Las Vegas Valley alignments or identify the criteria as not applicable for the Las Vegas metropolitan area.*

- **Economic Vitality:** Alternative Y is ranked “Less Favorable”.
 - This ranking does not appear to acknowledge the LTA areas in West Henderson or the approximate 2,500 acres of commercial and industrial land use in the Clark County CMA along the southern beltway.
 - It does not address access to McCarran International Airport, Henderson Executive Airport or the confluence of rail lines that occurs in the southwest part of the valley.
 - It also does not address the fact that much of the industrial operators wish to be positioned as close as possible to the southern California market and not

have to pass through the congestion of the spaghetti bowl. This congestion can be the difference between a driver being able to make the round trip in a single day.

Recommendation: *Give credence to existing commercial and industrial areas in the southwest part of the valley which are located more proximate to the Los Angeles "Megapolitan" area.*

- Transportation Plan / Policies: Alternatives Y, Z and BB-QQ are ranked "Moderately Favorable".
 - The approach for this category states, "Qualitative analysis: based on how much of the alternative is documented in transportation plans." Alternatives Y and Z have significant improvements planned for each as documented in the Regional Transportation Plan (RTP). Alternative Y was constructed to accommodate up to 5 lanes of traffic in each direction such that bridges over the I-215 were built to span this planned widening. It is difficult to understand how a new alternative (BB-QQ) could rank equally to existing alignments with planned improvements included in the RTP.

Recommendation: *Re-evaluate the rankings for the alternatives based on the stated evaluation criteria and approach.*

- Environmental Sustainability: Alternative BB-QQ is ranked "Less Favorable". Page 72 of the Study states the following for the BB-QQ alignment:
 - "Per NDOW, occupied Bighorn sheep distribution exists within portion of the project area."
 - "Per BLM, segments 58 and 68 (of Alternative BB-QQ) traverse the Rainbow Gardens and River Mountains ACEC's and the LMNRA. Northern beltway within close proximity to Eglington Plant Preserve."
 - "Per BOR, potential conflicts and impacts with vital infrastructure of the SNWA system and proposed power transmission corridors. Recreational impacts including possible disruption of River Mountains Loops Trail."

Recommendation: *Re-evaluate the ranking for the BB-QQ alternative based on the stated extensive impacts. Consider "Least Favorable" ranking.*

- Land Use and Ownership: Alternative BB-QQ is ranked "Somewhat Favorable". The Approach for this ranking criteria states, "Qualitative analysis: based on consistency with land use and resource plans" and, "Qualitative analysis: based on compatibility with land ownership patterns....".
 - As stated above, the BB-QQ alternative passes through occupied bighorn sheep distribution; traverses the Rainbow Gardens, River Mountains ACEC's and the LMNRA; the northern beltway passes within close proximity to Eglington Plant Preserve; the alignment passes through rural neighborhood preservation areas, passes through the Old Vegas, Cadence, Lake Las Vegas,

Lakemoor Canyon and other residential developments adjacent to Lake Mead Parkway; passes through commercial developments adjacent to Lake Mead Parkway; impacts the River Mountain Loop Trail, Lake Mead Trail, Golda Trailhead and other recreation and open space facilities.

Recommendation: *Re-evaluate the ranking for the BB-QQ alternative based on the stated extensive impacts and non-compliance with any existing land use plans or ownership. The only possible ranking is "Least Favorable".*

- Community Acceptance: Alternative BB-QQ is ranked "Moderately Favorable". The NDOT Team conservatively approximated that fully seventy-five percent (75%) of the comments received from the public regarding the impressions of Alternative BB-QQ "Strongly Oppose" the Alternative and seventy-two percent (72%) "Strongly Disagree" with Alternative BB-QQ being a reasonable alternative that could be carried into more detailed, future studies. The City of Henderson and several of the federal resource agencies are on record with significant concerns about the impacts of the alignments. It is not understood how the NDOT Team could come up with a "Moderately Favorable" ranking for Community Acceptance for BB-QQ. It is also misleading to publish a ranking as being representative when there has not been a community based public meeting to discuss and solicit input on the Alternatives with those that could be impacted.
Recommendation: *Properly reflect Community Acceptance ranking based on comments received and properly represent the limited level of outreach done in the communities that could be impacted.*
- Cost: Alternatives Y and BB-QQ are ranked "Somewhat Favorable", Alternative Z is ranked "Least Favorable". The cost of Alternative Z is stated to be \$2.863B and the threshold for reaching Least Favorable ranking is arbitrarily set at \$2.8B, resulting in the Least Favorable (most costly) ranking. Alternative BB-QQ received a "planning level" estimate of \$1.16B.
 - CoH staff has previously requested the costing assumptions for Alternative Z. The I-515 alternative has already been studied for widening to accommodate growing traffic volumes resulting from growth in the Las Vegas Valley. The costs for this widening and for the reconstruction of the aging viaduct downtown are not attributable to the I-11 designation and thus should not be a factor in this study. The costs for the widening and maintenance must be undertaken regardless of what alternative is selected and thus should be removed from the cost consideration of Alternative Z. *The RTP list of projects as included in Appendix H of the Study reflects \$1.390 billion for "I-515 Charleston Ave to US 95 at Rancho Dr: widen to 10 lanes, HOV lanes and interchanges". This cost should not be included in the cost comparison for the Study.*

- In addition, the NDOT Project Team was unable to respond to questions about how much additional traffic is added to each of the alignments as a result of the I-11 designation and the assumed increase in interstate traffic. It would appear that this information would be necessary to determine the level, and thus cost, of improvement needed for each Alternative. Without this information, it is difficult to determine what improvements are needed and conduct an appropriate cost comparison

***Recommendation:** Better identify traffic volumes resulting from interstate connectivity (not local traffic growth, which must be addressed regardless of the I-11 project). Use this data to determine the necessary level of improvements. Prepare costs based on the needed level of improvements. Do not include costs necessitated by local traffic growth or maintenance of aging infrastructure.*

III. Summary of Recommended Reasonable and Feasible Corridors – Las Vegas Metropolitan Area Section (Page 75).

After reading the four paragraphs that comprise this section of the Study, it appears there is a strong bias toward the BB-QQ alignment as evidenced by the statement, “Alternative BB-QQ appears to be the strongest alternative”.

- For the BB-QQ alternative, the Study states, “While somewhat out-of-direction for travel between Phoenix and Reno and points beyond, this alternative provides a more direct route from Phoenix to the major logistics facilities and land uses in the metropolitan area (located in the northeast corner of the Valley)...”.
- However, for Alternative Y, this out of direction travel is portrayed as a negative, “it might not be used as a north-south interstate trade corridor because it is somewhat out of direction and lacks regional logistics facilities and land uses...”.
 - This comment apparently is directed toward the industrial area around the Speedway but does not acknowledge the LTA areas in West Henderson or the approximate 2,500 acres of commercial and industrial land use in the Clark County CMA along the southern beltway.
 - It does not address access to McCarran International Airport, Henderson Executive Airport or the confluence of rail lines that occurs in the southwest part of the valley.
 - It also does not address the fact that much of the industrial operators wish to be positioned as close as possible to the southern California market. This proximity can be the difference between a driver being able to make the round trip in a single day.

Ms. Sondra Rosenberg

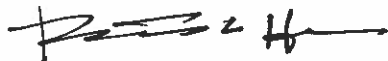
July 14, 2014

Page 6 of 6

In closing, I wish to be very clear that it is not the City's intent to pit one alternative against the other. Although many of the above comments may appear to concentrate on the rankings of the BB-QQ alternative, the goal of these comments is to try to "level the playing field" toward an unbiased, factual evaluation of all three alternatives. One of the strongest statements in the Study states, "Alternative BB-QQ appears to be the strongest alternative". I believe it is much too early in the process to be recommending one alternative over the other or predetermine an alternative outside of the NEPA process. As evidenced by the length of this letter, the conceptual nature of the Study, and the limited level of involvement of the public that could be most impacted, we have a lot to learn about each of the alternatives.

Thank you for the opportunity to comment and for the efforts of the NDOT Team on this Study.

Thank you,

A handwritten signature in black ink, appearing to read "Robert Herr", with a stylized flourish at the end.

Robert Herr

Assistant Director of Public Works

RH:cm

cc: Robert Murnane, Senior Director Public Works, Parks and Recreation
Stephanie Garcia-Vause, Community Development and Services Director
Javier Trujillo, Intergovernmental Relations Manager
Daniel Fazekas, Planner II

Sandra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart Street
Carson City, NV 89712
SRosenberg@dot.state.nv.us

July 18, 2014

RE: I-11 Study comments

Dear Ms. Rosenberg,

Thank you for the opportunity to offer comments on the I-11 Corridor Study. We have a number of concerns about the study and the preliminary conclusions and/or choices.

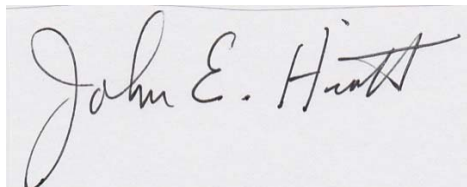
We understand that Congress directed this study and set some of the parameters of the study. That said, we are concerned that some of the basic assumptions underlying this planning exercise may be faulty. It appears to us that current traffic trends are being extended into the future in a linear fashion without much consideration for the rapid changes that are taking place with regard to the carbon footprint of both the manufacturing and transportation of goods. With the exception of the Las Vegas-Phoenix segment, by the time the corridor is built the regionally transportation needs as far as truck traffic is concerned may be significantly different than they are today. This uncertainty needs to be clearly stated.

Based on our experience as motorists driving between Las Vegas and Phoenix, current traffic levels don't warrant full upgrade to Interstate status. Upgrades to 4 lane capacity between I-40 and Phoenix and completion of the Boulder City bypass would provide most of the advantages of Interstate standards at a much lower cost.

In the Las Vegas area we feel that the proposed east leg segment (segment BBQQ) is a huge mistake and should be dropped from further consideration. The physical and political obstacles are huge for what is essentially a truck bypass around Las Vegas. The elevation difference between Railroad Pass and the Las Vegas Wash at the crossing point is about one thousand feet which is not going to be very attractive to truckers and the bridge across the Las Vegas Wash will be very expensive. In addition, the public opposition from around the country to putting a highway through a National Park Unit when there are other options available will be huge.

The plan website still talks about a multi-modal corridor including a railroad component. We think it is time to admit that in the intermountain West major highways and rail corridors rarely are close together for any significant distance due to the difficulty grades pose for railroads. We also think that it is telling that (as far as we know) that there has been little or no railroad involvement in this planning process to date.

Sincerely,

A handwritten signature in black ink that reads "John E. Hiatt". The signature is written in a cursive, flowing style.

John E. Hiatt
Vice Chair
Desert Wetlands Conservancy
8180 Placid Street
Las Vegas, NV 89123

July 15, 2014



Sondra Rosenberg
Nevada Department of Transportation (NDOT)
1263 South Stewart Street
Carson City, NV 89712

Subject: I-11 and Intermountain West Corridor Study
Henderson Chamber of Commerce Comments

Ms. Rosenberg,

Thank you for the community outreach NDOT has conducted in regards to the I-11 and the Intermountain West Corridor Study. The Henderson Chamber of Commerce (HCC), representing over 1000 area businesses, is strongly in favor of the Interstate 11 project connecting the Phoenix and Las Vegas metropolitan areas. The project will have a tremendously positive economic development and diversification impact on our community.

However, before any recommendation can be made as to freeway alignment preference involving the BB-QQ, Alternatives Y (I-215) and Z (I-515), the HCC believes further comprehensive analysis and study is required to understand all the potential impacts. Comments are as follows:

- In referring to the City of Henderson's letter dated March 7, 2014, the HCC agrees that "any subsequent studies of the BB-QQ alignment must also include study of Alternatives Y and Z. Any study or comparison of costs shall be an "apples to apples" comparison where identified costs should only be those directly attributable to I-11 traffic and shall not include costs to upgrade or rehabilitate a facility that would have been required to be modified as part of routine maintenance or rehabilitation, or would have required expansion due to growth in the metropolitan area."
- Analysis of potential impacts should be broadened to include: traffic studies involving local distribution hubs and centers of commerce to identify what percentage of traffic may continue to utilize existing freeways regardless of which Alternative is designated; NEPA criteria and considerations; evaluate social and economic impacts of all Alternatives. Furthermore, develop a uniform, clear and understandable system for weighing, scoring and evaluating all factors pertaining to each Alternative.
- Generally speaking, many of the HCC's members have expressed concern specifically about the BB-QQ alignment as it circumvents the City of Henderson,

T 702.565.8951 F 702.565.3115 590 South Boulder Highway Henderson, NV 89015

therefore being perceived as detrimental to the existing business community in Henderson.

- If a Stakeholder and Technical Advisory Committee is developed to assist with input, the Henderson Chamber of Commerce requests a seat on the Committee.

Again, this is not a statement favoring one alignment over another. The HCC is stating that more comprehensive analysis is required before an educated recommendation can be made.

Thank you for your continued work on this economically essential project for Southern Nevada.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Muelrath', with a stylized flourish at the end.

Scott Muelrath
President and C.E.O.
Henderson Chamber of Commerce



July 18, 2014

Sondra Rosenberg, PTP
Nevada Department of Transportation
1263 S. Stewart St.
Carson City, NV 89712

RE: I-11 and Intermountain West Corridor Study

Dear Ms. Rosenberg:

The Las Vegas Metro Chamber of Commerce is supportive of the efforts undertaken by the Nevada Department of Transportation and the Arizona Department of Transportation regarding Interstate 11 (I-11) and the Intermountain West Corridor Study. The designation, funding and construction of I-11 is a long-standing policy priority of the Metro Chamber. It will strengthen our national and regional transportation infrastructure systems. The Metro Chamber believes that I-11 is an economic and transportation infrastructure game changer for the Intermountain West Region, and the entire economy of the United States because of the metropolitan communities that it will connect.

As the largest business organization in Nevada with nearly 5,500 members employing more than 230,000 Nevadans, the Metro Chamber believes the implementation and construction of this important high-capacity, multimodal transportation interstate project will increase the effectiveness of the movement of goods and passengers along the proposed interstate and transportation corridor. I-11 is vital to the overall economic success of our region and will bolster the nation's options for additional trade routes and trading opportunities with Mexico and Canada.

I-11 is an integral component to the economic revitalization of Southern Nevada and will increase the competitiveness of the business climate not only of Southern Nevada but of the Intermountain West Region. Transportation projects are proven economic enablers and can serve as an economic catalyst for Southern Nevada. A competitive business climate spurs job creation and supports economic diversification efforts. I-11 would link communities, bolster economic diversification efforts, increase capacity, reduce congestion, improve safety, decrease travel time, and strengthen commercial capabilities throughout the region and along the transportation corridor.

This project would offer a unique opportunity to leverage existing resources to stimulate job growth and expansion in Nevada not only in the important area of tourism and travel, but in the further development of other major industry sectors such as health care, aerospace, logistics, distribution and technology. These industries need a dependable, reliable and efficient transportation corridor to be successful. As a high-capacity, multimodal transportation interstate project, I-11 could be used

Page 1

8363 W. Sunset Rd. Suite 250
Las Vegas, Nevada 89113
(702) 641-5822
www.lvchamber.com

Page 70



to expand freight trucking, cargo, trade, manufacturing and distribution centers along the corridor and in Southern Nevada.

From a geographical perspective, Southern Nevada is an ideal location in establishing and expanding ground and air transportation distribution centers to support international trade and cargo centers in Los Angeles and Long Beach, California. These two ports of international trade are considered to be some of the busiest in the world and are economic engines for the nation. Linking ports of trade to distribution centers enables economic development and integrates regional economies. In addition, as these established ports reach capacity, I-11 can be a strategic link to new ports, ensuring the Western United States has long-term distribution capabilities.

This project is important to international trade with Canada and Mexico. I-11 would be a very important segment to the CANAMEX Corridor, as this project has the potential to connect the world's fastest emerging economies in Latin America and Asia. Southern Nevada is part of the Southwest Triangle Region, which includes Los Angeles, Las Vegas and Phoenix. This region is expected to be one of the strongest and most robust regions in the United States.

Nationally, trade supports about one in every five jobs, the expansion of trade will result in additional jobs in the region. Canada is the largest trading partner with the United States. As a result, over 8 million jobs in the United States depend on the trade with Canada. Mexico is the second trading partner with the United States. It is estimated that the \$24 billion economic impact generated by I-11 and transportation corridor will generate approximately 24,000 jobs in the region.

Federal interstate projects have demonstrated the importance of connecting communities throughout the nation. I-11 would continue that legacy by providing greater connectivity in the Intermountain West Region. In Arizona, I-11 would connect areas such as Maricopa County, Wickenburg, Phoenix, and Tucson and to the United States/Mexico Border. In Nevada, the Metro Chamber supports the expansion Northern Nevada Corridor that would connect Las Vegas and Reno and extending I-11 to the United States/Canadian border. The Metro Chamber recognizes that the project is in early phases of development and implementation, however, we must work together to address issues and concerns that our partners may have as we move forward to make I-11 a reality.

In regards to proposed alternatives, it is important to elevate and consider all options that are being proposed and select the option that is best for our community. This includes objectively considering the "BB-QQ Alternative" in the eastern portion of the Las Vegas Valley and not prematurely eliminating options since this project is still early in the process. In looking at these options, we must take into consideration the increasing congestion and capacity levels that exist along the 215 Beltway and U.S. 95.



The increasing congestion along these existing routes is an increasing concern to our businesses to effectively do business in terms of traffic management, mobility and safety in Southern Nevada. Employers and employees need effective modes of transportation to successfully conduct business. Congestion can be a crippling factor to a region's economy and hinder economic growth, job creation and productivity. Economic opportunities can be lost if businesses do not have access to the necessary transportation systems. This is why options like BB-QQ need to be considered based on objectivity, long-term practicality and fact-based criteria.

The Nevada Department of Transportation and the Regional Transportation Commission of Southern Nevada are working on the initial phase of I-11, which is a proposed four lane limited access freeway extending 15 miles from I-515 at Foothill Drive to US-93 at the Hoover Dam Exit. This phase of the project is an exciting development for Southern Nevada and demonstrates our commitment to the construction of Nevada's portion of I-11.

I would like to acknowledge and express my appreciation for the extensive efforts that have been undertaken in regards to the transparent process and the solicitation of broad community engagement that has been utilized during this study.

Thank you for allowing the Las Vegas Metro Chamber of Commerce to offer its ongoing support for the I-11 and Intermountain West Corridor Study. If I can be of any assistance or provide you with any additional information, please do not hesitate to contact me at 702.641.5822.

Sincerely,

A handwritten signature in black ink, reading "L. Brian McAnallen". The signature is fluid and cursive, with the first name "L. Brian" and last name "McAnallen" clearly legible.

L. Brian McAnallen
Vice President of Government Affairs

1 **NYE COUNTY RESOLUTION NO. 2014-26**

2 **A RESOLUTION SUPPORTING INTERSTATE 11 AND FUTURE NORTH-SOUTH**
3 **EXTENSION WITHIN & THROUGH NYE COUNTY**

4 WHEREAS, Interstate 11 is intended to be a new, high-capacity, multi-modal transportation
5 corridor connecting the metropolitan areas of Las Vegas, Nevada and Phoenix, Arizona; and

6 WHEREAS, the new Interstate has the potential to become a major-north-south transcontinental
7 corridor through the United States Intermountain West from Mexico to Canada; and

8 WHEREAS, for study purposes, the corridor is divided into five segments; three high-priority
9 segments between (and including) the Las Vegas and Phoenix metro areas, and two high-level visioning
10 segments for possible future extensions from Las Vegas to Canada, and from Phoenix to Mexico; and

11 Whereas, The Nye County Board of Commissioners strongly supports a more robust
12 connectivity of Las Vegas and the Reno/Sparks area, the two economic centers of the State of Nevada,
13 by Interstate 11 as it would benefit Nye County and the State of Nevada.

14
15 NOW, THEREFORE, BE IT RESOLVED by the Nye County Board of County Commissioners to
16 support the north-south connectivity of Interstate 11 because it would benefit Nye County and the State of Nevada
17 in the following ways:


- 18 • It connects the two major urban population and commerce centers of Nevada;
- 19 • It improves highway safety between the two major urban population and commerce
20 centers of Nevada;
- 21 • It supports the development of an electric vehicle charging network to enhance tourism;
- 22 • It promotes the development of new infrastructure to support warehousing,
23 manufacturing, and "cross docking" areas for the transportation industry;
- 24 • It ties together Nellis, Creech, Tonopah, Hawthorne and Fallon defense training
25 industries;

- It ties together airport facilities within the State of Nevada for the unmanned aerial vehicle industry;
- It avoids areas in the flight path utilized by the Department of Defense to transport live ordnance;
- It facilitates improvements to connect "feeder" highways like Highway 6 which runs East-West through Tonopah connecting California and Utah, and potential alternative routes like Poleline Road from Tonopah to Fallon;
- It facilitates a Pahrump Valley bypass from Ivanpah to Lathrop Wells that would enhance economic development in the Pahrump Valley and reduce congestion and divert through going hazardous material traffic from the north/south I-15/I-11 traffic from the Las Vegas Valley;
- The presence of a robust transportation corridor that enhances connectivity regionally, nationally, and internationally would enable development of a fully integrated transportation and supply chain management system to enhance cost-efficient movement of goods and personnel within the State of Nevada and to develop manufacturing, warehousing, and market penetration for the sale of those goods.

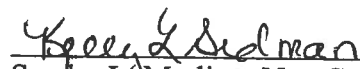
APPROVED this 15th day of July, 2014.

NYE COUNTY BOARD OF
COUNTY COMMISSIONERS:

ATTEST:



Dan Schindler, Chairman



Sandra L. Merlino, Nye County Clerk
and Ex-Officio Clerk of the Board



July 11, 2014

Marily M. Mora, A.A.E.
President / CEO

Sondra Rosenberg, PTP
Federal Programs Manager
I-11 & Intermountain West Corridor Study Project Manager
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

Re: Interstate 11 (I-11) and Intermountain West Corridor Study

Dear Ms. Rosenberg:

The Reno-Tahoe Airport Authority (RTAA) was pleased to participate in the two-year Interstate 11 (I-11) and Intermountain West Corridor Study, jointly led by the Nevada Department of Transportation (NDOT) and the Arizona Department of Transportation (ADOT). The I-11 and Intermountain West Corridor has the potential to open up significant commerce, tourism, and international trade opportunities across the western states and will improve the safety and time travel reliability of the movement of people and goods between Mexico and Canada. The RTAA concurs with the overall findings of this study and supports further collaboration among current and new federal, state, regional, local, public, and private partners.

