

#### I-11 & Intermountain West Corridor Study

## Study Update



In partnership with







Greater Phoenix Chamber of Commerce Public Affairs Committee

March, 28 2014



#### Where we were; July 2012

Section 1105(e)(5)(C)(i) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended be adding at the end of the following: "The routes referred to subparagraphs (A)(iii) and (B)(i) of subsection (c)(26) are designated as Interstate Route I-11

- Congressional Designation for US93 only
- Lacking understanding of the potential benefits a new corridor could provide





#### What did we set out to accomplish?