As owner and operator of the Reno-Tahoe International Airport, the 66th busiest commercial airport in the nation, which serves as a regional conduit for business, leisure and air cargo transportation, and the Reno-Stead Airport, a general aviation airport, which supports the emerging unmanned autonomous systems (UAS) industry as an Federal Aviation Administration (FAA) designated test site, the RTAA advocates for the continuation of the congressionally-delegated corridor north via the "Northern Nevada Future Connectivity Corridor" along US 95 and US 395 through the cities of Reno and Sparks. A northerly extension through Reno and Sparks will connect Nevada's largest population centers while also relieving traffic and freight congestion. Furthermore, it will improve connectivity between air and ground transportation options, increase rail capacity by closing gaps in the existing north/south network, and most importantly, strengthen existing industry, transportation, and economic activity centers in Reno, Sparks, Tahoe Reno Industrial Center (TRIC), Fernley Industrial Park, and Las Vegas.

NDOT and ADOT have demonstrated true collaboration and outstanding stakeholder outreach during this multi-phase, bi-state study, and the RTAA looks forward to being an active participant in further efforts to advance the I-11 and Intermountain West Corridor.

Sincerely,

A handwritten signature in blue ink that reads "Marily M. Mora".

Marily M. Mora, A.A.E.
President/CEO

MMM/lkb

CC: Dean Schultz, A.A.E., RTAA Executive Vice President/COO
Jamie McCluskie, RTAA Vice President of Planning, Engineering & Environmental Mgmt.
Tina W. Iftiger, RTAA Vice President of Airport Economic Development
Brian Kulpin, RTAA Vice President of Marketing and Public Affairs



June 22, 2014

To: Mr. Andersen

From: Bob Gilby, President, Tucson Mountains Association

Re: Proposed Southern Arizona Link of I-11

Tucson Mountains Association strongly opposes this current proposal.

- A new transportation corridor would lead to intensive residential and commercial development, further fragmenting habitat. The existing broad connections between the various Sky Islands along the proposed transportation corridor could not be mitigated by limited open space acquisition.
- The alignment through Avra Valley would harm Tucson Mountain Park, Saguaro National Park West, and Ironwood Hills National Monument.
- It would sever critical wildlife linkages including the Ironwood-Tortolita linkage zone, the Ironwood-Picacho wildlife linkage zone, and the Avra Valley linkage zone.
- Severed linkages will isolate wildlife populations, make it difficult for wildlife to move across the landscape to adapt to changing habitat due to climate change and make them more susceptible to extinction.
- It would harm lands in the county's Conservation Lands System which helps to protect the county's most biologically rich lands.
- This alignment would destroy and/or degrade important and increasingly rare riparian habitat, which protects against flooding, prevents erosion, protects water quality and groundwater recharge, and provides shelter, food and natural beauty.
- A new highway would divert cars and trucks away from existing businesses on or near the current Interstate 10.
- Finally, the construction of a new transportation corridor would have a huge carbon footprint, increase pollution, worsen the heat island effect, and cause local jurisdictions to incur large financial responsibilities for new infrastructure costs.

We would very much prefer an additional deck be constructed on the existing I-10 highway.

Sincerely,

A handwritten signature in black ink that reads "Bob Gilby". The signature is written in a cursive, slightly slanted style.

Bob Gilby, President, Tucson Mountains Association

White Pine County Board of County Commissioners

July 23th, 2014

Nevada Department of Transportation

Board of Directors

1263 South Stewart Street

Third Floor Conference Room

Carson City, Nevada 89712

RE: Notice of Public Meeting
I-11 Intermountain West Corridor Discussion

Honorable Governor Sandoval and Board:

White Pine County would like to thank NDOT Federal Program Manager Sondra Rosenberg and her team for the work completed in conducting the Evaluation Assessment Study undertaken per the I-11 Intermountain West Corridor Initiative. Nevada will see a great benefit to the State's economy with the implementation of a new federal designated highway.

Comments have been provided by our Commission in regards to the possible comparison of highway US-93 to US-95 for the potential Northern Nevada alignment for preliminary review. Both avenues provide benefits for Nevada. It has been stated that cluster markets aligned with the Governor's Office of Economic Development's State Plan should be the driving focus behind Nevada's participation in the right of way designated.

It is our understanding Eastern Nevada will play a huge role in diversifying the State's economy with renewable energy projects; i.e. Pattern Energy – Spring Valley Wind 150 mW wind farm development, juniper biomass utilization for biofuels conversion into diesel additives for mining operations, Gridflex Energy 750 mW water pump storage facility, and a conceptual 120 mW photovoltaic solar farm development on Nevada's oldest air field, Yelland Field. Mining is not a stand alone Industry.

Agriculture has always been a good way of life for Eastern Nevadans. White Pine is working with the Nevada Institute of Autonomous Systems (NIAS) to approve Yelland Field and a 2,000 acre public land parcel for utilization. The Oil and Gas Industry have leased over 1.25M acres of public lands for exploration and/or extraction. The growth of these Industries will prove to diversify Nevada's economy, creating new jobs, sale tax revenues and royalties for the State.

The White Pine County Commission is asking the Nevada Department of Transportation Board of Directors to consider US-93 in all future NDOT studies to be conducted per the I-11 Intermountain West Corridor Initiative related to Cost Benefit Analysis, Economic Benefit Analysis, Environmental Studies, Multi-modal Utilization, Right of Way Feasibilities, etc.

Based on our initial data collection on costs provided to Sondra Rosenberg through public comment, White Pine County believes US-93 will cost an estimated 40% less (\$7.24B) than US-95 to improve.

Secondly, US-93 allows two Canadian destination points for termination of transported goods by heavy tractor trailer traffic into Vancouver and Calgary. Heavy truck traffic between Las Vegas and Chubbuck, Idaho may prefer to travel on US-93 over I-15 now as per the CANAMEX Initiative based on only a 22 mile difference rather than fighting heavy traffic from Provo, through Salt Lake City, then into Ogden, Utah.

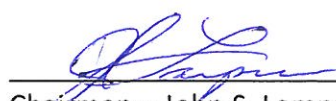
Wells and Ely, Nevada both have 160 acre Industrial Parks ready for occupancy. I-80 provides east – west transportation of goods as well as the City of Ely owned 128 mile-short-line rail with a Union Pacific and BNSF terminal rail yard in Elko County. The designation of I-11 will inspire I-70 to be considered for extension from I-15 in Cove Fort, Utah, along the Delta Highway into Ely, Nevada, continuing west on US-6 into Tonopah, then into Bishop, CA.

There are many pro's and con's to both Northern Nevada avenues for consideration. We ask that US-93 be considered for further study based on many opportunities for federal dollars that may request applications for funding availability in future U.S. Transportation bills.

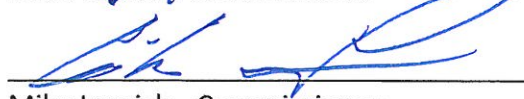
We encourage your Board to request written comments from the Oregon Department of Transportation and Idaho Transportation Department before identifying any Northern Nevada Alternative as priority.

By analyzing both avenues, their costs, benefits, and how each align with a true Mexico to Canada supported federal highway system, we have full confidence the right choice for future designation will have been thoroughly reviewed and the final designation will be what's not only best for Nevada, but for our neighboring states as well. It may take a multi-state collaborative effort to apply for federal funding to take on this capital improvement project, based on segments of phases of development.

Thank you for the opportunity to allow White Pine Board of County Commissioners to submit this written comment for the record.


Chairman – John S. Lampros


Mike Coster - Commissioner


Mike Lemich - Commissioner


Vice Chairwoman Laurie Carson


Richard Howe - Commissioner

Transcript: June 18, 2014 Tucson, Arizona Public Information Meeting

The following is a transcript of the presentation and question and answer session. It was completed in real-time, and is has not been edited, proofread or corrected. It may contain computer-generated mistranslations or electronic transmission errors, and may have inaccurate references, spellings or word usage. It is provided for purposes of reference only.

AUDRA KOESTER THOMAS: All right. Welcome. My name is Audra Koester Thomas. I am part of the I-11 Intermountain West Corridor Study Team. Pleased to have you all here in TEP's Community Room. It's a beautiful facility and we've been pleased that they've been a partner and offered their facility to the Arizona and Nevada Department of Transportation project tonight. I just wanted to go over a few housekeeping items. We'll be doing a presentation here shortly by project manager Mike Kies. Restrooms, if you haven't found them already, are right behind me to your right out the door. We will have a facilitated question-and-answer session after the presentation, so we'll have study team members, many of whom you may have already spoken with today, they will have yellow cards, and, if you have a question that you think of during the presentation, just raise your hand and one of them will give you a card. You can write down your question on the card. We'll be collecting them throughout the presentation. At the end we'll be reading the questions, going through them. And Mike Kies and the team will be able to provide responses. After that we'll break back out into an openhouse. We've provided two handouts tonight, one tri-fold brochure, also a comment form. If you have comments you would like to provide, we certainly want to hear from you. You can leave that with us tonight. You can also go online. We have a virtual meeting opportunity through July 18th where you'll see the same presentation you see tonight narrated and all the materials and boards that you have reviewed already tonight are online. And you can provide feedback online as well. Or if you'd prefer to provide your comments verbally after the presentation and question-and-answer session, you can come up and visit with our court reporter and she'll be happy to take your feedback there. All the materials, like I said, are online and so your friends and neighbors who may not have been able to join you tonight, please encourage them to go to our website to partake in our virtual meeting opportunity.

And with that, Mike Kies, I think we're ready to get started. We're pleased that you are here tonight. And we'll have a brief presentation. We'll do a question-answer session, and then we'll break back out into an openhouse. So with that I'll present project co-manager from the Arizona Department of Transportation Mike Kies.

MICHAEL KIES: Thanks, Audra. Can everybody hear me without the microphone?

UNIDENTIFIED SPEAKER: No.

UNIDENTIFIED SPEAKER: Yeah.

UNIDENTIFIED SPEAKER: No.

UNIDENTIFIED SPEAKER: Kind of.

UNIDENTIFIED SPEAKER: No.

MICHAEL KIES: No? You need the microphone? Okay. Well, thanks for coming out tonight. This is our final public meeting or series of public meetings about the I-11 and Intermountain West Corridor Study. We are doing the first meeting here in Tucson and then we're going to have another meeting in Phoenix next week and then Las Vegas after that. For those of you who don't know, this is a joint effort by the



Arizona Department of Transportation and the Nevada Department of Transportation looking at the feasibility of implementing the new transportation corridor that connects Nevada to Arizona. And the reason that the two states got together to do this study was that -- and we'll explain it later in the presentation, but our latest transportation authorization bill that congress provides us on a regular basis included a paragraph that designates U.S. 93 from Las Vegas to the vicinity of Phoenix as future Interstate 11. And the two states then wanted to understand more about this concept of creating a new transportation corridor between our two states, and that's really what started the whole process.

There we go. So this is, as I said, a partnership between ADOT and NDOT, but we have some other core agencies that we've been working with through the whole process. Since the congressional designation did identify Las Vegas and Phoenix as the terminus of the designated interstate, we have the RTC of southern Nevada, which is the planning organization in the Las Vegas area as a core partner, the Maricopa Association of Governments, that's the planning agency in the Phoenix metro area. And then we have two federal partners that are working with us— the Federal Highway Administration and the Federal Railway Administration. And it's important that those federal partners be with us because, if we want to use federal funding, which is probably the largest source of funding that we could use on this corridor, we need the support of those federal agencies.

So what is the I-11 Intermountain West Corridor? Well, what we want to show you tonight in this presentation is sort of a history of how the -- there's a lack of north-south connectivity in the Intermountain West. And when we talk about the Intermountain West, we're talking about possibly all the way from Canada through the states in the Intermountain West, including maybe places like Washington, Oregon, Idaho, Nevada, Arizona and all the way to the Mexican border. And this project really is about creating a transportation connection regionally.

I like this, this photo that was provided by NDOT to us when they opened Interstate 15 from Las Vegas to Los Angeles: "You can now get to Las Vegas in only four and a half hours from Los Angeles." But that really is the type of connection we're talking about, a regional connection between major metropolitan areas where people live and work and where trade will flow along this corridor either by interstate highway or, as we will explain later in the presentation, by other modes, including rail. And, of course, the very first piece of this corridor that has been constructed and open to traffic is the bridge at Hoover Dam and so there is a commitment by the states of Arizona and Nevada to move forward with a grand transportation corridor, and the bridge at Hoover Dam really is the first signature piece of that whole idea.

With that, we'll talk about the structure of the study. We did start the study with the entire states of Nevada and Arizona as our study area. And, of course, we wanted to look at all the possible opportunities that would come to these two states. As I mentioned, congress did designate part of this corridor as a future interstate highway and that is from Las Vegas to the vicinity of Phoenix, so when we started the study, we labeled that as our congressionally designated corridor or that part of the corridor that we already had been provided guidance from congress. And since Las Vegas and Phoenix are major metropolitan areas, we broke that congressionally designated corridor into three parts.

And so when you look at the boards out in the room, you saw things were compartmentalized by Las Vegas, northern Arizona, and Phoenix. But both ADOT and NDOT wanted to study whether this congressionally designated corridor that congress gave us was sufficient and so we --Sorry. Hello. There we go. We also included in the study what we call our southern Arizona connectivity area and our northern Nevada connectivity area. This was because we are not -- we weren't convinced that just



providing enhanced transportation between Las Vegas and Phoenix was really sufficient to meet the overall vision and goal of this corridor, so we wanted to look at the possibility of the corridor extending as far as Mexico and to the northern border of Nevada and beyond. And so when you saw the boards out front, they were also information about southern Arizona and the northern Nevada connectivity section, and that's how the study is structured.

So the study was done in three phases. And the reason that we're kind of summarizing all this is because, again, this is our final public meeting. And after this and we get all your comments and concerns, we will finish the study, document final reports, and then take it to the next steps. And later in the presentation, we'll talk about the next steps. But the three phases that we broke the study into first was Phase I, which was the corridor vision. So this was just setting all the parameters for the study. How are we going to come out and meet with the public and what type of public involvement plan were we going to do? What were the decisions that we wanted to make in this study? How was it going to be structured? And so that was done very quickly.

The second phase of the study is what we call our Corridor Justification Phase. So this was the phase -- this study has been going on for two years and this phase took the entire first year of the study, which is that we wanted to take the time to document what is the actual justification for this corridor? Why would we be investing public funds into such a large plan covering two states and what would be the benefits from that, that investment?

So, as we get into the presentation, we'll talk about the basis of that corridor justification. And we wanted to focus a lot on this justification because of a few things. First, I mentioned that congress designated this corridor as a future interstate highway corridor. And that's fine, but what the problem with that is that doesn't bring any new funding to the State of Arizona or Nevada. So we've got this designation that we could do a new interstate highway, but we have to do it within the means that we already have.

So in order to fund this idea or provide funding to it, we would have to move funds from -- we have some choices. We'd have to move funds from other projects that we've already committed to doing to this corridor. And we believe that if we want to think about that idea, that we need to explain to you, the public, what would be the justification as to why we would stop projects that had already been committed to and move funding to new projects. The second way that we could apply funding to this corridor might be that we come out and ask for additional funds, whether that be in the form of taxes or some other way of raising funds. Again, if the Department of Transportation came out asking for additional funds to the public, we would want to have that justification as to why we would be doing that. And, third, there's always the idea of public-private partnerships, which means that some of the private sector funds could be used towards this corridor. And the private sector, of course, they have this pesky rule that they want to be paid back, they want to be paid back and make a profit, and so they would need to know what the justification of the corridor, what the benefits could come from the economy and how they might be able to reap their money back. And then the last phase of the corridor, which we're concluding now with with these public events is what we call our corridor concept phase. And that's where we actually started putting lines on the map. Where could the corridors actually be located that would meet the objectives of this idea of moving trade and people and goods between Mexico, Arizona, and Nevada?

So with that, what kind of -- that's an overview of the whole -- of the study structure and so now we'll get into the meat of the recommendations and the findings that we've made in the study. So first we're



going to go through the background. And the background in this case kind of explains why there isn't this -- this transportation corridor or at least this high-capacity transportation corridor, why wasn't it thought of previously and why wasn't it built back when the rest of the interstate system was built? And then linking economies. This is actually now our recommendations for the corridor. Where are we recommending that this corridor actually be? Well, it's from Nogales to Phoenix, to Las Vegas and beyond.

Third we're titling Generating Prosperity. This is that corridor justification part of the study and actually we've gone past the justification. We've actually documented what we call a business case, meaning, if we were going to go to the bank for billions of dollars, which in this case it is, what would be that business case that we would present to say how the public would benefit back from the investment that we'd be making?

And then the fourth that we'll talk about is next steps. Where do we go from here? We're concluding this study now. We're publishing the recommendations that we're making out of the study. But there's a long road to go. This is a long way from coming to fruition.

So the background. So what we'll do is we'll just kind of go through a time line from the 1860s. This won't take very long, but the 1860s to the 2000s. So in the 1860s, the railroads were established across the country. This really was the first moment in time when you could see major infrastructure linked to growing the economy and how much influence the infrastructure has on the economy. In this case, it opened up the entire western economy to connect it back to the East Coast. But, as you see on this map of how the railroad system was established, out here in the West, it was primarily east-west oriented. And so all of the major connections really are oriented east-west, and we really don't have that north-south connectivity that could connect all the cities in the Intermountain West. So then the interstate highway system came along and essentially if you kind of look at that map, it looks almost the same as the map previously because the Interstate highway system did primarily follow the rail lines that were previously established. And so one question might be is why wasn't there an interstate highway that directly connected Arizona and Nevada at the time that the interstates were originally laid out? Well, one of the goals of that original interstate highway system was to connect -- to have a connection between all communities that were greater than 50,000 in population. And, at the time in 1950, Las Vegas wasn't even 50,000 in population and Phoenix, Maricopa County, was only a few hundred thousand at that time. So, at that time, the federal government didn't see this as a key connection and it wasn't included in the original highway system.

And it took congress till the 1990s, now 40 years later, to realize that there were missing gaps in the transportation system here in the Intermountain West. In the 1990s they designated high-priority corridors. And one of the corridors that you may have heard about is the CANAMEX corridor. And this is the corridor that congress designated saying there needs to be a better connection between Mexico and Canada in the Intermountain West. And you can see by the blue line in this map that that is the time that congress noted that there isn't a strong connection between Arizona and Nevada in this part of the country. After that the bridge at Hoover Dam was funded and a lot of federal funds were put to that, again, showing the commitment that the federal government has to making these connections between Arizona and Nevada. And then, as I mentioned earlier, in 2012 the Moving Ahead for Progress 21 legislation, which we call MAP 21, was passed by congress. And that included this designation from Las Vegas to the vicinity of Phoenix for a future interstate highway known as I-11. And that really brings us to the whole reason why we're here today talking about this study. And, if we look at the populations now that we have in Las Vegas and Arizona, you know, Las Vegas which was only 48,000 in 1950 is now



over two million. Phoenix is four million compared to 300,000. And both the states are now over nine million in population. So this connection really is one of those missing pieces in the system. So linking economies. This is now where we started to put lines on the map and actually identify where those -- where this corridor could be located. And this map kind of shows now today the economic size of the various metropolitan areas in the Intermountain West. And, of course, we have the big cities along the West Coast, but you can also now start to see that Phoenix and Las Vegas and even as far as Reno is now starting to see this economic line of cities that are lining together. Woops. Okay. We'll just let it go.

So what we did is we created an alternative process to look at all the alternatives that could connect Arizona and Nevada with a new corridor and we put together a process. And you see the process here in this -- in the center of the screen where we start with criteria. We look at the universe of alternatives. We do a screening so that we can start to screen out some of the alternatives that don't make sense. We went to a second screening and eventually got to our recommendations and so that's what you saw in the boards out front. So this is the universe of alternatives that, when we asked everybody their opinion of where could a new corridor between Arizona and Nevada be, this was -- this is the ideas that were presented to us. You can see all the ideas of how the corridor could connect to Mexico through Yuma, through Tucson, and Douglas, Naco, places like that. You see all the different routes that people presented us through Arizona, through Phoenix and Flagstaff and Parker and Kingman and all those places and then all the different choice in Nevada to try to get a corridor up through the northern border of Nevada.

So we did a lot of work on this screening to analyze all of these ideas. And coming out of the level-one screening, we realized that the most logical place to connect to Mexico is Nogales. And here in Tucson you may say, Well, that doesn't take a long time to figure that out. If you're going to make a major connection to Mexico through Arizona, Nogales seems to be the logical place. But I can assure you, if I was doing this presentation in Yuma, they probably wouldn't agree so strongly with that.

So we did have to show some justification as to why the corridor should make sense to connect to Nogales. You can see all the ideas that were still in play through Phoenix and Las Vegas. That's the area that we focused on when we went to the second level of screening and we looked at a lot of these different ideas in those areas. And that led us to -- Let's keep going. And that led us to the commendations that you see out on the boards in the front of the -- in the room outside. And so just to keep this in context, these are corridors that we're recommending. And a corridor -- what I've been saying throughout the study -- is something that's 5 to 50 miles wide because there's a lot more work to be done to look at what type of transportation facility, what different modes could be included in the transportation facility. And so these ideas of corridors that are 5 to 50 miles wide will allow us to go into further studies and a lot more detail and look at specific alternatives and solutions within those corridors. And those corridors could be any combination of new roadways, enhanced existing roadways, or be a combination of different modes of transportation.

So if we focused in on southern Arizona, again, the pink area in the background is that 5- to 50-mile-wide corridor that we've now said that we need to study further. And, again, this -- this corridor can include lots of different ideas. Some of you may have already seen one proposal that had been put out by Pima County that showed a new roadway alignment west of Tucson. But we also believe that, when we go into further studies there need to be ideas such as widening existing corridors like I-10 and I-19 or different combinations of modes like combining widening of I-10 with passenger rail or enhancing our freight rail system. And all of those need to be taken into consideration when we go to the next step in this whole process.



Same applies to Phoenix. Again, it's about a large -- a wide corridor that would provide a transportation connection around the west side and south side of Phoenix, essentially creating a new bypass route around the Phoenix Metropolitan area. In northern Arizona, the logical corridor for us to consider is U.S. 93 which is the one that congress designated and so we applaud congress's wise thinking in that case. In Las Vegas, just like in Phoenix and in the southern Arizona area, there's still a few ideas out there either creating a new corridor around the east side of Las Vegas or enhancing existing corridors similar to what I described here in the Tucson area. And then in northern Arizona -- northern Arizona -- northern Nevada they did conclude that a logical place for this corridor to go through is through Reno, but then beyond Reno there's a lot of options beyond there. Now, I know a lot of you aren't from Nevada, but I guess, even though I am not a resident of Nevada either, but I'm told that this eastern corridor, U.S. 93, is an economic driver to the state and so Nevada recognizes that that corridor also needs to have some enhancements as this study goes to the next steps.

So with that said, one of the goals of the study was that this isn't just about an interstate highway. It could be about other modes that could move freight and people up and down the corridor. And so one of the modes that we took a really close look at is freight rail. Because if we're talking about a trade corridor, a lot of freight can move by rail also in -- as similar to highways. And so when we looked at the map of all the existing rail corridors that exist in this part of the country, we saw that there are some missing little pieces that if you -- if you make connections to the -- to connect these pieces, then you could have a continuous north-south rail corridor through the Intermountain West.

And here's some of those connections that could be made so that a freight rail corridor could replicate the same recommendations that we're making in the study. And then on top of that we believe that if we're going to be planning a corridor of this size and magnitude, not only should we be thinking about all the modes that could be in it, but we should also be thinking of all the different uses that could be included. And uses could be movement of energy, pipelines, information, and those sorts of things. And so that's all being documented as we wrap up this study.

So now generating prosperity, this is that Corridor Justification Phase and what we're calling the business case as to, Why does it make sense for us to invest public funds in a corridor like this? And what would be those benefits back to you, the public, from that investment? Sorry about that. And this all is now wrapping around the idea that we are not an economy that sits all by itself in the State of Arizona. The global economy and even the national economy is becoming intertwined more and more every day. And our economy, the Arizona Sun Corridor and Las Vegas and southern California are actually now been shown through analysis to be interconnected and dependent on each other for our vitality I guess you'd say. And this is now being coined as the Golden Triangle or the Southern Triangle of the Intermountain West. And then southern California provides those connections to Asia. And, of course, we here in Arizona are in the captain's seat for connections to Mexico. And so all of this needs the transportation support to continue for these economies to grow.

So what does that mean to have this interconnected economy in the Southwestern United States and how does this relate to Interstate 11 and the Intermountain West Corridor? Well, the vision here is that we're in a position in Arizona and Nevada where, as more manufacturing comes to Mexico—and we see the trend of more manufacturing coming to Mexico—we can build an integrated manufacturing belt essentially from Las Vegas through Arizona and down into Mexico. And the best way that I can explain what this means by an integrated manufacturing belt is the car industry. When Detroit was at its peak, not everything was manufactured in Detroit. Detroit relies on parts and pieces to come from Ohio and



Indiana and other parts of Michigan and they all get traded back and forth in that whole manufacturing belt. And that's what the economic development agencies of both Arizona and Nevada are interested in seeing our economies turn into so that we don't have this bust and boom economic cycle that we've had in the past.

And, obviously, you can see that that winds out as a north-south corridor from Mexico through Arizona and into Nevada and that's exactly the reason that we're considering this I-11 and Intermountain West Corridor. Some people have come to me and said, "Oh, Mike, this is just all about moving trucks from Mexico to Canada." And, no, it's not. It's about this. It's about enhancing our economy in Arizona, enhancing our economy in Nevada, and connecting to this opportunity we have with Mexico and providing good paying jobs in all of these places. And these are just the types of industry that Arizona's economic department, the Arizona commerce authority and Nevada's economic departments are pursuing at this time. And it is those high-tech manufacturing type industries like aviation, aerospace, healthcare, renewable energy, and high-tech industries and they are out there promoting our states for this right now. So not only when -- with our economic groups and promoting these industries, we have to have the transportation system that would support them.

So this is really the basis of our business case is when we say what this -- what this figure represents is, in order to build this transportation system, somebody would have to put money into it, most likely the Department of Transportation. We have to spend money to build a facility, but then what could we get back in return? And so we call that the benefit-cost ratio, meaning that we could be spending 12 to 13 billion dollars, that's B, billion dollars, to implement these improvements. But what would we get back? Well, first what we'd look at is the travel benefits. And the travel benefits are things like, if this facility was built, what's the travel time savings that you would realize? Would you be getting to your destination faster and more reliably? What are the most possible safety enhancements? We can make predictions on the reduction of future accidents if a new facility is built and we put value on that. And those are what we call the travel benefits. But on top of that, we can then predict some economic benefits. And these economic benefits are about that manufacturing belt that, if we build a facility like that and our economic departments bring in those industries, what would be that economic benefit to Arizona and Nevada? Now, I do want to clarify that this economic benefit number, which could be as high as \$24 billion over 20 years would be the benefit from that manufacturing belt that could be established from Nevada to Mexico. And I-11 would be just one part of the transportation system that would support that. There are other things that would need to be done to support that, like improving our border crossings, improving other facilities like Interstate 10 and Interstate 17 and those. But it adds to the equation of, if you spend 12 to 13 billion and get some benefits from the travel benefits, you also are contributing to these economic benefits and that's really the business case that we're 25 presenting with this study. And with that, those economic benefits could be as many as 240,000 new jobs to Arizona and Nevada. And these -- these are high-paying jobs for well-educated people which would bring a lot of vitality to our economy. With that -- Yeah, I'll let you laugh about that.

The next step. So in the transportation world, and as you probably notice when you're out there in the world, it takes a long time for us to build facilities of this size. And we're in the first step there, the planning step. The next significant step is what we call NEPA, which is the National Environmental Policy Act or the federal law that tells us how we need to analyze environmental impacts to possible transportation projects. So that's the in-depth environmental analysis that would have to come with a corridor like this. And that's really the next primary step for a lot of this corridor. We have to go through all of those environmental studies and -- and -- which is a good step and then get into design. And then, if there's any right-of-way required or property that needs to be acquired, that's the step after that



before we get to construction. So this is still a long process, and we're at the very beginning of it. And this could take decades to get through before significant construction was to be realized. And we -- we've kind of highlighted on this map where the next -- what type of next steps are suggested for the whole corridor from Nevada to Arizona and they are color coded to that -- those steps over to the side. So you see here in southern Arizona what we're saying is that the next steps for everything from Nogales to Tucson, Casa Grande, and around the Phoenix area is that the next step is to do those detailed environmental analyses, and that includes the analysis of all those possible alternatives that could fit within that corridor. So here in the Tucson area that would include doing a full analysis of new roadways that have been proposed, of widening existing roadways, of combining those freight rail options with passenger rail options and other ideas that could span anywhere in a 5-19 to 50-mile corridor. Along U.S. 93 north of Phoenix we're -- actually ADOT is still moving forward with what we call interim improvements. These are widening projects to expand U.S. 93 to a four-lane highway but not an interstate, just a four-lane highway that provides a lot of safety benefits along this corridor.

In Nevada they actually have funded what we're referring to as the first official piece of Interstate 11 itself. It's called the Boulder City Bypass. It would be built as a full interstate highway that would connect Hoover Dam to the Las Vegas area. And then in Nevada they aren't as far along in the planning process as we are here in Arizona and so they've just identified that the entire Nevada proposal needs to go through more high-level planning analysis before they can make any official recommendations. So then they do advance planning in Las Vegas and another feasibility study similar to what we've done here for northern Nevada.

And with that a lot of people ask, Well, where is the funding coming from for this? And funding hasn't been identified yet. That's really where -- why we can't answer questions about what are we actually going to do and what time frame that would be on is because we haven't identified the funding. And all funding options are on the table for this corridor: Higher taxes, diverting funds from other sources, and even that four letter word, "tolls" might be included. So, with that, throughout the study, the partnerships between Arizona and Nevada have gotten stronger. This is the governor of our state and the governor of Nevada got together to -- at Hoover Dam to show their support and their commitment to moving this corridor forward and eventually implementing parts of Interstate 11. And that's got to continue into the future as we wrap up this study and look for funding and support to do the next phases of the corridor.

So with that this is my contact information. I'm the project manager for the Arizona piece of the study. And then Sondra Rosenberg is my counterpart in Nevada. And we're available through e-mail and phone to answer questions.

And, at this point, Audra will take over for the question-and-answer period. So thank you.

AUDRA KOESTER THOMAS: All right. Thank you, Mike. If you haven't already gotten a question form and you have one, please raise your hand and we'll bring them around. We have study team members around the room. If you'll just raise your hand --

UNIDENTIFIED SPEAKER: Are you saying we can't have any discussion at a public meeting?

AUDRA KOESTER THOMAS: We're going to have the opportunity to answer questions first. And then we also have the court reporter here. Just let me get through my little spiel. If you have a question, raise your hand. We have cards. We'll do a facilitated question-and-answer session here with Mike. After



we're done with that phase, we also have a court reporter up front. If you would like to provide feedback, she'd be happy to take it from you then. We also have comment forms that we have handed out. We'll break out into an openhouse again after the meeting. You can discuss with our study team members and also we talked about the virtual meeting earlier. If you have feedback –

UNIDENTIFIED SPEAKER: So you're saying there's no public discussion at a public meeting?

AUDRA KOESTER THOMAS: Well, what we're doing is we're going to have a facilitated question and answer first. And then after that, if there are some thoughts that you would like to share, we'll be happy to take them.

MICHAEL KIES: The reason that we're asking, if you have a question to fill out a card, is sometimes multiple people, maybe a dozen or two dozen of you, have the same question and you'll write them on the cards. And maybe we just need to answer that question once instead of asking it and answering it 10 or 12 times. It's not that we're stifling any discussion. We just were hoping to make this more efficient so that we're not here till late in the evening.

AUDRA KOESTER THOMAS: But also it's important to know we're really interested in your feedback. And I know a lot of you have already shared some comments and ideas with us. Those forms you can fill out with your comments, give us your ideas and thoughts, leave them with us tonight. Again, you can visit with the court reporter if it's more comfortable for you just to talk out loud. But we're also facilitating the virtual meeting opportunity online. This narrated presentation is going to be provided as well as all the boards you see out in the front so you can print them out and study them in more detail. And we also have a comment form there where you can provide more detailed feedback if you'd like. You'll also see on the feedback form that Mike's e-mail address and mailing address is available so you can contact him and provide feedback at your leisure as well. And so we have a variety of opportunities. We're here tonight and we'd love to speak with you. We'll do some questions and answers here and then we'll break back out into an openhouse so you can have more dialogue if you'd like or review more materials. So, with that, do we have any questions?

This question is: In southern Arizona a 5- to 50-mile corridor would go through an Indian reservation, probably true for many other parts of the route. How is this being addressed? Are reservation leadership being involved?

MICHAEL KIES: True. A 5- to 50-mile corridor that we've shown on the map includes a lot of various land uses. Saguaro National Park is included in that entire corridor, tribal communities, land owned by the federal government, private land, homes, all of those are included in that 5- to 50-mile corridor. So, yes, we have been in contact with the tribes and notified them of the project. We haven't gotten into a detailed assessment of if their lands would be taken because we're not at that point yet. But the next step, as I said, the NEPA step, the National Environmental Policy Act, requires us to look at detail of various alternatives which could be alternatives that go through tribal communities and then look at all the potential impacts and, I guess, effects that that corridor would have. And so that really takes place in the next step. And our website, which is I-11 study dot com, we put a document up there that I like to always remind people of. It's called the Citizens' Guide to NEPA which is this National Environmental Policy Act. And it is -- I think it's a 12- or 15-page document that the federal government has put up. Because NEPA is a very complicated thing. There's a lot of different studies that have to be done and a lot of different steps. It explains what NEPA is and it explains how you, as the public, get involved in NEPA and all of the mandates that we have about how we take your comments and consideration, reply



to your comments and make recommendations that meet the desires of the public and agencies that are affected, and the tribes, of course, are included in that.

AUDRA KOESTER THOMAS: What is the carbon footprint of this project and why does your presentation only give the predicted positive elements of the new freeway?

MICHAEL KIES: Yeah, we did no analysis on carbon emissions or pollutants at this time because, again, we're just not at that point. Those elements are all covered well. We haven't got -- there hasn't been any legislation about greenhouse gases yet, but pollutants are all covered under the NEPA process where we have to run models that predict the pollutants that could be produced along the route, who would be impacted by those, and that's all part of the future studies.

AUDRA KOESTER THOMAS: Why are you doing a NEPA study before approval or funding? Will it still be considered relevant if the project breaks ground decades from now as predicted?

MICHAEL KIES: So the question was: Why would we do NEPA studies if we don't have any funding identified? Well, that is the process. Usually the federal government won't commit funding to a project until the NEPA analysis is done. One of the alternatives that absolutely has to be considered in a NEPA analysis is the no-build alternative. The no-build alternative always gets equal consideration to all of the other alternatives that are considered. So if you came out of the NEPA process and selected the no-build alternative, why would you already have funding in hand if you're not going to do anything. So I think that's part of the process.

AUDRA KOESTER THOMAS: Have air modalities been compared for their cost benefit, i.e. –

MICHAEL KIES: Can you start over?

AUDRA KOESTER THOMAS: Absolutely.

MICHAEL KIES: I didn't catch the beginning.

AUDRA KOESTER THOMAS: Have air mobility, so aircraft or –

MICHAEL KIES: Oh, air mode.

AUDRA KOESTER THOMAS: Yes -- modalities been compared for their cost benefits in that more diverse and frequent flights between economies, including international flights with Mexico.

MICHAEL KIES: I'm going to pass that on to our consultant because I'm not sure I know the answer if the air mode was looked at.

JACKIE KUECHENMEISTER: We looked at, a little bit in the corridor justification –

AUDRA KOESTER THOMAS: Hang on.

JACKIE KUECHENMEISTER: In the corridor justification report, which Mike has referred to earlier, and there's actually a copy on the table, we looked at various modes that could be utilized as part of this corridor. And one of those things he's looking at, what are the competitive advantages between rail,



highway, freight rail, and air. So we did look at what exists out there today in terms of the timing and being able to travel from Phoenix to Las Vegas and southern California. But we didn't go into detail in terms of using that as a potential alternative mode for this specific corridor which was intended to be on the ground, rail.

MICHAEL KIES: Thank you.

AUDRA KOESTER THOMAS: How do plans -- here's another multi-mode question. How do plans for light rail or passenger rail between Tucson and Phoenix, which could impact I-10 traffic, get factored into a determination or need for highway enhancements such as Avra Valley bypass?

MICHAEL KIES: Well, ADOT is currently doing a study to look at the feasibility of passenger rail between Tucson and Phoenix and, of course, that is -- that would be a reliever to Interstate 10. And I believe that that's -- that's absolutely a possibility that should be looked at when we think about this corridor because this corridor is more about moving freight or moving freight that's associated with our future economy. Of course, freight doesn't travel on passenger trains and not very well. But with the idea of a passenger rail service from Tucson to Phoenix along Interstate 10, that provides the opportunity for people that are traveling on I-10 to use a different mode, therefore, capacity could be freed up by Interstate 10 for freight movement which may relieve the need for another facility in some other location. So I believe that that's a definite solution that should be looked at very closely under the NEPA process and we'll have our feasibility study on passenger rail between Tucson and Phoenix done so we'll know the ridership numbers, the potential costs involved.

AUDRA KOESTER THOMAS: A couple of you have asked about partnerships and discussions with our neighbors. So I have a couple here that I'm going to combine into a single question. Have there been discussions with civic leaders and neighbors, Mexico and Canada, that address thoughts to access and routes and what they would like to see, ports, discussions with our partners at our ports of entry. Does Mexico have a preference for a route? Those kinds of general neighboring questions.

MICHAEL KIES: Sure. Well, I myself I haven't personally had conversations with agencies in Mexico or even the ports themselves, but there is a sister state agency in Arizona. It's called the Arizona-Mexico Commission and that is their primary role is to be a continuous liaison between the Mexican entities, whether that be businesses or the government or even whatever the legislature is called in Mexico. And so I've met with the Arizona commission -- Arizona-Mexico Commission many times and they've provided us their knowledge of what's going on in Mexico and what the needs are to have a better connection.

AUDRA KOESTER THOMAS: Could you please describe the next step for the Southern Arizona Corridor? Is further study needed or is NEPA the next step?

MICHAEL KIES: Yes to all of those. NEPA is the next step in southern Arizona. So the detailed environmental studies that I've -- I'm sure a lot of people are interested in knowing how they would come out when we know that there's some very diverse environmental attributes in the Tucson area and especially west of Tucson, that is the next step. And we -- we're telling people that that's what we would need funding for to continue to move -- move this project forward.

AUDRA KOESTER THOMAS: Where are your financial projections for revenues, particularly as it relates to compensating for the millions of tourist dollars lost looking over all Avra. Your figures do not seem to



reflect the lack of industry and corporations in the Tucson area. So a comment related to, has there been consideration to the tourist impact and the dollars lost potentially for a freeway that might go through west here of Tucson?

MICHAEL KIES: Well, no, because we're not making any assumptions that there's any solution that's being implemented. So we're not at the point where we would make any analysis on whether tourism would be lost or gained by a certain solution being implemented because we're not there yet. And really all we're saying is that this corridor, the studies that go on from here should be looking at this 5- to 50-mile wide corridor. And, yes, we recognize there are tourist assets and those type of things in that corridor and that needs -- when we get to the point where we are analyzing solutions, those will all have to be taken into account. And I think under NEPA they call those socioeconomic analysis. And there's some procedures that we have to do for that. Now, the second half of that, I'm not sure I'm the right person to ask about the economy of southern Arizona and the lack of --

AUDRA KOESTER THOMAS: -- input. This study hasn't gotten into that.

MICHAEL KIES: No. No.

AUDRA KOESTER THOMAS: All right. Another similar question in terms of the business case aspect: Is the business case talking to exporting American manufacturing jobs to Mexico as spelled out in the corridor justification report in reference to nearshoring? So what is the consideration for the exporting of American jobs with the infrastructure being proposed?

MICHAEL KIES: Yeah. So the idea of nearshoring is the term that's in there. So the phenomenon that we see that's happening out there as far as manufacturing, a lot of the manufacturing that we -- where we get product is now happening in Asia, so it's really China, south Korea, those type of places. And what has happened recently is that the income levels in Asia continue to rise as the middle class grows in Asia and the transportation costs to come across the ocean and bring those products to Los Angeles and then to the rest of the country continue to go up. And so now just recently, the cost of doing business in Asia, manufacturing and transporting that across has become higher than doing the same operation in Mexico or Latin America and bringing those products to the U.S., and so our anticipation is that, as the years go by, it's not that jobs will be lost from the U.S. to Mexico, it's that jobs will be lost from Asia to Mexico and that we have the opportunity to support that manufacturing in Mexico by doing the high-tech manufacturing in the U.S., which would be components. Let's say Mexico starts to have a larger auto industry, our states can do some of those high-tech components that go into cars, send those products to Mexico, it gets final assembled in Mexico where labor rates are lower to do that type of cost and then the final product comes back to the U.S. So hopefully it's not the export of jobs from the U.S. to Mexico but it's the export of jobs from Asia to Mexico.

AUDRA KOESTER THOMAS: Why is there no discussion of the Tucson sector I-11 routes or more particularly perhaps specific alignments or alternative lines on the map?

MICHAEL KIES: Yeah. Well, so first congress has not designated Interstate 11 even to exist in the Tucson area, so the work we're doing with this study is sort of ahead of where congress is. We're sort of informing congress back that we believe the designation of Interstate 11 should go south of Phoenix and come through to the Mexico border. So the reason that we're not doing the same level of detail is because from Phoenix to Las Vegas congress has already designated Interstate 11. We already know that as a known fact. There is no designation -- technically we shouldn't even be using the term Interstate 11



in the Tucson area because it doesn't exist yet. So what we're doing is we're sort of floating back to congress the need for the designation to be extended through to Mexico. And when that happens, then we're ready to do the next step, which is NEPA.

AUDRA KOESTER THOMAS: We have a couple questions here on environmental impacts, wildlife corridors and the such. Impacts -- or wildlife certainly would be impacted. How can you mitigate these impacts? What studies will be done to address increases in pollution, water consumption, habitat destruction, and the like?

MICHAEL KIES: Yeah, I mean, I don't want to sound like a broken record on this one because that's all included in the NEPA process. But, Jackie, if you could, we actually had Arizona Game and Fish as a very close partner in this study and they've actually done a lot of analysis at this point where we are with these state corridors and they've actually provided us with a lot of guidance that we can tell the next step of how to deal with the wildlife.

JACKIE KUECHENMEISTER: Yeah. And to that point and to the kind of pre-NEPA stage that are connected to the topic, we are completing a series of checklists as part of this process called the planning and environmental linkages process. So this would set the foundation and the stage for further NEPA studies that show and document all of the environmental review and analysis that we've done at this early stage. So while the study team has looked at a lot of this information, we've had several partners in Arizona Game and Fish Department, the Nature Conservancy, the Sonoran Institute looking into more detailed data that they had at their disposal to look at wildlife linkages, wildlife crossings, threatened and endangered species, wetland riparian areas, a whole series of different environmental features so that we can get a good idea of major fatal flaws at this stage, places where we actually should not be putting in a corridor. So those are all being documented as part of the study, and we'll move on, I'm sure, as referenced, for the future levels of study.

MICHAEL KIES: Yeah, and I had highlighted our process of how we went through level-one and level-two screening. And we actually did eliminate some alternatives from consideration based on some of those biological inputs that we got from Game and Fish and the Nature Conservancy and Sonoran Institute. So some of our screening has already taken that into account.

AUDRA KOESTER THOMAS: There's a couple questions related to financing or funding. And I apologize that handwriting -- and I may not be able to get all of this. But what level of taxpayers or impact to taxpayers would be realized beyond what currently is being levied? Would taxes be to business owners, residents along the corridor? Who would be paying in terms of taxation?

MICHAEL KIES: So all of that is above my pay grade. Yeah. I can't answer anything. You know, that is really for the political structure to figure out. What we do at the Department of Transportation is we make recommendations. We do the cost estimates. We show how much it would cost and what the potential benefits are. But then it's the politicians that take over there. You know, the legislature has the ability to raise taxes. Congress has the ability to provide additional funding for corridors of national significance, which we hope this is one of them. But that is not my place. I mean, the taxes that are in place now for transportation are primarily gas taxes that you pay at the pump. You do contribute funds when you license your vehicle and you get your license plate, so we get those revenues now. That's our main source of revenues. But it would be the legislature that would change that and add to it.



AUDRA KOESTER THOMAS: Another environmental related question: With the current, ongoing drought and exacerbation from climate change, how would the increase in projected manufacturing and the 240,000 new jobs justify the taxes in relation to the scarce resources, water included, in Arizona? There is no water. Water is already limited. So outweighing any potential new environmental impacts.

MICHAEL KIES: Again, I'm not the right person to talk to about water or limitations of water. We base all of our future projections on the official population projections that come out of the state demographer, and that -- that element of state government is supposed to take those things in consideration. So we use those official projection numbers to say how many people might be here in the State of Arizona in the future. So then -- so those -- those jobs, the 240,000 jobs would fit well into those population projections that -- that we see for the state of Arizona. And, as far as, you know, what -- you know, what's the -- there was something in there about taxes, would it be justified by the -- read that again.

AUDRA KOESTER THOMAS: Justifying the taxing of scarce water resources.

MICHAEL KIES: Oh. Oh. Oh. I don't know. I didn't know that we taxed water resources. That's new to me.

UNIDENTIFIED SPEAKER: "Draining." We don't mean literally "taxes." It meant "draining."

MICHAEL KIES: Oh, taxing the water.

AUDRA KOESTER THOMAS: A constraint on or impact to.

UNIDENTIFIED SPEAKER: He should know the answers to these questions. He's wasting a lot of our time. It's ridiculous.

AUDRA KOESTER THOMAS: I apologize. If you have more questions, please put them on --

UNIDENTIFIED SPEAKER: What we're asking is: What bigger issues are there than our water here on our land? You should answer these questions.

MICHAEL KIES: You're talking to the wrong agency --

UNIDENTIFIED SPEAKER: (unable to hear) -- this is crap.

AUDRA KOESTER THOMAS: Well, I'm sorry that you feel that way. We'd love to get that feedback. You can provide it later to the court reporter directly. Please put it on --

UNIDENTIFIED SPEAKER: There are no water problems. We'll just outbid the farmers for the water. We have plenty of water. We'll just grow less cotton and we'll have more people --

AUDRA KOESTER THOMAS: All right. I want to get to the questions that several people have already submitted. We'll be here tonight to answer more questions or discuss things with you one on one. Somebody has asked another question. If you have questions, raise your hand. We still have plenty of cards to hand out.

Texas has had a similar proposed project. Do you know its status? Any problems with that project? Have you talked to Texas at all related to any infrastructure aspect?



MICHAEL KIES: I guess I need clarification as to what project in Texas is being referred to there. There's a lot of projects in Texas.

AUDRA KOESTER THOMAS: Interstate 69 out of the East coast.

MICHAEL KIES: Is it Interstate 69?

AUDRA KOESTER THOMAS: I don't know if there's a specific project.

UNIDENTIFIED SPEAKER: Okay.

AUDRA KOESTER THOMAS: Okay.

UNIDENTIFIED SPEAKER: I want to ask a question, so –

AUDRA KOESTER THOMAS: Could you speak up as loud as you can and I'll repeat it.

UNIDENTIFIED SPEAKER: This is going back a few years, but they were looking at all the mobile corridor –

MICHAEL KIES: Oh, okay. They are talking –

AUDRA KOESTER THOMAS: They are talking about the Texas triangle.

MICHAEL KIES: It's the Texas trans corridor where they were looking at planning some state -- across-the-state corridors that would be able to have highways, freight rail, passenger rail, utilities, everything. And they were projecting that they would need 1200 feet wide of right-of-way for all this use. And that - that concept did not pass public muster and it died. And so it's no longer being considered in Texas.

AUDRA KOESTER THOMAS: Speaking of which, great dovetail: The average interstate right-of-way is about 300 feet. With rail power, maybe pipelines, and other multimode considerations, how big is the right-of-way we're thinking for the I-11 project?

MICHAEL KIES: So the consultant team did put together so that it's like what would be the biggest footprint that, if you took, you know, a large freeway, a big utility line, a passenger rail system, a freight rail system, other ancillary things like room for pipelines and information and you put them all side-by-side and you put a generous amount of land, you know, together, they did do that. And I believe it was six to 800 feet, yeah. So the biggest footprint we could see, if all of those were being put in one single corridor, was six to 800 feet wide.

AUDRA KOESTER THOMAS: National studies have shown that people are tending to drive less which does not follow historical trends. Will this newer trend of driving less be taken into account when planning moves forward?

MICHAEL KIES: So one of the luxuries we have of doing planning early in the process and being ahead of the curve here is that we can see how things go in the future. The designation of Interstate 11, like I said, doesn't bring any funding to the state, but it also doesn't require us to do anything. Congress did designate it. But if we determine, as a state, it's not needed, we don't have to do it. So if -- so what I like



to describe is, this isn't a project about build it and they will come; it's build it as they come. And so what we would really want to see is, as time goes on, that our economy really is diversifying and the manufacturing sector's growing and this idea of nearshoring is happening to Mexico. But, if it doesn't pan out, then the justification that we presented today really isn't there. And then why would we build the facility?

AUDRA KOESTER THOMAS: Are you aware, is ADOT and NDOT aware that Pima County is working to implement the proposed eastern leg of the county administrator's I-11 plan right now?

MICHAEL KIES: Would representatives from Pima County like to answer that question? ADOT is aware. I think that's the –

AUDRA KOESTER THOMAS: That's the answer to the question.

MICHAEL KIES: Yes, we're definitely aware. We're aware of the Sonoran -- Well, John, if I get it wrong, correct me. But the Sonoran Parkway concept that is south of the airport –

UNIDENTIFIED SPEAKER: It's the aerospace program.

MICHAEL KIES: Aerospace program.

JOHN MOFFITT: You got it right.

MICHAEL KIES: All right.

JOHN MOFFITT: This is called the Sonoran Corridor. It's essentially to connect I-19 over to I-10 up through the airport area which we're working on to develop as an industrial corridor for other jobs. And that's our focus. It's not a -- it's a different approach. It doesn't have anything to do with the Intermountain West Corridor. It's strictly –

UNIDENTIFIED SPEAKER: Isn't it labeled I-11 on your map?

JOHN MOFFITT: No.

UNIDENTIFIED SPEAKER: I've got a copy of it right here. I'll show it to you.

AUDRA KOESTER THOMAS: All right. Do you find any -- have you found any fatal flaws in this preliminary finding, particularly where San Diero (phonetic) –

MICHAEL KIES: San Diera (phonetic)?

AUDRA KOESTER THOMAS: -- the wildlife corridor?

MICHAEL KIES: Let me have you read it.

AUDRA KOESTER THOMAS: Is that a fatal flaw? Have you found any fatal flaws?

MICHAEL KIES: No.



AUDRA KOESTER THOMAS: But in particular have you found any fatal flaws where that crosses the wildlife corridor?

MICHAEL KIES: Yeah, we don't see that to the level of fatal flaw at this time. But, again, as we get into the detailed NEPA studies, that could be shown as a fatal flaw in the future, yes. I think there's a possibility that that is out there.

AUDRA KOESTER THOMAS: Can you provide any information related to the Avra Valley corridor in relation to Amway Road?

MICHAEL KIES: I'm not familiar with that road. Does somebody familiar with Tucson know where --

UNIDENTIFIED SPEAKER: Could you repeat the question?

AUDRA KOESTER THOMAS: Absolutely. Any consideration or information related to the Avra Valley corridor in relation to Amway Road?

MICHAEL KIES: Again, I'd have to pass that on to Pima County.

UNIDENTIFIED SPEAKER: Amway runs from Manville to Avra Valley Road and so it's out there.

UNIDENTIFIED SPEAKER: I think -- people out here from -- (unable to hear) So I think that we need to cut to the chase and address the issue is: Huckelberry is pushing for this I-11 to go through Avra Valley area in our backyard. And we're really concerned what's going to happen out there, and I think that's why we're here.

AUDRA KOESTER THOMAS: So the question is related to Avra Valley and I-11.

MICHAEL KIES: So the 5- to 50-mile corridor that we described includes the entire Avra Valley, it includes the entire metro area of Tucson and the -- so there is a suggestion or proposal from Pima County that a solution for a new transportation corridor in the Tucson area could go around through Avra Valley. Now, that's -- that's a proposal by -- that's been suggested by Pima County. So it could be one of a series of solutions that are looked at in the future study. Again, a new transportation corridor like that would be an alternative that's considered. But we would also give equal consideration to expanding existing corridors such as I-10 and I-19, combining expansion of those existing corridors with other modes like freight rail and passenger rail. All of those would be compared apples to apples to apples and environmental and economic studies done to show whether they are -- one is more viable than the other. And, you know, ADOT's position is we have not proposed that idea and we have no -- we have no opinion on that idea until other future studies are done.

AUDRA KOESTER THOMAS: What is the --

MICHAEL KIES: And John from Pima County was willing to say something.

JOHN MOFFITT: Well, I want to clarify this also because we put the line on the map to make a point to a certain extent, to make sure that the Intermountain West Corridor was connected to Nogales. That was the main thing. It stopped in Casa Grande. And there was an important economic issue here for the



system, the network was being justified on Mexico trade, but the road didn't connect to Mexico. There were already earlier studies on I-10 about the cost to do it that way. There was also another alternative which we did. Now, this is a clear statement of where we are on this. I work at the county administrator's office. We are waiting for the NEPA study. We're not trying to force that route. We understand. In fact, we've actually been doing ongoing studies about the impact out there. So we're just as concerned about some of those things as you are. So it will be part of that process. We're not trying to force that route. We just want to make sure that it comes through the Tucson area down into Nogales.

AUDRA KOESTER THOMAS: What is the projected –

UNIDENTIFIED SPEAKER: I'd like equal time.

AUDRA KOESTER THOMAS: Well, actually –

UNIDENTIFIED SPEAKER: Because that's totally misleading. No. I'm sorry. That's totally misleading.

AUDRA KOESTER THOMAS: Actually, some other people provided some questions that I would like –

UNIDENTIFIED SPEAKER: The county administrator has already said that 47 families will be forcibly removed from that route. It's not just a line on a map. It's also misleading to say that it's a 5- to 50-mile corridor because it's not going to go down Campbell Avenue. It can't go through Saguaro National Park. It can't go through the Tohono O'odham Reservation. It cannot go through Ironwood Forest National Monument. That leaves what? The Avra Valley. Now, am I making this up? This is last year's map provided by the county administrator which shows the eastern leg called I-11 connecting with I-19 and I-11, goes through the Avra Valley. This is this year's map from the same office calling it the Sonoran Corridor, but there's a little inset map and with a magnifying glass you can see that it still says I-11. So we are being deliberately misled and bamboozled. And if you think we're that stupid, well, shame on you.

AUDRA KOESTER THOMAS: And I know some of those materials are outside (unable to hear) so, if you want to learn more about that, I would encourage you. I think some of those materials are available for your review as well.

MICHAEL KIES: And those type of comments are the reason that we brought our court reporter here today. The purpose of the court reporter is, if you want to say that comment, you don't want to write that all out, you can state that to the court reporter, say it to her, she will type it out, it will get in the documents, it will be something that is read by anybody who accesses the information about the study. We are not -- we are not being –

UNIDENTIFIED SPEAKER: And let me give you today's New York Times article on the water cuts that are coming in southern Arizona.

AUDRA KOESTER THOMAS: Great. As is any comment that you provide. So anything you turn in, you e-mail us, you participate online, you talk to the court reporter, all of that is being encapsulated and will be memorialized as part of this study as many of you have probably browsed our website and seen comments from previous meetings. Okay. I have some more questions.



What is the proposed cost per mile for the entire freeway?

MICHAEL KIES: Yeah. Well, it adds up to big numbers. You saw in the graphic there I think it was 12 to 15 billion dollars. That's actually a -- I'm not an economist, but that's a discounted number which -- cause, as you spend money in the future, it's not -- it's not as -- when you bring it to the present, it has a lower value, because you know, if you spent the money today, it would be -- I don't know, I'm -- but the number is much larger than that. It's larger than 12 to 15 billion for the entire -- if we were just to say what is the construction cost of the entire project. And that -- And, Jackie, do you have the number? Cause I thought it was like \$30 billion.

JACKIE KUECHENMEISTER: I don't think it's that much.

MICHAEL KIES: Okay.

JACKIE KUECHENMEISTER: It's hard to pinpoint a specific number, though, because it really depends on where we're at. At this point we're really looking at a large -- 5 to 50 miles, so within that we don't know exactly is it going to be two lane, four lane, six lane, eight lane? A lot of those details haven't --

MICHAEL KIES: Or is it even a highway? Is it a rail corridor? Is it a smaller road than an interstate combined with a rail corridor. All of those have different costs. But it's easy that -- it's very easy to say that we are in the billions of dollars.

UNIDENTIFIED SPEAKER: How many miles is it projected? Let me do the math if you won't tell me the answer.

MICHAEL KIES: 450 miles from Nogales to Hoover Dam.

UNIDENTIFIED SPEAKER: 20 billion, 450 miles.

AUDRA KOESTER THOMAS: What is the public participation process during the NEPA process?

MICHAEL KIES: Well, it's -- it's -- it's a lot like this. We -- I mean, we would -- during the NEPA process we are required by the federal government to have meet -- to have public meetings. But at ADOT, we go above and beyond what the NEPA process requires. We have many meetings along. And we have these virtual like we're doing right now for this next month. We're having a virtual public meeting so that you can go out and you can see this same presentation. You can see all the materials. You can make a comment online. And so during the NEPA process, it will be -- it will be like this throughout the whole process. And, again, anybody who doesn't understand what we say when we mean NEPA and how citizens are involved in NEPA, we put on our website the Citizens' Guide to NEPA which explains how you are involved, how your comments get addressed, how the federal government reviews how we've done the process and compares it against your comments. And so it's a complicated process. But that document, in my opinion, simplifies it so that you can understand how you can be involved in the process.

AUDRA KOESTER THOMAS: Maybe we should change the project name from I-11 because everyone thinks highways, trucks, cars, polluting, et cetera, when, in fact, if we're talking about a multimodal concept where we put in new rail lines, electrical pipelines, other utilities that might be misleading. So what else could we call it other than Interstate 11?



MICHAEL KIES: Well, that's the reason that we call it I-11 and the Intermountain West Corridor. Because really, technically I-11 is only what congress provided us is I-11. And what congress told us I-11 is is U.S. 93 from Las Vegas to technically Wickenburg, Arizona because that's where U.S. 93 ends. So, when we titled this study I-11 and the Intermountain West Corridor, the Intermountain West Corridor really applies to all those areas that are outside of that designation. And, when we say a corridor, we were hoping that that meant it's not just a highway. It could be other modes. It could be other uses and so on. So that was our best attempt at the title of the study. But please give us your input. I'm sure the next study would love to have a sexier name than that.

AUDRA KOESTER THOMAS: If, as you say, it may take decades to get to construction, how can you give a realistic estimate of the actual cost?

MICHAEL KIES: Well said. We can't.

AUDRA KOESTER THOMAS: Question cards. I have several comments that have been submitted. Again, significant concerns for Avra Valley related to anything to do with environmental protection of the homesteads that are out there. This will be included in comments. Somebody who wants and is in favor of the I-11 and going through Nogales. So all these comments will be included. Anything you provide us now through July 18th, anything you provide to the court reporter tonight we're happy to take. Encourage your friends and your neighbors to go online and participate online. I do want to thank again the Tucson Electric Power for providing a great facility. I don't know if Ms. Brown is still here. She's been a great hostess for us. Thank you so much.

MICHAEL KIES: We're going to stay around and answer questions. So, if you have a question that you'd like to, you know, talk to me about –

UNIDENTIFIED SPEAKER: -- (unable to hear) how to get the link to the internet, that environmental thing.

MICHAEL KIES: Oh. It's on our website.

AUDRA KOESTER THOMAS: I-11 study dot com. So the same -- the same project that's on the website that's on all of your information, that's the same website that you -- (unable to hear)

MICHAEL KIES: I think it's under "meetings." Or is it under "documents"?

AUDRA KOESTER THOMAS: It's under "engagement" or "participation" particularly, The Guide to NEPA.

MICHAEL KIES: So if you go to the I-11 website, there will be some choices across the top. One of them is Participation.

AUDRA KOESTER THOMAS: "Get Involved" actually.

MICHAEL KIES: "Get involved."

AUDRA KOESTER THOMAS: Yeah.

MICHAEL KIES: And when you click on that, there will be a link to that document under that tab.



AUDRA KOESTER THOMAS: Thank you so much. We'll break out into openhouse. Ask any of us with the name tags questions, some questions. And we appreciate your participation tonight.



Question Cards: June 18, 2014 Tucson, Arizona Public Information Meeting

The following are scanned question cards submitted during the meeting. Questions and responses are summarized earlier in the report, as well as any comments that were submitted on question.





QUESTION CARD

TARJETA DE PREGUNTAS

I-11 and Intermountain West Corridor Study



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Por favor, use esta tarjeta para enviar una pregunta sobre el proyecto I-11 and Intermountain West Corridor Study. Después de la presentación, las preguntas serán leídas en voz alta por el moderador y los miembros del equipo del proyecto proporcionarán respuestas.

If, as you say, it may take decades to get to construction, how can you give a realistic estimate of the actual cost?

TUC



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Maybe you should change Project name from I-11 because everyone thinks Highways, trucks, car, pollution, etc. When it fact, you might construct new Highways. Rather put in new rail lines, electrical lines, pipe lines, etc.

what else could you call it?

TMC



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What is the public
participation process
during the NEPA
process?

TMC



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What is the projected cost per mile al the entire freeway.

TUC



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The Aversa Valley Corridor in relation
to Arroway Rd.

TUC



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Did you find any fatal flaws
in this preliminary findings
particularly where Sandario
crosses the wildlife corridor.
Info. appreciated.

TMC



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Are you Aware That Pima County
is working to implement the proposed
eastern leg of The County Administrators
I-11 plan Right Now?

TUC



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National studies have shown people are tending to drive less, which does not follow historical trends. Will this newer trend of driving less and infill efforts be taken into account when planning moves forward?

TNC



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Average interstate ROW is about
300', with rail, power, maybe
pipelines how big a ROW
are you thinking?

TMC



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Texas had a similar proposed project. Do you know status? Problems? Have you talked to Texas?

TUC



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With the current environmental
mega-drought, ~~and~~ partially exacerbated
by climate change; how will the increase
in manufacturing and 240,000 new jobs
justify the ~~area~~ taxing of scarce water
resources in AZ? There is no water already.

TMC



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Your presentation touts all of the benefits and "prosperity" this highway will bring.

What studies have you done to address increases to pollution, water consumption, habitat destruction and the like?

Could not the billions of dollars be used for preservation and ~~real~~ real economic security?

TUC



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Such a corridor would have unavoidable impacts on wildlife movement corridors. We don't need NEPA to tell us this. How could you mitigate these impacts?

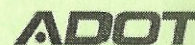
TMC



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Why no discussion of the
Tucson sector I-11 routes

Also the I-11 route for Tucson
shown in the other room is
a very long & poor bypass
route for Tucson

MC

Isn't The 'Business Case'
all about exporting American
Manufacturing Jobs to Mexico,
as spelled out in your
'Corridor Justification Report's'
discussion of 'NEARshoring?'

TUC



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Since my concern is particularly The Aura Valley /
Sandario route I would like to ask
referencing your presentation at ~~what~~
~~point~~ where your financial projections
for indust ~~but~~ revenues compensate for
the millions of tourist \$s lost looking
out over all of Aura. Your figures
do not seem to reflect ~~any business~~ ~~at~~ the
lack of industry & corporations in the
Tucson area.

TUC



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Can you please describe the next step for the Southern Arizona Corridor? Is further study needed or is NEPA the next step?

TNC



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What cooperation are you getting from
Mexico, specifically from the port
in Guaymas?

TUC



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Has there been any discussions w/ Civic leaders in either Mexico or Canada addressing their thoughts about best access - routes - etc. and what has the input been?

For instance - does Mexico have a preference as to where this route comes into their country?

TNC



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How do plans for light rail / passenger
rail between Tucson and Phoenix
(which would impact I-10 traffic) get
factored into a determination of
need for highway enhancements,
such as the Avra Valley bypass?

TUC



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Have air modalities been
compared for their cost/benefits
i.e. more diverse & frequent
flights between economies
including international (mexico)
flights

TUC



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Why are you doing NEPA study before approval or funding?

Will it still be considered relevant if project breaks ground decades from now - as predicted?

TMC



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What is the carbon footprint of this project and why does your presentation only give positive the predicted positive elements of the new freeway?

TWC



QUESTION CARD

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IN S. AZ, a 5-50 mile Corridor would go through Indian Reservation. Probably true for many other parts of route. How is this being address? Are Reservation leadership being involved?

THC



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I WANT THIS I represent the interest
of thousands of people south of
Broadway all the way to Nogales.
We want this Corridor!

Jim Kelley.

THC



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I understand part of the current process is to identify fatal flaws. My comment is specifically about a proposed infrastructure project thru the Avra Valley. At the "pinch point" between the Tucson Mitigation Corridor east of Sandoz Road and the Tohono O'odham Nation west of Sandoz Road. According to the Pima County Mapguide website and the Pima County Department of Transportation Roadway proceedings, Pima County doesn't own the Sandoz Road corridor. Rather it is an easement. I don't believe either the Bureau of Reclamation or the Tohono O'odham Nation will allow encroachment on their land. Therefore, there is not enough land for a 400' highway let alone an 800' infrastructure corridor. I believe this is a fatal flaw and a potential corridor through the Avra Valley should be eliminated from further consideration.

TMC



QUESTION CARD

TARJETA DE PREGUNTAS

I-11 and Intermountain West Corridor Study



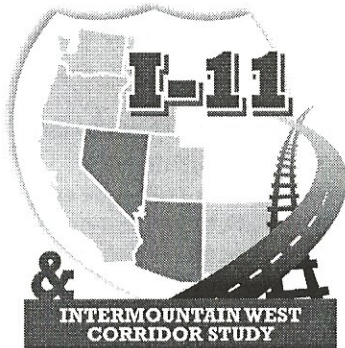
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NO QUESTION, BUT JUST WANTED TO SAY I APPRECIATE THE
FORWARD THINKING ABOUT LONG-TERM GOALS FOR OUR
REGION. I UNDERSTAND THAT STUDIES LIKE THIS ARE
NEEDED TO THOROUGHLY EVALUATE FEASIBILITY &
ESPECIALLY IMPORTANT WHEN FUNDING IS NEEDED IN
THE FUTURE.

THANK YOU!

TUC 6/10/14



I-11 and Intermountain West Corridor Study

Public Meeting Comment Form

June 2014

NDOT and ADOT 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 received prior to 5 p.m., July 18, 2014 will be included as part of the public meeting record. You may leave this form with us tonight or submit comments before 5 p.m. Friday, July 18, 2014 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

PLEASE PRINT

WHAT LEVEL OF TRAFFIC WOULD BE
TRUCKS BEYOND THEIR CURRENT - VOLUME
THEY BE HOMES & BUSINESS OWNERS ALONG
THE CORRIDOR.

Transcript: June 25, 2014 Buckeye, Arizona Public Information Meeting

The following is a transcript of the presentation and question and answer session. It was completed in real-time, and is has not been edited, proofread or corrected. It may contain computer-generated mistranslations or electronic transmission errors, and may have inaccurate references, spellings or word usage. It is provided for purposes of reference only.

AUDRA KOESTER THOMAS: Welcome. My name is Audra Koester Thomas. I am part of the I-11 Intermountain West Corridor Study Team. Thank you all for being here tonight in Buckeye. And thanks to APS for being great partners with us in opening up this splendid facility to use for our public meeting this evening. Just a few housekeeping items before we get started with our presentation. Restrooms, if you haven't found them yet, are actually behind our corner here in the south of the building.

11 We will be having a presentation here by Project Manager Mike Kies from the Arizona Department of Transportation. After that presentation we will be doing a facilitated question-and-answer session. So if you have a question or you think of a question during the presentation, you can raise your hand. We have a couple study team members. They have yellow cards. They will be happy to hand one to you. Fill it out and then they will shovel them up here at the end of the presentation. We will go through and answer those questions. And then after that we will break back out into an openhouse session. You can meet with our study team members until 8 o'clock when we close up shop. We really would like to see and hear from you. And so tonight when you came in you received a comment form. Please feel free to provide feedback using that form in leaving it with us before you leave. We also have a court reporter. After the presentation and question-and-answer session, if you would just prefer to verbalize some feedback, you can meet with her here up in the front of the room after our question-and-answer session. We also have a virtual meeting through July 18th. On our study website, I-11 study dot com, you'll be able to see all the materials you saw tonight: the boards, the reports that you saw outside. This narrated presentation is available. And we have a comment form that you can fill out and submit online. Again that's through July 18th. We invite you, your neighbors, and friends to provide feedback that way. So, with that, I think I'll turn it over to Mike Kies. Mike is our project co-manager for the I-11 study. He represents the Arizona Department of Transportation and I'll turn it over to him now.

MICHAEL KIES: All right. Thanks, Audra. Thanks, everybody, for coming out tonight to the I-11 and Intermountain West Corridor Public Meeting. As Audra said, my name is Michael Kies. I'm with the Arizona Department of Transportation in the Planning Division. This is actually a partnership between ADOT and NDOT, the Nevada Department of Transportation. So Sondra Rosenberg is my partner up in Nevada. And we're having a meeting like this tomorrow in Vegas, and so she'll be doing this role tomorrow up there. One thing that I do like to start off these presentations with is just to get -- give everybody a basic understanding of what the intent of this process that we're doing right now related to I-11 and the Intermountain West. This is a feasibility study that we're doing. And really, this feasibility study is about a few things. We were provided a designation of a new interstate highway here in Arizona and Nevada by congress. And one thing that we decided to do with this feasibility study is really think about the justification. What is the justification for us, the states of Arizona and Nevada to put a lot of resources into a new corridor like this between Arizona and Nevada? And then the justification that I'll get into during the presentation, the designation that congress gave us was from Las Vegas to the vicinity of Phoenix, and is that the appropriate designation? If we're talking about a new transportation corridor, should it go north of Las Vegas or south of the Phoenix area as far as Mexico. So that's really the purpose of the study that we're doing. As we get into this -- and you probably saw in the boards out front -- there are no specific alignments shown on any of those maps or no specific alignments down to property levels and locations where the route would be located because we're not at that point yet.



First we wanted to talk about justification and then the next steps would be more specific engineering studies. Woops. Sorry, Audra. Which button do I –

AUDRA KOESTER THOMAS: The "forward" key.

MICHAEL KIES: She's almost here. Oh, I pressed that button. Okay. Now that I've been taught which button to press, now we're on our way. Okay. I talked about how this was a partnership between ADOT and NDOT. We also have been working with some planning agencies because this is all about transportation planning. We've also been working closely with the regional transportation commission of Southern Nevada, which is the planning agency of the Las Vegas area, the Maricopa Association of Governments, which is the planning area here in the Phoenix metro area. And then we have two federal partners that we're working with on this study, and that's the Federal Highway Administration and the Federal Railroad Administration. Which people may ask, "Why is the Federal Railway Administration involved?" As we get into the findings of the study, our director likes to say, "This idea of I-11 is not just flat and black." We want to also think about other modes that we can look at as far as freight rail, passenger rail, and so on. All right. And I've kind of already in the introduction kind of talked about what is the I-11 and the Intermountain West Corridor? But what we're talking about is a new north-south transportation corridor that, as we get into the presentation, we're suggesting go as far as from the Mexico border through our major metropolitan areas here in Arizona through to Las Vegas and as far north as the northern boundary of Nevada and maybe beyond. And, like I said, we worked a lot on the 22 justification for this corridor and it's more about linking economies than it is about moving people to and from these different metropolitan areas. So with that we just have a few pictures here of -- I like this picture of when Interstate 15 was opened between Las Vegas and Los Angeles, that, you know, they had a celebration out there on the freeway that now it only takes four and a half hours to get from Las Vegas to Los Angeles. But, at that time, in the 60s this was a big connection between remote economic areas and that's what -- and we are talking about the same type of connections with this study, that it connects communities, where our justification is going to be talking a lot about the movement of freight between in the Intermountain West. And we also like to point out that this idea of a new -- of an enhanced transportation corridor between Arizona and Nevada is not new. It's been talked about for a couple decades now. And we believe that the initial piece of this whole idea has already been built and open to traffic, and that's the bridge at Hoover Dam.

So with that said, this is the study area of the study that we're doing. It's the entire State of Nevada and the entire State of Arizona. And that's a lot of ground to cover with a study, so what we did is we broke it into pieces. And, as I mentioned before, we had -- the congress has designated the opportunity for a new interstate highway from Las Vegas to the vicinity of Phoenix. And so when we talk about the study, we consider that part the congressionally designated corridor because it's simply that. That's the part that congress designated. And we broke that into the Las Vegas metro area, what we call Northern Arizona, which is the link between Vegas and Phoenix, and then the Phoenix metro area.

And then, as I said earlier, as long as we're doing this study, we felt that we should ask the questions: Is that enough from Las Vegas to Phoenix? What about going further and connecting to Mexico or going beyond Las Vegas north to Reno or northern Nevada and even beyond that? So this is how the study was structured. We looked at five geographic areas: Northern Nevada, the Las Vegas metro area, Northern Arizona, which is that link between Las Vegas and Phoenix, and then what we call our southern Arizona connectivity area. So that is geographically how we organized the study. Now this is how we organized the study from work products. We did three phases and we're finishing the third phase right now. And after each time we -- we made a major milestone, we've come out to the public like this. And



this is going to be the last round of public meetings that we do related to this study because we're -- we're finishing our work products.

The first phase was a corridor vision. How are we going to work with the public? So we put together a public involvement plan. What is the vision of the corridor? What is the vision of the study? What major decisions are we going to make? And then we moved into the second phase, which was this Corridor Justification Phase. And, again, I always like to point out, this has been a two-year study. We're at the end of two years worth of effort here. And the first year of that effort was just about the justification. Why should we be investing a large amount of public funds, if we have that opportunity, on a new transportation corridor between Arizona and Nevada? And that's what we're going to talk quite a bit about today. And then the third phase after we convinced ourselves that there is a justification for this corridor, then we started working on, where would those lines possibly be on the map? Where would those routes that would make those connections between economies actually be located? So with that we've organized this presentation into four parts. We're going to talk about some background information, about how we got to where we are to the congressional designation, some of the background about how transportation systems have been linked to economic vitality of the Southwest. Then linking economies, this is those actual lines on the map that we worked on, all the alternatives that we looked at, how we narrowed the alternatives down. And it's a lot of the information that you see on the boards out in the front of the room and getting to the recommendations that we have in this study. 10 Then the third part of the presentation is generating prosperity. So this is where we're talking about that justification. What is the justification for us to do such a thing as a new transportation corridor in Arizona and Nevada? And that really centers around the future trade opportunities and freight flows that we see happening here in the Intermountain West.

And then lastly, next steps. We're coming to the end of a two-year study, but that's the first step of a long process to implement or even construct a large transportation facility like this. So first the background.

So we're going to go through a quick time line here from the 1860s to today. So I promise it will go pretty fast. We won't be spending a lot of time in the 1860s. So one of the things that our team wanted to document is the economic boom that came with the transcontinental railroads out here in the West. And also here is a map of the freight rail system that we have currently in our country. When the freight rail system was brought to the west, it was all east-west oriented. It was connecting the Eastern U.S. to the coast and California. And you can see that here in the Intermountain West there's still a lot of east-west connectivity of the rail system and nothing really going completely north, south in the Intermountain West.

Next came the interstate highway system in the 1950s. Again, the interstate highway system quite a bit followed the rail system. So here in Arizona especially we have good east-west connectivity but very limited north-south connectivity. And one of the questions that came up quite a bit is, well, when the interstate system was originally laid out, why wasn't there an interstate located between Las Vegas and Phoenix, Arizona, especially Phoenix? Well, at the time that the interstate system was laid out, one of the criteria that they followed was they wanted to connect every community with each other that was greater than 50,000 in population. And in 1950 Las Vegas wasn't quite 50,000 in population. So that isn't a key place that the interstate system was connecting to. So of course here in the Phoenix area we got a lot of Interstate connections with Interstate 10 and Interstate 17. But that idea of connecting Phoenix to Las Vegas wasn't thought of in the 1950s because of that criteria. It wasn't till the 1990s that congress looked at the map -- I shouldn't say it took them that long to look at a map. But they started to realize



that as the Western United States grows, there's a missing part of our transportation system out here in the Intermountain West. And they started creating what they call high-priority corridors. And this green -- these green corridors that you see, are high-priority corridors that congress established to say, you know, these are important to the country and we should be putting a high priority on them.

Of course, they didn't give us any funding to go along with that. But they did put a high priority on them. One that you may have heard of quite a bit was the CANAMEX corridor and that was designated in the 1990s. And congress established that as a high priority from Mexico through Arizona and on up through Canada.

Then we come to 2010. That's when the new bridge was opened at Hoover Dam which shows that the linkage between Arizona and Nevada needed to be upgraded and this was a signature project. And then we got to 2012 when our new federal transportation bill was passed and it's called Moving Ahead for Progress in the 21st Century. We all call it MAP 21. This is the moment where congress then put in a document and designated a new interstate highway between Las Vegas and the vicinity of Phoenix and called it Interstate 11. And this is when we started this study between Arizona and Nevada because we got this designation. This designation comes with no new funding. So no new funding comes to the state of Arizona or Nevada. There's no requirement that we actually build an interstate. It just gives us the opportunity to establish a new interstate highway if we choose. And so that's why we wanted to focus so much on the justification. Why is this justified? And if you compare the populations that we have today to those that were in 1950, Las Vegas is now 2 million people. The Phoenix metro area is over 4 million people. Obviously, based on that criteria that they had in the 1950s for the interstate system, these two metro areas are prime for connection with a facility like an interstate highway.

So, with that, we'll go to the next part of the presentation and that is the corridors that we've actually considered and how we got to the recommendations that you're going to see in the report that we've prepared for this study. So what we like to do with this map is to show you these circles represent the gross domestic product or the economic size of these metro areas that are in the west. And you see the area that we live in, the -- what we're now calling the Southwest triangle where we have a lot of this -- we've got Phoenix, Vegas, Las Vegas, Los Angeles, Tucson all a cluster of economic activity that are now becoming more linked together.

And this whole idea that we're looking at is should there be a new north-south transportation corridor that creates a connection through the Intermountain West and parallels California? So with that we started talking about potential corridors that we could recommend to look more closely at. And we created a process because, when we do studies like this, we always want a process to follow. And the process started with what we call the universe of alternatives, meaning everybody who would give us an idea about a corridor that we should consider, we wanted to consider it in the process and map it and screen it based on our criteria. And so then we established this criteria here that you see that has categories in it like environmental concerns, economic vitality, the capacity of the transportation system and those type of things.

And then we compared all those, the universe of alternatives that you see on the map together based with that criteria. That's what we called our level-one screening. So we looked at all of these lines that you see on the map. You can see all the different connections that we considered from Arizona to Mexico, all the different ways that we could travel across Arizona through Flagstaff and Yuma and places like Prescott, through Vegas and then all the different routes in northern Nevada that were considered to move this potential corridor to the north.



So when we looked at all this criteria that you see here on the screen and compared it against those alternatives, we saw that a few of these alternatives rised above the rest and that's -- those are the ones that made it -- that we recommended out of our level-one screening.

So now you see the map starting to focus on a connection with Mexico at Nogales, the idea of going connecting Tucson and our Phoenix metro area then on to Las Vegas and then the ideas that Nevada DOT has to carry the corridor beyond to northern Nevada. Congress had designated the part of the corridor from Las Vegas to Phoenix as the new interstate highway and so we wanted to look at this part of the corridor in more detail. So we did what we call our level-two screening and we did more detailed analysis from Las Vegas to the vicinity of Phoenix. And these are all the ideas that we looked at in and around the Las Vegas area and in and around the Phoenix area. And essentially what we recommended coming out of the level-two analysis is all of these ideas that you see on the map are reasonable and feasible, that they are potential -- that they make sense as potential routes for a new transportation corridor. So essentially there's a lot of options to go around the Phoenix metro area and around or through the Las Vegas area. So with that, this is the summation of the recommendations that we are making with the study that these -- these -- and I like to call them 5- to 50-mile-wide corridors are the areas that we consider as we go forward wanting to implement a new transportation system between Arizona and Nevada.

Again, you see our primary focus at the Mexico boarder is Nogales. And then there's the Tucson area, all the different ways that we see are feasible to think of a new route around the south and west side of the Phoenix metro area, the U.S. 93 Corridor which is the primary highway between Phoenix and Vegas right now is the focus of this corridor and then the Las Vegas area. Whoops. There we go. Oh. Sorry. I didn't realize we focused on every little part. So we'll just go through the map one more time.

The Tucson area. What I also like to remind people of, even though there's a big red arrow here, you see that pink area behind the area, that's the extent of the corridor that we feel we should be looking at as we look at alternatives in and around the Tucson area. So that's where we get this concept of a 5- to 50-mile-wide corridor. And then here in the Phoenix metro area these are all the different -- so Casa Grande is at the bottom of this map. And then all of these ideas wrap around the south and west side of Phoenix.

And, again, it's that pink area that you see on the map which is that 5- to 50-mile-wide corridor where we see that there's lots of solutions that could be considered as we go forward in this idea of a new transportation corridor.

Then in northern Nevada following U.S. 93, those of you that are interested in the Las Vegas area, they have several ideas on the table, one being a new bypass or a new freeway route around the east side of Las Vegas that doesn't exist today or doing upgrades to their existing freeway system that goes through town and then the routes beyond to Reno and further north. Nevada also sees -- you know, they are a big state and they have population that's spread quite a bit around their state. And they do see that this eastern corridor also has a lot of economic value to the state and don't feel like they should be forgetting about opportunities to improve that corridor.

The other thing that we want to remind everybody of is that even though lots of people refer to this as the Interstate 11 Project, we're not just talking about interstate highways. When we get into the justification, the justification is about freight and trade. And freight moves on different modes. It moves



on freight rail. It moves by truck. It moves by ship. And so when we talk about this corridor, we want to remember that freight rail and even passenger rail could come into play. And so we looked at the existing freight rail system here in the states of Arizona and Nevada, especially those that go north-south in orientation and came to the conclusion that there's a few short little gaps in the freight rail system that, if they were filled in with a new freight rail connection, could start to establish a new north-south freight rail system to serve the same purpose that we're talking about the interstate highway system.

So now the next part of the presentation has to do with this idea of generating prosperity. This really is the justification of why we -- why we are recommending to go forward with this idea. And this justification deals with the economy of the whole region and this idea that we're no longer isolated economies in separate areas of Arizona and Nevada and California. And, in fact, this Southwest triangle as we're calling it between the Arizona Sun Corridor which includes Phoenix and Tucson, the Las Vegas area, and southern California has created -- we are now in an economy that's interconnected, that when one part of the economy is affected by something, all parts of that economy and if we -- if we start to have economic growth, it's going to be to the benefit of this entire area. And so this Southwest triangle and making sure that there's transportation connections between all legs of this triangles is really the centerpiece of our justification.

And so what do I mean when I talk about the future opportunity for freight and trade? Well, what we're seeing, as we've gone through the data and the analysis, is that we have the opportunity here in Arizona and in Nevada to be part of a future manufacturing belt, essentially. And one way that I like to describe this, because it's hard to think of Arizona as a manufacturing -- in the middle of a manufacturing belt, but when the auto industry was at its height in the Detroit area, Detroit wasn't -- not everything that happened with auto production happened in Detroit. Parts were made in Ohio and Indiana and the rest of Michigan and the whole manufacturing belt was put together and there was connections, transportation connections, made between that entire area. We see ourselves in a similar position now with our -- with our location to Mexico. The cost of producing goods in Asia, paying the labor in Asia, and then transporting those products to the U.S. is now more expensive than doing that same operation in Mexico. And so once those market factors start to work and manufacturing and assembly plants start to move to Mexico, we're in a position where we can provide what's called the advanced manufacturing or those high-tech components that would feed a manufacturing operation in Mexico. And we would start to see first jobs come to Arizona and Nevada and then those products moving back and forth between Arizona and Nevada and Mexico for final assembly and then the major consumption market that all of this could serve is, of course, southern California, where in the next couple decades there could be more than 30 million people living.

And when we got together with our economic development groups in both Arizona and Nevada, this is0 exactly in line with where the state agencies are moving our economy. The Arizona commerce authority, which is here in Arizona is looking at things like aerospace, healthcare technology, renewable energy manufacturing, those type of things that all fit into this idea of a future manufacturing belt in Arizona and Nevada.

The next part of the justification that we did is what we call a benefit to cost. What we like to do when we talk about major transportation corridors like this is say, you know, if we're going to invest billions of dollars into a corridor like this, what is the return going to be to the citizens of Arizona and Nevada? And so what we did is a two-pronged approach on calculating the cost that this corridor could possibly cost and then the potential benefits that could come to Arizona and Nevada.



And so when we look at cost and we're talking in multiple billions of dollars when we talk about a new interstate highway, one idea that we costed out is in the range of 12 to \$13 billion. But then first we look at the travel benefits that come if we were to spend that money. So if we were to build a facility in the range of 12 to \$13 billion, what would come back as far as safety enhancements, travel time savings, those type of things to the general public? And we estimate that those benefits would exceed the cost that we put into this corridor.

But over and above that there's this whole idea of this corridor being part of a future economy, a future manufacturing belt and the jobs that come with that. And we see as many as 240,000 jobs being associated with that future manufacturing belt in both Arizona and Nevada and that could bring as much as \$24 billion worth of economic benefits to the area. So we see all of this linked together and that's really the centerpiece of the justification that we're making on this corridor.

So the last part of the presentation is, well, where do we go from here? We're wrapping up this study. We're making these recommendations that are part of this presentation. We're asking for your comments now on those recommendations because we'd like to know what you think. And then -- and then where do we go from here? Well, this is the first step in a long process. We're at the box called Planning here. And then the next primary step is environmental analysis which is all those environmental studies that we would need to do to establish a specific route. That's why we don't have a map that shows a detailed alignment of anything that we're talking about because first we would have to go to the next step which is these environmental studies that we look at what would be the potential environmental considerations that we'd have to mitigate? And then we would go into design, right-of-way, and construction. And all of this is pending available funding. So we've looked at this justification because congress designated a new interstate highway for Arizona and Nevada. But, again, as I mentioned earlier, that doesn't bring any new funding to the state. So we would either have to divert funding from existing projects to this corridor which we would need a strong justification to do that or we would have to come out to people like yourselves and ask for funding in some way, whether that be in the form of taxes or some other transportation funding source. So this time line can be quite lengthy when we don't have any funding associated, because you can't go to the next step until you have funding. So we could be 10 to 20 years or even beyond thinking about actually implementing anything that we've been talking about today.

So the next -- so the next steps that are related to the corridor are this map that you see here is color coded with the steps that are off to the side here. Here in the Phoenix metro area and down to Tucson and Nogales, as I said, the primary next step is the NEPA, the National Environmental Policy Act or NEPA, the environmental studies to select a preferred route. However, on the 93 Corridor from Wickenburg to Hoover Dam, we are still -- ADOT is still moving forward to finish the four-lane divided highway that's been going on for 10 to 20 years. And we still have 30 or 40 miles worth of widening to complete to get that to a four-lane divided highway. That's even before we start talking about doing something like an interstate highway beyond that. And then, when we get into Nevada, they are not at the point where they want to do detailed environmental studies. They still feel that there's more feasibility studies to be done to look at these various routes that they are talking about to northern Nevada.

So with that -- that was just a zoom in on our great state of Arizona. Sorry. I should have gone through this one slide at a time. Then, as I said, that there is no -- there's no funding has been identified for this. So the other part of the report that we've done is we've kind of laid out all the funding options that are available. Like I said, there are numerous possibilities from taxes that you already know -- that you are



already used to, like vehicle registration taxes or gas taxes. There's other ways that we could be talking about additional sales taxes. And then there's always the possibility that this corridor could be what we call a public-private partnership, which means that the public -- the private sector helps fund part of the corridor. And the private sector always has this pesky rule that they like to be paid back and on top of that they like to make a profit, too. And so usually that comes in with other ways of paying the private sector back, which you may have seen in other parts of the country where tollways have been established.

And so with that we know that there's a lot of partnerships that have to continue. This has been a great partnership between Arizona and Nevada. Those are our present governors of both states. They are both in support of this idea. They met together a couple months ago up at Hoover Dam just to symbolize the idea of their support for this future corridor. So we anticipate that this partnership between Arizona and Nevada and then the private sector will continue as we continue to talk about this corridor.

So with that, this is my contact information here at ADOT. And then I mentioned that this is a partnership with Nevada DOT, so Sondra Rosenberg is my partner up in Nevada and she's also available to answer any questions or concerns that people have.

So, with that, Audra will come back up and we want to answer your questions. The reason that we would like you to put your questions down on a question card and give them to Audra is because usually people -- many people have the same question. And what we like to do is get them all on -- first we get them written down and we can put them in the record then. And then second we can answer common questions all at one time.

AUDRA KOESTER THOMAS: Thanks, Mike. Again, if you have a question, raise your hand. A member of our study team will come around -- raise it high and they will come and give you a yellow card. Just a few reminders as they come and pick up cards, we do have an openhouse after this, so after question-and-answer session we'll go right back out into the vestibule and answer any questions or discuss the project with you in more detail. Again, I encourage you to visit the website. The trifold brochure that you were handed when you came in has the website address, I-11 study dot com. There you will find all of the reports up until today already posted, meeting summaries, comments we've received throughout the study phase, as well as our virtual meeting, I mentioned that earlier. Folks who weren't able to come out to our public meetings in Tucson, here, and tomorrow night in Las Vegas can participate from the comfort of their own home. They will be able, and you can too, watch this narrated presentation over again. You'll be able to download and view and print, if you would like, the boards that you saw outside and review any of the reports that you also saw and review copy outside. So I encourage you to visit there as well.

So, with that, I think we have a couple questions. So we'll get started. Again, as you think of questions, please just raise your hand and a member of our study team will come by and give you a card.

What is the time period for economic benefits for the corridor?

MICHAEL KIES: That's a good question. And it is a crystal ball to answer that question. But we had to make assumptions when we calculated what we put into what we called our business case. So what we looked at was a 20-year timeframe to implement a corridor like this. And then we looked at the economic benefits coming on a 25-year horizon beyond that, so all added up, we see that entire benefit



package that I talked about as much as \$24 billion of economic activity, it would span over a 45-year time horizon.

AUDRA KOESTER THOMAS: What is the relationship between I-11 consultants and construction companies and banks who could profit from a public-private partnership and the improvement of a NAFTA trade corridor?

MICHAEL KIES: Could you -- the first part one more time.

AUDRA KOESTER THOMAS: Absolutely. What is the relationship between I-11 consultants, construction companies, and banks who could profit from a public-private partnership and the improvement of a NAFTA trade corridor?

MICHAEL KIES: Well, so first let's take it one step at a time. We do have consultants that help us on this study that we're working on right now. And so this study is just a feasibility study. And, you know, we have a contract relationship with the consultants that are helping us. As we get into the next steps and we get closer to construction, obviously, contractors would be involved in that. And -- and those contractors may need engineering firms to help out with design and so -- but the relationship, at this point, isn't known because all we're doing right now is this feasibility study. We have consultants on board for that. But once we -- in July we're intending to wrap up this study. Our relationship with the consultants that we have right now ends. We are no longer doing a study work. And then it's really up to that happens next. So I guess I don't have a clear answer for what happens beyond the relationship we have right now.

AUDRA KOESTER THOMAS: Is the I-11 study part of the North American Free Trade Agreement Highway?

MICHAEL KIES: Well, I don't -- here in the Intermountain West, I don't believe there's an official designation called the North American Free Trade Highway, so, no. This is -- this corridor primarily overlays on what's been referred to as the CANAMEX corridor or the Canadian American Mexico Corridor. So that's the corridor that this has the most relationship to.

AUDRA KOESTER THOMAS: Last October the stated purpose was to help open ports in Mexico. Now we're trying to help Mexico build manufacturing and distribution centers. What is the real purpose of the I-11?

MICHAEL KIES: That's what we took two years to answer. You know, the reason that we did this feasibility study is because as soon as the idea of I-11 became a reality, lots of people said that they had the answers to why we needed Interstate 11. So we went through a two-year process, and now that we're at the end of it, we believe that we have a clear understanding of what the justification is. And the justification is based on the opportunity to create a manufacturing belt from Mexico through Arizona and Nevada and the need for north-south transportation connectivity to help that belt. Now, that manufacturing belt may need to rely on materials coming in through Mexican ports. But that's what -- that's how freight trade and those type of economies work. And so I think it's still all related from wherever that initial comment came from about the opening of ports.

AUDRA KOESTER THOMAS: In the 1800s and before, the need for an upgraded transportation route was to move people to open up the west and northwest. Now routes are mostly to benefit business, not the average person. Why should we be asked to pay for this instead of the business community?



MICHAEL KIES: That's an excellent question. And that's really why we're out here to talk to you. So I think we have lots of venues for you to give us comments which would be comment cards that we provided today that can go in a box or online. You can provide comments. But, yes, we believe that we have a justification for this corridor which is about a future economic activity. And almost all of the economic activity in this country is private businesses. And private businesses rely on a transportation system to operate and move their product. And so that is the relationship between transportation and the economy. And, you're -- your question is spot on. It could be that the private entities play a role in this corridor more in partnership with the public entities.

AUDRA KOESTER THOMAS: A couple questions on potential alignments here. Where do you think the I-11 will come through the Tonopah Valley? So just west of here.

MICHAEL KIES: Yeah. And, again, I know a lot of people would love us just to have a line on the map and say, "This is exactly where it is." We don't have that answer at this point because we believe that -- well, first, we believe that our economic development agencies need to move forward to transform our economy to have more diversity that's based on manufacturing and those type of industries that I showed on the screen. And then the transportation system would support that. And so first the land planning and the manufacturing type businesses need to start coming to the state and then we can do the detailed planning to support that later. And that's why we don't have detailed information.

AUDRA KOESTER THOMAS: The presentation map showed two potential alternatives going through Buckeye. The Buckeye general plan prefers the westernmost alternative. If the environmental plan or NEPA analysis chooses a different alternative, which alternative takes precedent?

MICHAEL KIES: Well, that's -- well, the NEPA process or the National Environmental Policy Act process is the process that makes the decision on the recommended route. So the NEPA process itself would look at all of the possible alignments for consideration, do the detailed analysis, environmental, technical analysis as far as traffic volumes and that sort of a thing and would make a recommendation. So it would be that process that would recommend which of those potential routes is preferred. So it's not separate from that process.

AUDRA KOESTER THOMAS: Would the federal government --

MICHAEL KIES: Do you need a clarification?

UNIDENTIFIED SPEAKER: (unable to hear)

AUDRA KOESTER THOMAS: One moment. Let me come to you so that we can hear you and for the public record. If it's a question --

UNIDENTIFIED SPEAKER: If NEPA goes ahead and makes a recommendation, does the City of Buckeye have input into that process?

MICHAEL KIES: Oh, of course. Yes. One document I like to point out that we've put on our website, and it's just for these type of questions, when you go to our website, I-11 study dot com, under "Get Involved" we have a tab where you can, like, sign up to be on our sign-in sheet. We have a document placed there called a Citizen's Guide to NEPA and it actually explains all of the ways that the public,



including agency -- or communities like Buckeye, get involved in the process and how the process works and where are all the inputs that people can do into that. So I like to point people to that document.

AUDRA KOESTER THOMAS: With the federal government refusing to enforce the Mexican border, how would I-11 not be used to speed up the pace of illegal immigration into Arizona and how would we address the associated costs?

MICHAEL KIES: I'm not the right person to talk to about that. You know, we -- our planning vision for the Intermountain West Corridor is to connect to the Mexican border so it's not really about border operations. It's connectivity to the border. So I'm not the right person to answer that question.

AUDRA KOESTER THOMAS: Is it certain that a large port in Mexico will be built to use I-11?

MICHAEL KIES: Could you repeat that? I'm sorry.

AUDRA KOESTER THOMAS: Is it certain that a large port will be built in Mexico that will use the I-11 freeway?

MICHAEL KIES: No, that is not certain.

AUDRA KOESTER THOMAS: Is the MAP 21 plan part of the United Nations Agenda 21? So maybe explain what MAP 21 is versus anything you know about Agenda 21.

MICHAEL KIES: I don't know much about Agenda 21.

AUDRA KOESTER THOMAS: Maybe just clarify MAP 21.

MICHAEL KIES: Well, MAP 21 is our federal legislation that funds transportation projects in the nation. It's called Moving Ahead for Progress in the 21st Century. And we nicknamed it. We, as the transportation business, nicknamed it MAP 21. But I'm not -- I don't know the details of Agenda 21. Okay.

AUDRA KOESTER THOMAS: With the high cost of this corridor why not increase the capacity of existing roads rather than placing this high cost on the backs of Arizona taxpayers?

MICHAEL KIES: Everywhere that we've made recommendations or we have ideas to look at in the next step for this corridor, we always have an option that includes existing roads. One person noted that in the Buckeye area here there were several lines for consideration in future studies. Those lines were added on because we got input from people like yourselves. And one of those lines happens to be closely related to the Sun Valley Parkway which is an existing road. Another line is a road that -- a line that's in an area where there is no road. So we believe that we always have an option to look at upgrading existing roads versus putting roads in -- roads or rail lines in new -- in an undeveloped area.

AUDRA KOESTER THOMAS: Will the I-11 corridor also include pipelines?

MICHAEL KIES: Yeah, that's -- that's our idea of this corridor. If we're going to plan a corridor like this, we're going to create a new transportation facility, we should include all things that could move in that corridor as a potential for that. So pipelines, power lines, you know, energy transmission, information,



all those things, we believe, should be considered in the corridor. It may not all be included in the final recommendations.

AUDRA KOESTER THOMAS: When and how is the best opportunity to provide input on the exact alignment of a route in and around the Phoenix metropolitan area? And then tangent to that question: Where exactly are the two proposed routes in the Buckeye and Tonopah area? So maybe refer back to the map to show not necessarily two alignments but kind of the swath that goes west, but particular to the question on input on alignment, how is the best way to provide feedback into that process?

MICHAEL KIES: Actually, I'm going to go back further.

AUDRA KOESTER THOMAS: If you want to –

MICHAEL KIES: That's okay. My finger is fast.

AUDRA KOESTER THOMAS: Okay.

MICHAEL KIES: Probably too fast. Almost there. Okay. So now that I did all that, can you repeat it again.

AUDRA KOESTER THOMAS: Yes, I can. First, what is the best opportunity to provide input into the exact alignment that would go in and around the Phoenix area? And then in particular to the Buckeye and Tonopah area, where are those two alignments?

MICHAEL KIES: Right. So the best opportunity to provide input is what we call the NEPA process, the National Environmental Policy Act. That is the next step. And when -- when those studies are funded and we find funding for them, the public will be included in every part of that study. And that's, again, that document that I've referred to, the Citizens' Guide to NEPA where you can understand how that process works. So the recommendations that we show, what these dark red lines are are the different ideas that we evaluated when we looked at our alternative evaluation. What we're actually recommending is only that pink shaded area as a corridor that should be considered in the NEPA process. So officially we're not recommending or have we laid out in detail any of these lines. These are all lines that were provided to us as ideas for us to consider. The one that has the asterisk on it and the big huge note over here is a alignment that was provided to us by our local planning organization, MAG, Maricopa Association of Governments. They refer to it as the Hassayampa Corridor. So it does not have a specific alignment, but they have done studies to look at potential areas that that could be located in. So we took that as an input into our study. And you can go to the Maricopa Association of Government's website and find out more information about that proposal. The second line over here, the one that's closer to the Phoenix area and north of I-10 is actually an idea that was brought to us by people like yourselves. We actually had almost -- I think it was 400 citizens from the town of Wickenburg sign a petition. And part of that petition was an alternative that we should consider, and that alternative is documented right there on our map. And so, you know, when things like that are presented to us, that's -- that's how we take them into consideration.

AUDRA KOESTER THOMAS: Another question that is relevant to this map: Is the 303 Corridor part of the I-11 project? So maybe pointing out where the 303 is or maybe the White Tank Mountains for context.

MICHAEL KIES: Well, sure. I don't have a pointer and I'm not that tall, but -- so that -- the line closest to the Phoenix area is somewhat on a -- on alignment on the -- that follows the Sun Valley Parkway until it



gets up to U.S. 60. Then the White Tank Mountains. And then the 303 -- well, actually this red line that starts here and goes up is a theoretical extension of Route 303 so then that would continue north to there. When we -- when we looked at the universe of alternatives or what I called the universe of alternatives, and I'll get back to that cause I know it's not very far, you -- you may be able to see that there's a lot of other lines that were on the map at that time within the Phoenix metro area. And the Loop 303 was one of those that we considered. But when we went through all of this criteria about, you know, the opportunity to create a trade corridor, the capacity and congestion that we're already predicting that will some day be on Loop 303, the idea of economic vitality and so on and so forth, we recommended and then did come out to the public with that recommendation that the 303 idea no longer be what we call a reasonable and feasible alternative. And so our recommendation in the study, which again that's why we're out here today is because we're presenting our recommendation and we'd like you to comment on that, but our recommendation is that the 303 not be considered part of this future corridor.

AUDRA KOESTER THOMAS: All right. With the current and looming water shortages, shouldn't we be placing a moratorium on future proposed infrastructure projects?

MICHAEL KIES: Well, yeah. Again, I'm not the right person to answer about water. I'm not an expert on water. What -- so I've worked for the Department of Transportation, and state government has very -- has other departments in it. One department is called the State Demographer's Office. The State Demographer's responsibility is to predict the future population of the State of Arizona and the future population that might be expected for all of the different communities in Arizona. So we, as the Department of Transportation use that as our official population projection. So we just take it as a given that the State Demographer has taken all things into consideration when they predict that the population of our state would grow to a certain population value. And -- and being, you know, good transportation planners, we then believe that we should be planning for that population value. If that doesn't come to fruition, then the justification for a corridor like this probably wouldn't be there.

AUDRA KOESTER THOMAS: Final call for questions. If you have a hand -- or if you have a question, put your hand up and a member of our study team will come by and give you a card.

Will the land purchased for this corridor be purchased from the public or obtained through imminent domain?

MICHAEL KIES: Dave, are you still here? Yeah. Okay. So Dave Edwards -- Go ahead and raise your hand again. -- is from ADOT's Right-of-Way Department. And he's very familiar with the right-of-way process and I'm not. Dave, do you want to maybe say a couple words to that? Is there a difference between right-of-way being taken from the public and imminent domain? Isn't that just different ways to do the same thing?

DAVE EDWARDS: Yes, it is, Mike.

AUDRA KOESTER THOMAS: Hang on. I'm going to get you a mic.

DAVE EDWARDS: There are a number of public lands in Arizona that property rights are acquired for highway facilities. We have --

MICHAEL KIES: Oh, did I misspeak? Was the question about private or public?



DAVE EDWARDS: Both.

MICHAEL KIES: Both. Okay.

DAVE EDWARDS: We have the Bureau of Land Management, National Forest Service, Arizona State Land Department, numerous Native Indian communities. Those would be classified as public lands. We do acquire rights of ways for highway projects from all of those entities. We also acquire, obviously, right-of-ways from private entities. And in the event that the process is followed, appraisals are presented, offers are presented, and there is a dispute or a difference of opinion over valuation, it is necessary, from time to time, to proceed to imminent domain and obtain property rights through condemnation.

MICHAEL KIES: So that would only be determined at that time in the process?

DAVE EDWARDS: Correct.

MICHAEL KIES: Which is a ways off in the process?

DAVE EDWARDS: Correct.

AUDRA KOESTER THOMAS: Final call on questions. All right.

Where is Palo Verde on this map? And I got you a –

MICHAEL KIES: A pointer.

AUDRA KOESTER THOMAS: -- a pointer.

MICHAEL KIES: Somebody should probably let me know if I'm pointing in the right place because where is -- you're talking about the Palo Verde Power Plant I take it?

UNIDENTIFIED SPEAKER: The City of Palo Verde.

MICHAEL KIES: Oh. The City of Palo Verde.

UNIDENTIFIED SPEAKER: Yeah, that's Palo Verde.

MICHAEL KIES: Okay. So help me, anybody. If this is Sun Valley Parkway –

UNIDENTIFIED SPEAKER: Approximately here (unable to hear)

MICHAEL KIES: -- is the power plant?

UNIDENTIFIED SPEAKER: Is the power plant.

MICHAEL KIES: Okay. And then, if you know where the power plant is, does that answer your question about where the rest of Palo Verde is?



UNIDENTIFIED SPEAKER: In that area.

AUDRA KOESTER THOMAS: All right. Well, we really appreciate you coming out this evening. Again, I'd like to thank APS for use of this wonderful facility. If you're from this area, this is quite a gem to be able to have this in your backyard. We'll be here till 8 o'clock. If you would like to provide comments verbally, you may do so up here with our court reporter. Also, you may feel free to take the comment form home with you or leave it with us tonight. Again, I encourage you to go to our website and submit your comments there as well. We just, again, thank you for coming out this evening and appreciate your participation.



Question Cards: June 25, 2014 Buckeye, Arizona Public Information Meeting

The following are scanned question cards submitted during the meeting. Questions and responses are summarized earlier in the report, as well as any comments that were submitted on question.





QUESTION CARD

TARJETA DE PREGUNTAS

I-11 and Intermountain West Corridor Study



Please use this card to submit a question regarding the I-11 and Intermountain West Corridor Study. Following the presentation, questions will be read aloud by the moderator and members of the study team will provide responses.

Por favor, use esta tarjeta para enviar una pregunta sobre el proyecto I-11 and Intermountain West Corridor Study. Después de la presentación, las preguntas serán leídas en voz alta por el moderador y los miembros del equipo del proyecto proporcionarán respuestas.

Where is Palo Verde
on Map?

PHX



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~~With~~ Will the land proposed for this Corridor be purchased
from the public or obtained through eminent domain?

PHX



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With the current and looming water shortages, should there be placing a moratorium on future proposed infrastruc projects ??

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Is The 303 Corridor a
Part of the I 11 project

PHX



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When and how is the best opportunity to provide input on the exact alignment of the route in the Phoenix area?

And where exactly are the two proposed routes in the Buckeye/Tonopah area?

PHX



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Will the I-11 corridor also include pipelines?

PHX



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increase the capacity of existing roads rather than
placing this high cost, on the backs of Arizona tax payers.
of I-11

PHX



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*Is the Map-21 plan part of the United Nations
Agenda 21?*

PHX



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ARE THEY GOING TO BUILD
A LARGE PORT IN MEXICO FOR SURE
THAT WILL USE I 11 FREEWAY?

PHX



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With the federal Government refusing to enforce the Mexican border, how would I-11 ~~be~~ not be used to speed up the pace of illegal immigration into Arizona and all the costs associated with those costs?

PTX



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THE PRESENTATION MAPS SHOW 2 ALTERNATIVES
GOING THROUGH BULKY. THE BULKY GENERAL
PLAN PREFERS THE WESTERN MOST ALTERNATIVE.
IF THE ENVIRONMENTAL PLAN OR DOT
CHOOSES ~~THE~~ ANOTHER ALTERNATIVE, WHICH
ALTERNATIVE TAKES PRECEDENCE?

PHX



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Where do you think it will
Come thru Tonopah valley

PHO



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In The 1800 and before the Need for
upgraded transport routes was to
move people to open up the west and
NW. Now routes are mostly to benefit
Business not the average person.
Why should we be tasked to pay
for this instead of the Business
Community

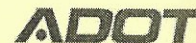
PHX



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What is the relationship between I-11 Consultants and construction companies + banks who could profit from a public-private partnership + the ~~the~~ improvement of the NAFTA trade corridor?

PTX



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Is I-11 study part of the North American Free trade Agreement highway?

PHX



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TIME PERIOD FOR

ECONOMIC BENEFITS

PHX

Transcript: June 26, 2014 Las Vegas, Nevada Public Information Meeting

The following is a transcript of the presentation and question and answer session. It was completed in real-time, and is has not been edited, proofread or corrected. It may contain computer-generated mistranslations or electronic transmission errors, and may have inaccurate references, spellings or word usage. It is provided for purposes of reference only.

JULIE MAXEY: Good evening and welcome. We're getting close to starting time, so I will go ahead and start with some introductions. I would like to welcome you and thank you for taking some time out from your busy schedules to come and learn about the I-11 Intermountain West Corridor Study. It has been going on for about 18 months now.

Before we get started, I would like to do some introductions. We have Sondra Rosenberg up on the stage there. She is the NDOT, Nevada Department of Transportation, project manager for the Corridor Study. Also we have Mike Kies. He is with Arizona Department of Transportation, or ADOT. He is our partner in Arizona for the study. I would also like to acknowledge Tracy Larkin. She is our assistant director here in southern Nevada. And let me see who -- oh, Debbie -- And Sue Klekar, she is the FHWA director for Federal Highway Administration.

Before we get started, I just have a couple little housekeeping things. When we get to the Q and A, we do have some cards that I collected from some of you. Thank you very much for submitting the questions or comments. Those will be read aloud. There is a public record. We have a court reporter here tonight and she will be taking down the presentation and your questions and comments verbatim.

After we have extinguished the cards and read them all, we will go ahead and take questions from the audience to make sure we have answered all your questions, comments and concerns. I will need to ask you to come up to the podium because I do not have a cordless mic tonight. And I am Julie Maxey. I am the public hearings officer For NDOT. And once again I would like to welcome you and I will turn it over to Sondra.

SONDRA ROSENBERG: Thank you, Julie. Thank you all for joining us this evening for the public meeting of the I-11 and Intermountain West Corridor Study. This is a very important study for both the states of Arizona and Nevada. We -- The two State DOTs make up the core agency of partners along with our federal partners, Federal Highway Administration, Federal Railroad Administration and the FDOs for the Phoenix and Las Vegas metropolitan area of Regional Transportation Commission of Southern Nevada as well as Maricopa Association of Governments.

The Intermountain West Corridor is a study we are looking at for the potential for a new north/south high-capacity transportation system connecting the economies in the southwest region. As Americans we really rely on transportation for connecting communities, developing our communities, relating to different regions, different communities. And the freight system, we all rely very heavily on the freight system in this country, getting us our goods, transporting things, people, goods across this region. And it will continue to continue to play an important role in the developing of our state.

Because of the extent of this study covering essentially the entire states of Arizona and Nevada, it has been segmented into different sections. The conduction designated area has three sections, the Las Vegas metropolitan area section, a northern Arizona section and the Phoenix metropolitan area section. This area was looked at in the more detailed corridor planning aspect while the areas south to Mexico



and north to northern Nevada were really a high-level visioning study. We did look at those very important connections as part of the study.

So the way we organized this study was in three phases. We started out with a corridor vision where we developed a vision summary. We worked with our partners to develop some documents for you all to understand but also to create this shared vision for the region. Then we got into the justification of the corridor.

There is certainly a lot of excitement around this corridor. We really wanted to look at the existing system, the existing environment and say is this corridor justified? Do we need to continue studying this? Is this something we should invest in? And we did find that a resounding yes, absolute justifications for this corridor.

Then we went into the third phase which is where we are now, really the corridor concept. So we have a vision and we know it's justified. What is it going to be? How -- What is this concept of this future corridor? And we have a series of deliverables and documents that are available on our Web site for your review as part of this corridor concept.

So as part of this study, we are going to talk about the background of how this region developed and how the transportation system helped this region develop, how this corridor can help lead economies, how a system helps develop and link growing economies in the southwest, generating prosperity, how that connection can help grow our economy, and the next steps, what do we identify for moving this corridor forward.

So the I-11 and Intermountain West Corridor will play a vital role in connecting borders, linking economies and generating prosperity. The transportation system in this region really started in the 1800s with the creation of the rail system in the 1860s and that's really how the west was developed.

In the 1950s there was an interstate highway system which also spurred additional access to those areas either along the rail lines or not quite connected to the rail lines. A lot of those designations of the interstate were founded on connecting areas of populations above 50,000. Las Vegas did not have that population in the '50s when these interstates were laid out and that's why that connection wasn't made at that time.

In the 1990s congress designated a series of high-priority corridors. Those shown here are those in what were considered to be the Intermountain West region, which included the Canamex Corridor, which is that connection from Nogales loosely through the Phoenix metropolitan area to Las Vegas and then north up to Canada.

In 2010, as you all know, we opened up the Mike O'Callaghan-Pat Tillman Memorial Bridge which really greatly increased the efficiency of moving people and goods between our two states. And in 2012 we were moving ahead the progress of the 21st century. Legislation actually designated Interstate-11 as that portion of the Canamex Corridor along US-93 between the Phoenix metropolitan area and the Las Vegas metropolitan area. And the states of Arizona and Nevada came to an agreement to initiate this study.

Linking economies. So the I-11 Intermountain West Corridor will link millions of people and connect major economies through the region. This is the map of the metropolitan service areas. And the idea of



this corridor is really better connections between those major activity centers. So how we did this evaluation, we did a series of different levels of screening. The entire corridor went through -- The universe of alternatives is what we started with.

We looked at what corridors do we know need improvement, what corridors do our stakeholders feel we need to look at. We used the level 1 screening. These are the criteria we used. We evaluated on a qualitative level sort of which of these corridors meet the goals and objectives that we developed again along with a very large stakeholder group.

Those that came through the level 1 screening that we felt did meet the goals and objectives of this study are outlined there. And then in the congressionally designated segments, we did a level 2 screening where we actually got into a little more detail and a quantitative analysis on those different corridors from the Las Vegas to the Phoenix metropolitan area. You can see there sort of the results or the recommendations of that level 2 analysis.

And the recommendations at this time -- you know, these are our draft recommendations. That's why we are out here to get all of your input but this is kind of the vision of the future of the corridor. In the Tucson area, we are looking at a study to refine how we connect Nogales, Tucson to the southern edge of the Phoenix metropolitan area to Casa Grande.

Next slide. The Phoenix area, there are several alternatives that will continue to be evaluated in the west and south area of the Phoenix metropolitan area. Between the Phoenix metropolitan area and the Las Vegas metropolitan area, it was pretty clear that the 93 Corridor as designated is the one that most meets the goals and objectives for the future Interstate-11. The Boulder City bypass is -- will be in the future I-11. That was already prepared and agreed upon and it will be going to construction.

In the Las Vegas region, we have -- as you can see from our boards in the back as well, we have narrowed it down to three corridors, essentially two that would use or expand existing facilities and one potential new corridor and then north of there essentially following the 95 corridor, although more additional studies will be needed, loosely connecting to the Reno metropolitan area and then a couple options north of there.

We also found that the 93 Corridor is very important to the state of Nevada and does provide some options for freight rail and other multimodal connections. And speaking of multimodal considerations, what we looked at was what are the existing rail facilities and what are some potential gaps that we could fill to create a complete north/south rail corridor.

So the blue lines are the existing rail lines. The orange lines are potential future connections that could be made in order to create a complete north/south corridor through our states. We did find that through the majority of the corridor, there is an opportunity to also coordinate with utilities to have a utility transmission along with a highway and/or rail corridor.

Generating prosperity. So this corridor has the opportunity to create a significant return on investments to help diversify the states' economies in line with the states' economic development plans. So regional economies, the Las Vegas and Arizona Sun Corridor are part of the Southwest Megaregion Megapolitan. And the southern California and Arizona Sun Corridor as well as southern California to Las Vegas have a pretty robust existing transportation connection.



What's lacking is that robust efficient transportation connection between Las Vegas and the Arizona Sun Corridor. And that's what we are looking at here. And that will open up -- By improving that connection, we will open up and continue to foster one of the few regions that's really positioned to continue trade with Asia as well as Latin America, some of our biggest trading partners.

Opportunities of integrated manufacturing. In these days manufacturing often takes place at multiple stages and multiple places. And there is a concept of integrated manufacturing where goods will move back and forth to different facilities several times before going out to the rest of the country for consumption. And having a robust connection to Mexico opens up additional opportunities for that integrated manufacturing.

So we took a look at the state's economic development plans. And the State of Nevada Governor's Office of Economic Development has a plan out there that we use. And then we worked very closely with Arizona economic development partners to look at what are the key industries the states are looking at attracting or expanding.

And many of them really do rely on a regional very efficient transportation network, including advanced manufacturing, certainly transportation and logistics. Even, you know, tourism, gaming and entertainment, our key economic partner, really does rely on an efficient transportation system to get people and goods in and out of the region, mining and materials. So these are all very important industries to both states and do require a very efficient transportation system.

So we took a two-pronged approach to evaluate the return on investments. We wanted to look at sort of a more traditional benefit/cost analysis. These are very big-picture, planning-level cost estimates as well as benefit estimates. But we also felt it was important to look at the potential economic developments opportunity as well with that additional economic benefit, so what are the opportunities for this region to expand and diversify and what does that mean in terms of return on our investment for the region.

I do want to say these costs and benefits are calculated only from the Las Vegas region to Nogales. The areas north of Las Vegas are not refined enough to do these calculations. So I wanted to call that out. And these are all, like I said, very early planning-level estimates. But as you can see from these early planning-level estimates, the return on investment not only from a travel benefits perspective far outweighs the cost as well as the opportunity for regional economic developments and the creation of hundreds of thousands of jobs.

Our next step. Certainly the continued collaboration between the states and between different industries is going to be very, very important going forward as well as the continued participation with citizens such as yourself. So in the project development process there is several stages. We are at the planning stage right now.

And then there is the environmental process, design, right-of-way construction. Each of these steps moving forward into each step does require funding, which is somewhat lacking at this point, but we have identified different areas of the corridor that will be moving forward into different project development process steps.

Next slide, Julie. So the Arizona portion including the Phoenix metropolitan area and south of there, the next step would likely be an environmental study. The area between Phoenix and Las Vegas, ADOT is



going to continue working on their interim improvements, which is widening that section of roadway to a four-lane-type highway. That will get us to what we are calling our interim improvements and set the stage for future development into a full interstate.

The Boulder City Bypass, that next step is a full build. So that will be -- Once it's completed that will meet full interstate standards that will be first -- of I-11 built. And the rest of Nevada and the Las Vegas region, you're looking at what we're calling advanced planning.

So we want to take a focused look on the transportation needs in this region and then for northern Nevada a corridor feasibility study. So that is much further down the road. It's still very high-level. But we want to continue moving this forward because building one section of the roadway isn't enough. We need to make sure we have a vision for that future connectivity to the rest of the system.

At this point we don't have enough information on a recommendation for how to fund this but we do want to initiate the conversation on a multitude of different types of funding sources. And we want to continue that conversation on how different steps of this process and the ultimate interstate, how that might be funded. So here's just some potential topics. We're not saying we're recommending any of these but we need to look at all potential future funding sources if we want to achieve that vision of a future interstate.

The partnership between the states and the constituents is going to continue to be important, not just the partnership between the two states, which is very strong and has been very beneficial, but other public sector agencies from Cities to Counties, our federal partners at the Park Service Bureau of Land Management, but also the private sector generating interest, potentially helping with funding opportunities, non-profit and non-government organizations. It's really going to take everyone working together in order to achieve this vision.

So with that, this is my contact information, my NDOT project manager contact information. And I think now we will take the written questions first and then if there is time, we will take the verbal questions.

JULIE MAXEY: This is Dan Anderson. He is going to go ahead and read the cards. Dan, please read their names as they are printed on the card. After we're done with the cards, we will go ahead and take questions from the floor. And I need to have you state your name for the permanent record here with the court reporter and then allow yourself about three minutes to ask your questions or comments just to be courteous to your neighbor so we can get everyone's question down. So we will go ahead and address the cards first and then we will take questions from the floor.

DAN ANDERSON: Kevin, do you have more cards? Anybody, if you've got a question, why don't we have -- Give her a card. If you have a question, raise your hand and somebody will get you a card and you can jot down your question and we will take those. So while we're passing out those, I will get started with some of these. And, Sondra, I think there is about a half a dozen of these that are -- the questions are very similar or at least the answer will be similar. So I will read the questions as they are written and then after I get through a half a dozen of them, maybe you can kind of address them as a group.

SONDRA ROSENBERG: Okay.

DAN ANDERSON: "Jan Engler, Our house backs up to I-515. We already have noise and pollution from the traffic. We are worried that I-11 will be routed on I-515 and we will have more noise and pollution.



Is that a serious consideration for the route?" That one was different than the other ones I just mentioned. So I think the question is if I-515 is selected, would noise and pollution be a consideration?

SONDRA ROSENBERG: And the shorter answer to that is yes, absolutely. That's one of the reasons we want to look at this whole region and all the different options as well as potentially a combination of different options. But any impact to the surrounding area, whether it be environmental concern or the concern of the population that's near that corridor, that will all be in consideration and it is a concern. And that's -- We have addressed some of it in this analysis. It will be much more detailed in the next phase of the study.

DAN ANDERSON: So there are a few questions -- Maybe these are the ones for a group -- related to a possible eastern corridor that would be studied in a future study. The original alignment that we use to do our analysis had the lovely name of BB-QQ. Don't ask me where that came from. So a lot of these relate with that corridor BB-QQ. So I will read all of these that relate with that.

"Is it true that Route BB-QQ will cut right through archeological sites and negatively impact endangered species like the Southwest Willow Flycatcher?" "Joan Greenberg, Is it true that Route BB-QQ will come right next to the water distribution plant for the entire city of Henderson?" "Bill Greenberg, Is it true that Route BB-QQ will cut right through the neighborhoods in the southeast corner of Henderson and Equestrian Park; the River Mountain Loop Trail, for hiking, biking and horseback riding; and the environmental Henderson protected open space?" So maybe you can address those.

SONDRA ROSENBERG: Okay. Sure. And actually we started in the level 1 analysis. We have two different alternatives. One was BB-QQ. Based on a quote from our stakeholders including Nellis Air Force Base, those were adjusted and combined to one alternative. Now, in terms of the specific impacts to specific properties or archaeological sites, specific environmental constraints, we can't answer that at this point. It is a concern and that will be something that we address in the next study where we look at different alternatives within that corridor.

So what we have mapped out there was a demonstrative corridor so that we could do a comparison calculation. What our recommendation is is to study the entire region that's in the map and sort of hashed out there. So we're saying that there is enough of a demand and enough of a need to consider a corridor of some sort on the eastern side of Las Vegas. In terms of specific alignment, we don't have that information yet but we will be looking at it in future more detailed studies.

DAN ANDERSON: So a question regarding -- Maybe some of you remember. So the question is -- This is from Ronald Lassley. What is the cost of BB-QQ as opposed to the 515 alternative? I know it's -- 515 -- The 515 alternative is actually quite a bit north. That's I believe about, if I remember right -- It's in our report, but in the level 2 analysis, it's -- I believe the 515 alternative I think was about -- on the magnitude about twice as -- the BB-QQ, in large part because of the physical constraints. It would be widening. So the physical constraints ran through. You were supposed to answer.

SONDRA ROSENBERG: That's okay. That's correct, we have, again, a preliminary cost assessment. These are planning level. I know I already said that a couple times. I want to reiterate that. Those costs will change and sort of become more refined. Based on our current estimates, the alternative loosely along the 215 corridor or a new corridor on the eastern side are fairly comparable. The alternative along 515 through the center of town was by far the most costly alternative based on our most current cost estimates.



DAN ANDERSON: Nancy Heimark had a similar question. You just answered that one. Are there other questions? Okay. So this is from Candace Ravelle. "Why do you want to bring more people here when we already have issues with water depletion on Lake Mead? If you think bringing people here is important, why don't you build a train system like Europe? At least it won't pollute and cause more traffic."

SONDRA ROSENBERG: That's a fantastic suggestion. Unfortunately just as money for a highway system is diminishing and uncertain, money for rail systems as well. And we have fairly limited jurisdiction over recommending or building rail systems in our state. I would encourage any of you that are interested in rail either in addition to or instead of highway-type infrastructure to continue to reach out, reach out to your Washington delegation and request that funding is made for those types of investments.

Like I said, we are fairly limited in what we can do as a State DOT but we certainly encourage a multitude of options for different modes moving forward. And in terms of whether or not we want to bring people here, we do anticipate this region growing. But more importantly, what I think the state of Nevada is interested in is diversifying the economy.

So having one major economic driver, while we do very much love our gaming partners, we want to make sure there is a multitude of economic drivers in the region for the sustainability of our economy. And I should have started because I'm not an economist, but a robust transportation system is one of those things that businesses look at for locating. So it's not just about growing population but really having a diverse robust economy as well.

DAN ANDERSON: Okay. Question from Jeff Cashman.

AUDIENCE MEMBER: The Lake Mead one -- Sorry. I just want to make sure she answered the Lake Mead question about the depletion. I didn't hear that part. Sorry.

SONDRA ROSENBERG: Your question?

DAN ANDERSON: So you're saying that the --

AUDIENCE MEMBER: Why you want to bring more people here when you know that Lake Mead is being more depleted, why you're promoting that, why you're promoting bringing a million people here.

SONDRA ROSENBERG: So that didn't answer your question?

AUDIENCE MEMBER: I thought you answered the other one about the train.

SONDRA ROSENBERG: Okay. I was trying to address that with the diversification of the economy. I don't know that NDOT or ADOT is promoting a population increase but we are sort of seeing that in the future. And for the sustained economy of our state, we want to prepare for it, whether it's an increase in population or just a change in the way our business and our economy operate.

AUDIENCE MEMBER: She is avoiding it.

SONDRA ROSENBERG: I apologize but I don't know that I can answer your question.



DAN ANDERSON: Let me go to the next one. So "Jeff Cashman, Has there been a determination by the National Park Service that no infringement of park land will be used for the purpose of an interstate highway? If so, why are there still studies taking place to infringe on the above-stated National Parks land?"

SONDRA ROSENBERG: We have received a letter from the National Park Service indicating such. There are, you know, very, very strict laws regarding use of park service and other public protected land. At this point we feel it's too early in the process to eliminate an entire alternative because we don't yet know where that corridor might go. It may or may not actually impact the park but we do take those concerns from the Park Service very, very seriously and we will continue to work with them on this study as this corridor progresses.

DAN ANDERSON: This one is from George Horn. And I'm going to summarize. There is like four parts to it. Many of them deal with the eastern corridor that Sondra has already addressed. But the first item, "How are the trucks now proceeding?" So I'm assuming what are the truck routes? How are trucks currently going? Where are they coming from, going to?

And the follow-up questions would be similar to the ones we heard earlier. "Why would you want to build through a rural preservation area?" That's on the eastern corridor. And -- yeah. Then the final one is also about trucks. "How many trucks will use this road?" So maybe questions we haven't addressed yet, where are trucks coming from and going to now and how many might use this facility?

SONDRA ROSENBERG: And unfortunately these are some of the details we don't have all the answers to. We have lots and lots of truck accounts. But in terms of the specific routing, that is something that we plan on looking at in the next phase of the study. In addition, the RTC of southern Nevada is doing a freight study at this time looking at some of that information.

Based on some of the accounts and some of the information we have, there are quite a few trucks that are coming from Arizona and proceeding up the rest of the Canamex Corridor up the I-15, which is one of many reasons why we are looking at a potential eastern corridor, because there is that opportunity to remove that truck traffic from the center part of downtown. Again we understand there are quite a few constraints in that eastern corridor that need to be looked at in more detail. I hope that helps.

DAN ANDERSON: I guess the only thing I would add is -- well, I really don't -- We do need to do more studies. So "Amanda Gann, How do you intend to take new transportation technologies into consideration in the development of the Highway-93 as Interstate-11? For example, driverless cars. Will new interstate standards be developed to relate to these new technologies, and how?"

SONDRA ROSENBERG: I think that's really an excellent question. And that's one of the really exciting things about planning something like this so far into the future is that you have this opportunity to have those discussions. As this corridor takes shape and form in the future, how do we accommodate those things. Unfortunately I don't have an answer for you right now but we are certainly aware of those opportunities as Nevada as a pilot state. It's certainly something we are looking at and partnering with other states on how that might be accommodated.



DAN ANDERSON: This is from Diane Carpenter. Again, general opposition to an eastern corridor with a couple specific questions. Doesn't it make more sense to use highways that are already in place? And then why not go west of Boulder City connecting to the I-15 as an alternative to an eastern corridor?

SONDRA ROSENBERG: I think --

DAN ANDERSON: I think that would be our original concept where we go south of Boulder City and west --

SONDRA ROSENBERG: That's one of the reasons we need to do a study on all the facilities in this region, not just a concern about where I-11 -- which road gets that sign, but how the whole system works together, including potential connections possibly on the east side of the valley as well as the south to, you know, facilitate the most efficient transportation movement that we can. That answered that one.

DAN ANDERSON: Question from Andres Diaz. "Rather than overhead transmission lines" -- I'm going to interject here real quick. I think the question relates to a shared utility corridor. I-11 is a shared utility corridor. "Rather than overhead transmission lines, would it be a more efficient investment to utilize underground superconductive transmission lines which would have a lower environmental impact and feasibility to intersect urban areas?"

SONDRA ROSENBERG: I am not knowledgeable enough about different transmission opportunities to answer that question, but I will say we are working with our energy partners to talk about how energy transmission as well as transportation might work together in shared -- whether it's aboveground, belowground, nearby. But in terms of which is most efficient, that would be best answered by the folks that are experts in energy transmission.

DAN ANDERSON: Okay. So this is from Cindy Kennedy. "So you have stated that pollution, noise, wildlife, water resources impacting the environment for residents, et cetera are a large factor in determining which route to use, yet it always seems that the route BB-QQ is always the first route to be decided on in each meeting. When will we be able to finally get a more direct direction on where this is going? BB-QQ has the most impact on all issues. This town is running out of free outdoor space." So more opposition to barbecue. I slipped. We love when we call it barbecue. It's easier than saying BB-QQ. I think the question is when -- well, twofold. It's saying it seems like it's always the first route to be decided on in each meeting. And when will we get that direction?

SONDRA ROSENBERG: Okay. So first I would like to say earlier on in the process, at one point we saw this great opportunity for an eastern corridor and went so far as to call it recommended. We have certainly heard from many different folks from Henderson, Park Service, lots of concern, environmental groups, about that alternative. So now we have backed off from that recommendation, said we need to look at the entire system as a whole and we are not ready yet.

We don't have enough detailed information to make a recommendation any further than there are several alternatives out there to look at. I don't -- Based on our very high-level analysis, I wouldn't say that it has the highest impact on all the factors. It certainly has the highest impact on some factors but there are other considerations in the urban areas as well that are being considered.

JULIE MAXEY: Thank you, Sondra. Okay. We have extinguished the cards. What I would like to do -- I think it will be easier if I walk through the audience with the mic, maybe down here. Okay. So we will go



ahead and open the floor up to questions. I do need to ask you to state your name first for the court reporter.

AUDIENCE MEMBER: My name is Carrol Kuhlow. My question is I understand that you are really sort of at the beginning of this planning process but I wondered if you could give just a sort of ballpark idea of what kind of time frame are we looking at from now to beginning of construction?

SONDRA ROSENBERG: Unfortunately I can't because a lot of, you know, the process moving forward, each step depends on funding. So, you know, best case, if we had a huge amount of money fall into our laps, it would still probably be quite some time, a decade or more. And it also depends on which alternative, what the design standards are. You know, there is just so many unknowns at this point, the primary one being funding.

AUDIENCE MEMBER: Diane Carpenter. You read one of the questions from my yellow card but I can't leave without a major concern that I have. Besides, well, really ruining the lifestyle of many people that are out in the country for that type of lifestyle and the heart of what Henderson is to many people, the old Water Street, historical, my concern is we're kind of in a new era now.

And have you done studies on the security of Hoover Dam with a mega highway coming through? That would make it so easy for anti-American people from down below us, South America, Central America, to just come on into our country and to do harm to our country. I have been a high school teacher, or was a high school teacher. And I had many students from Mexico and they often told me what still goes on in Mexico. And I'm just really, really concerned about that aspect. And I don't know how a mega highway is going to stop any of that coming into our country.

SONDRA ROSENBERG: I don't know that I have the information specific to that. I'm not a national security expert. I do know there is quite a bit of work going on in the border area with Arizona. I don't want to put you on the spot, Mike. But it's really not our area of expertise. It is a concern that we acknowledge. We will continue to work with the folks that are working on the border master plan and improvements at the border.

AUDIENCE MEMBER: My name is Paul Marcinek. I live in Calico Ridge. And there is a couple questions that I have. And one would be this BB-QQ seems like that's the way it's going to go. I mean, you can stand there and say whatever you want but it looks like it's going to go that way.

If I was a resident of Lake Las Vegas, I would be infuriated, knowing that that is going to go by their area. And I've been there. I'm sure you have been to Lake Las Vegas. And the view is spectacular when you're looking east. I can't imagine, especially what those people paid for those homes in there, not originally - even now they are still half a million dollars.

Why would you -- Why would you even consider going that route when you have the 215 access? The people that live in Summerlin and Red Rock bought that out there. They knew the 215 was there. And you could go that route. They are not disrupting their lifestyle because the highway was there when they bought those homes out there.

And it just astonishes me that they would even consider taking that route and going through Lake Mead, turning it up and going right through the national park, which is spectacular. But I really think that this is



all political and no matter what we say or do it's going to go the way of BB-QQ. And you're saying that it costs more money -- or that's the cheapest way to go. Am I right with that?

SONDRA ROSENBERG: No. It's comparable to the 215 alternative, less expensive than the 515.

AUDIENCE MEMBER: I can't imagine it being comparable because you have to build all new structure, a whole new highway, but you already have a highway on the 215. To me it just -- It sounds crazy but, you know, I honestly think that this is going to be done and no matter what we say it's going to get done. And I appreciate you giving us these input meetings but I honestly have no faith in government period, and especially with the governor we have in this state. He will do whatever it takes to get it done. And it's going to be past the Lake Las Vegas area and I'd bet my life on it.

And the other thing is you're saying you don't know when you're going to come up with an answer for where it's going to go. I mean, do you have any idea? Is it going to be one year, two years, five years when they make that decision of where it's going to be, BB-QQ or the 215? I understand the 515 or 95. That is totally -- That's crazy. I would never even consider that, you know, because it's a disaster right now. But is there any idea when we are going to get an answer, who is going to make this decision?

SONDRA ROSENBERG: I don't think I can give you a year or specific time line but there is quite a bit more studying that needs to be done in order to make that decision, in order to make an informed decision. So it's certainly years down the road before a decision is made.

AUDIENCE MEMBER: And one other thing. Are there going to be any on and off-ramps between Boulder City and the other side of Las Vegas if it goes to BB-QQ?

SONDRA ROSENBERG: Right now as we have it anticipated and what we did those calculations based on is no. That would be Boulder City to I-15.

AUDIENCE MEMBER: Thank you.

AUDIENCE MEMBER: On the northwest --

SONDRA ROSENBERG: Northeast side.

AUDIENCE MEMBER: Boulder City to where?

SONDRA ROSENBERG: To I-15, at least to the Apex area.

JULIE MAXEY: Did I need to bring the mic over there so everyone can hear that?

SONDRA ROSENBERG: The question was where on I-15 is the north end of that corridor? And again, we're looking at a broad area for further study. So, you know, I'm picking sort of a -- piece on I-15 for a connection. But it could be, you know, miles up and down the road.

AUDIENCE MEMBER: Where? How about if I speak out loud instead of the microphone? You stop at I-15, you have, okay, interchange on I-15, really aiming for the northwest corner. So back for --



SONDRA ROSENBERG: If Interstate-11 is designated further north of the Las Vegas region, then yes, we want to connect to the northwest to get up to the Reno vicinity. However, the initiation of the I-11 Corridor is to complete the Canamex Corridor. The Canamex Corridor includes I-15 north of Las Vegas all the way to the Canadian border.

AUDIENCE MEMBER: So if there's no interchanges except at the Dam and I-15, is the next interchange at the northwest corner instead of along what, Centennial Parkway or whatever the planned parkway is on the north of town?

SONDRA ROSENBERG: Once -- As it is currently conceived, and again, these are all planning-level estimates as well as a range of alternatives, the one we analyzed was once you connect I-15, you follow that south, connect to the 215 Beltway across the northern end of the city utilizing the existing interchanges and then up the 95 Corridor.

AUDIENCE MEMBER: Maybe that's why I'm asking, because I was afraid of that answer. If you take 15 and take it through downtown through 95, you're not welcome. And this is turning into a jurisdiction-to-jurisdiction battle, keep it out of Henderson, keep it out of Las Vegas. We are all residents of this county and of southern Nevada. We've got to find something that fits all of us, not any one jurisdiction.

SONDRA ROSENBERG: And that's why we are not making a recommendation at this time between those different alternatives. We're saying the entire region needs to be studied as a region, as a system, not just where does I-11 go but how does the system all work. And just to clarify a bit more, that alternative would not go back into downtown and take the northern Beltway.

AUDIENCE MEMBER: North would be 215.

SONDRA ROSENBERG: 215.

AUDIENCE MEMBER: What about Centennial Parkway, which is up at the very top of all the developable land before you get into federal land?

SONDRA ROSENBERG: If you don't mind, if we could -- if you and I could talk at a map, I think that would help me understand.

AUDIENCE MEMBER: That's my issue but I'll let other people talk.

SONDRA ROSENBERG: Thank you.

JULIE MAXEY: I'm going to take the one I started over here and then I'll come back over here.

AUDIENCE MEMBER: My name is Bill Greenberg. This is piggybacking on the gentleman that's sitting right in front of me here. Isn't it true that -- The figures that I have heard today are quite different from someone I know that actually works within the department. The costs around BB-QQ would be about double the amount of construction, approximately \$800 million as opposed to Route Y, which would be \$400 million. And why would new lanes need to be added to Route Y? For example, Highway 215 just had new lanes added which are fantastic. No new money would be needed to do this route, would it?



SONDRA ROSENBERG: I'm going to ask our consultant project manager to come up here and help me with some of the more detailed cost estimate questions. I don't know those numbers you are referencing because I know some are different but there's different assumptions when you're looking this far out. I'll let Bardia address what some of those assumptions were in the planning committee.

BARDIA NEZHATI: Thank you. For existing routes that we have, 215 and 515, we assume two additional lanes. So what's out there, we assume two additional lanes to be added.

AUDIENCE MEMBER: On Highway 215, that's already been done just recently. So you want to add two more lanes onto what's already existing there?

BARDIA NEZHATI: No. The portion that's just completed construction is up to Windmill, from basically 505 Interchange to Windmill. That's brand-new. You're absolutely right. It's got four lanes in each direction. The remainder of the way is not completed. So we assume, for planning purposes again -- This is such a high-level planning project. For planning purposes we assume another two lanes to be added to accommodate traffic that's coming from Arizona.

AUDIENCE MEMBER: So you're anticipating that the traffic would be that much greater than it is already?

BARDIA NEZHATI: We made the assumption to be able to compare 505 to 215 to alternative BB-QQ.

AUDIENCE MEMBER: So building a brand-new highway, which would be the eastern corridor, that would not be double the amount of just improving the existing?

BARDIA NEZHATI: The cost that we provided in our reports for an alternative for the eastern corridor is about \$1.1 billion. 215 is about the same, a little bit less. 505 is about twice as much, in the order of \$2.8 billion. A lot of the construction that needs to happen is to be able to improve that and expand that. A lot of it has to do with right-of-way impacts, existing right-of-way in the urban area.

AUDIENCE MEMBER: The 215 doesn't go through the Spaghetti Bowl.

BARDIA NEZHATI: I was talking about the 505.

AUDIENCE MEMBER: Yeah, and I'm talking about the 215.

SONDRA ROSENBERG: From my understanding -- and, Bardia, correct me if I'm wrong -- some of that additional cost -- because when I saw those numbers, I asked the same questions you did. Because there is a series of bridges on the 215 Corridor, that's more expensive. There is more interchanges that would need to be adjusted, whereas a new corridor would have very limited access.

Again, these are planning-level estimates. We want to do a more detailed study where we run different travel demand models, scenarios to see if -- to answer that exact question, is two lanes what we really need. We assume that for this study for comparative purposes, but we need to look at the whole region and how improving one facility or not affects the other -- the rest of the system, not just either/or. We might find we need a series of improvements on several of the facilities within the valley.



AUDIENCE MEMBER: My name is Ed Uehling, U-e-h-l-i-n-g. Has anyone considered doing a route from Violet Hills over Boulder Canyon to connect to the I-15 and then to the 93 to keep all this traffic out of -- at least the through traffic out of the valley, to completely keep it out? You could build a toll bridge over the road to help pay for it because the trucks would save about 25 miles in their trip, which would be a substantial savings.

SONDRA ROSENBERG: We have not, that specific location. We have not looked at that specific location. We appreciate that as well as your verbal comments. If you could put that in writing, that would be very helpful for the next stage of this.

AUDIENCE MEMBER: Hi, my name is Megan. I was just wondering, with regard to the creation of these sort of costs, cost estimates for BB-QQ versus the Y Route, I was just wondering if that takes into consideration environmental impacts. I understand that cost potentially is just infrastructure cost, but I'm also kind of wondering of actual detrimental impacts of going through a national park and building all the new infrastructure, bringing new pollution to that area, those types of things. Were those taken into consideration in determining cost and how did that help you recommend it?

SONDRA ROSENBERG: In the cost estimate itself, that was right-of-way construction and maintenance cost. In the benefit/cost analysis, there were some estimates on both the benefits sometimes being positive, sometimes being negative on some of those factors as well as some of our other criteria where we identify those issues. It's very difficult at this time to estimate the cost of mitigating those impacts because we don't yet have an alignment.

So we can make some estimates based on our sort of sample corridor. However, because that can vary so much from location to location, it's somewhat premature.

But we do appreciate that. And it is a concern and that's why we are doing -- In addition to the documents you see here, we are doing a document called Planning and Environment Linkages where we're documenting all of these potential areas of concern as well as opportunities that we are identifying now for a more detailed study in the next phase.

AUDIENCE MEMBER: My name is Karen Samuelson. I was surprised to hear your answer that there were no off-ramps planned for the BB-QQ because the valley could use a freeway system as it's projected. Could it be built like the 215 was where the on-ramps were built first, knowing that the thoroughfare would be cut through later as needed?

SONDRA ROSENBERG: That is certainly a possibility or a lower-level facility or something like that. Again, we're very early in the process, so we made some assumptions based on the information we have to date. In terms of -- We know there is quite a bit of concern for a freeway in that area of the valley. There is protected species. There is designated land uses.

So we felt that for the purpose of this as sort of a route for through traffic to go rather than going downtown, we made that assumption. Now, as we study those varying different alternatives in the future, that's something that we would possibly look at, is do we need more access points in that corridor, if any of those corridors on the eastern side do pan out to be feasible.

AUDIENCE MEMBER: Hello, Sondra. My name is Jeff Coleman. Good to see you again. I was at the Henderson meeting a few months ago. And many of the same questions were asked and many of the



same answers were given by you and many of them still are not answered. I wonder if you're familiar with the Bureau of Reclamation comments as well as two alternative screenings for the Interstate-11 and Intermountain Corridors. Are you familiar with any of the comments that were made within that study?

SONDRA ROSENBERG: I am. I have read those comments. I don't know that I can recollect at this point what those specifics were.

AUDIENCE MEMBER: If you would allow me, I would like to take an excerpt from the comments for the rest of the audience. "Alternative BB-QQ would parallel -- designated and establish a major power transmission corridor through the Las Vegas Valley. The current lack of adequate expansion room along this corridor and the inability to add capacity to move all power from points north and east of southern Nevada to points south and west to California and Arizona is already a significant power grid issue.

Construction of this alternative may present relocation challenges for transmission lines already constructed and would appear to present additional serious limitations and costs to the already difficult conditions encountered by the new transmission projects attempting to be used as this planned corridor. Also, River Mountain Loop Trail, this local and agency recreational trail has been developed to provide recreational access to the River Mountains, eastern, Henderson, Boulder City and the Lake Mead National Recreation Area.

Alternative BB-QQ would essentially overlay or parallel the trail alignment for the vicinity of railroad paths to the northern boundary of reclamation lands along Lake Mead Drive. It is likely that a significant portion of the trail would require low-grade location. If mitigated by relocation along the constructed I-11, the public recreation experience could be significantly degraded."

I was the one that asked the question about the National Park Service. And I asked then, a couple months ago at the Henderson meeting, why we are spending any money on a study for BB-QQ if the National Park Service has already indicated to DOT that there will be no infringement of the public lands for park service? Why are we continuing that and spending the money on this site? Thank you.

SONDRA ROSENBERG: Okay. I don't know that I can answer all of those topics because, again, this is very early in the planning process. This study looked at approximately a thousand miles of the corridor. We are looking at a prospective of regional connectivity. The downtown Las Vegas area has some congestion challenges. The State of Nevada wants to expand and diversify our economy. In order to accomplish that, we need a robust, efficient transportation system. Looking at the Las Vegas Valley, there is a missing leg or a missing connection. That may not be a feasible connection.

However, we think it's too early in the process to eliminate an entire option with a broad study area we're recommending based on constraints. We're identifying all those constraints. We're documenting all those constraints. But we don't yet know where this corridor might go, so eliminating it entirely is premature. There may be some options outside of the Park Service boundaries. There may be some options with minimal or no impact. I know that's unlikely. But we just have too many unknowns at this point when that connection is important to the economy and the state and from a system transportation perspective.

Now, as we go forward, we are certainly going to look into those constraints in much more detail and it's possible that that eastern corridor may be eliminated at a future stage. At this point it's premature because we don't have all that information at this point.



AUDIENCE MEMBER: Yes, my name is George Horn. And my concern was along with this other gentleman and what I put on my card. It seems like our current government is spending a lot of money to preserve waterways, parks, reservations, rural preservation areas. And it just doesn't make any sense.

And I'm trying not to beat a dead horse, but to go through a rural preservation area that is pristine to do something like this, it makes no sense whatsoever. And, I mean, you watch on the news and almost every night they're trying to take some area and make a park out of it or a preservation area or water lake. Here we already have one that's established. Leave it alone.

SONDRA ROSENBERG: Thank you for your comment.

AUDIENCE MEMBER: My name is Gail Behrns. And my question is we're talking about these advanced studies. And I would like to know if -- There does seem to be a lot of people that are not familiar with BB-QQ. How can we start a petition and how many signatures would it take to get it off of your alternative list?

SONDRA ROSENBERG: I can't answer that question. I don't know that NDOT has a specific policy for a petition. We will certainly take that in as part of the project record. We have a lot of voices with a lot of needs and concerns and we need to consider all of those. So I encourage you to go ahead and do that and submit it to us but I don't know that we have a hard-and-fast rule about a petition of so many signatures to remove it from consideration. But it will be part of the record and it will continue to be considered.

JULIE MAXEY: Do we have any more questions or comments out there that I haven't acknowledged? One more.

AUDIENCE MEMBER: My name is Mark Holland and I live out in the Calico Ridge area too. My question is it seems like 95 percent of all comments tonight is in the opposition of BB-QQ. I haven't heard hardly anything from the other alternative routes. So have you had other meetings where you had opposition from the other routes that we didn't know about? Because, you know, everything you hear tonight is about BB-QQ. And it's all been pretty much a hundred percent opposition towards that.

SONDRA ROSENBERG: We have received comments through various different sources with various different opinions. We have had -- This is our third public meeting. We have had a series of stakeholder meetings. We had a series of virtual public meetings or public outreach with a lot of information on our Web site. We have collected comments through our Web site throughout the entire almost two-year process. I have received a multitude of phone calls, had meetings with different organizations.

And at this point there is really no easy answer. There are constraints along all of these alternatives. And from a system transportation perspective, we need to fully evaluate all of them. It may be when we get into detail, that one of those is removed. However, receiving a large number of comments from one specific area in the study area doesn't necessarily show the consensus of the entire region. So we need to make sure we are reaching out to all of the stakeholders in the region to make sure we get a balanced view as well.

JULIE MAXEY: Okay. With that we will go ahead and turn it back to open house for the little time that we do have left. I would like to thank Sondra, Bardia, Mike and everyone that has come and traveled to



be here tonight. Our comment period does end July 18th. You can log on. There is a comment sheet on the back. You can mail it in or log on and send us your comments. So thank you.

SONDRA ROSENBERG: Thank you very much.



Question Cards: June 26, 2014 Las Vegas, Nevada Public Information Meeting

The following are scanned question cards submitted during the meeting. Questions and responses are summarized earlier in the report, as well as any comments that were submitted on question.





QUESTION CARD

TARJETA DE PREGUNTAS

I-11 and Intermountain West Corridor Study



Please use this card to submit your question regarding the I-11 and Intermountain West Corridor Study. Following the presentation, your question will be read aloud for the public record and answered by a study team expert.

Por favor, use esta tarjeta para enviar su pregunta acerca del proyecto I-11 Intermountain West Corridor Study. Tras la presentación, su pregunta será leída en voz alta para el registro público y atendida por el equipo de expertos en el proyecto.

PLEASE PRINT YOUR NAME Por favor escriba su nombre: DIANE CARPENTER

① A DOESN'T IT MAKE MORE SENSE TO USE A HIGHWAY ALREADY THERE THAN TO TAKE AWAY THE WAY OF LIFE OF MANY PEOPLE (BOQQ AREA)? — WHICH WILL DRASTICALLY CHANGE THE "HEART OF HENDERSON" — WHICH IS HISTORICAL WATER STREET AREA (WHICH MANY PEOPLE HAVE MOVED THERE FOR, AS WELL AS RUINING THE NATURAL AREA OF THE LAKE MEAD RECREATIONAL AREA?

1B) IF YOU ARE LOOKING AT BUILDING A NEW HIGHWAY, WHY NOT GO ^{WEST} ~~SOUTH~~ OF BOULDER CITY CONNECTING

HENDERSON ALREADY THERE.

1C) - ALSO HOW WILL HOOVER DAMU STAY SECURE
WITH A MEGA HIGHWAY SO CLOSE.

(ALL MY CONCERNS!)



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PLEASE PRINT YOUR NAME Por favor escriba su nombre:

Nancy Heimark

Is it true that Route BB-QQ will cost approximately \$400 million more than Routes Y or Z?



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PLEASE PRINT YOUR NAME Por favor escriba su nombre:

Ronald Lessley

cost of BBQQ⁹⁵ appossed to 515



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PLEASE PRINT YOUR NAME Por favor escriba su nombre:

Bill Greenberg

Is it true that Route BB-QQ will cut right through the neighborhoods in the Southeast corner of Henderson and Equestrian Park; the River Mountain Loop Trail (for hiking, biking + horseback riding); and the environmental Henderson "Protected Open Space"?



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PLEASE PRINT YOUR NAME Por favor escriba su nombre:

Joan Greenberg

Is it true that Route BB-QQ will come right next to the Water Distribution Plant for the entire city of Henderson?



QUESTION CARD

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ADOT

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PLEASE PRINT YOUR NAME Por favor escriba su nombre: Anne Kinzer

Is it true that Route BB-QQ will cut right through archeological sites + negatively impact endangered species like the Southwest Willow Fly Catcher?



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PLEASE PRINT YOUR NAME Por favor escriba su nombre: JAN ENGER - HENDERSON, NV

OUR HOUSE BACKS UP TO I-515. WE ALREADY HAVE NOISE & POLLUTION FROM THE TRAFFIC. WE ARE WORRIED THAT I-11 WILL BE ROUTED ON I-515 AND WE WILL HAVE MORE NOISE & POLLUTION. IS THAT A SERIOUS CONSIDERATION
Thank you FOR THE ROUTE?



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PLEASE PRINT YOUR NAME Por favor escriba su nombre: Cindy Kennedy

So you have stated that pollution, noise, wildlife, water sources, impacting the environment for residents, etc are a large factor in determining which route to use yet it always seems that the route BB QQ is always the first route to be ~~used~~ decided on in each meeting. When will we be able to finally get a more direct direction on where this is going. BB QQ has the most impact on all issues. This town is running out of free ~~the~~ outdoor space for all, it looks like the future of Las Vegas & Henderson will be surrounded by concrete.



QUESTION CARD

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PLEASE PRINT YOUR NAME Por favor escriba su nombre: Andres Diaz

~~Have you participated how I think be able to adopt future driverless vehicle technology~~

Rather than overhead transmission lines would it be a more efficient investment to utilize underground superconductive transmission lines which would have a lower environmental impact and feasibility to intersect urban areas?



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PLEASE PRINT YOUR NAME Por favor escriba su nombre: AMANDA GANN

How do you intend to take new transportation technologies into consideration in the redevelopment of the HWY 93 as Interstate 11? For example: driverless cars. Will ~~new~~ new interstate standards be developed to relate to these new technologies? And... how?



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PLEASE PRINT YOUR NAME Por favor escriba su nombre: GEORGE HORN 428 KIEL ST HENDERSON

1. How are the trucks now proceeding.
2. Why would you want to build through a rural preserve area, when major roads are now in use BBQ
3. People have spent time and money to live in a rural estates "not along a major freeway"
4. How many trucks will this road carry



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PLEASE PRINT YOUR NAME Por favor escriba su nombre:

Candace Ravelle

Why do you want to Bring more people here
When we already have issues with water
depletion or Lake Mead?

~~Why~~ If you think bringing people here is
Important why don't you Build a Train System
Like Europe, at Least it won't pollute
and Cause more Traffic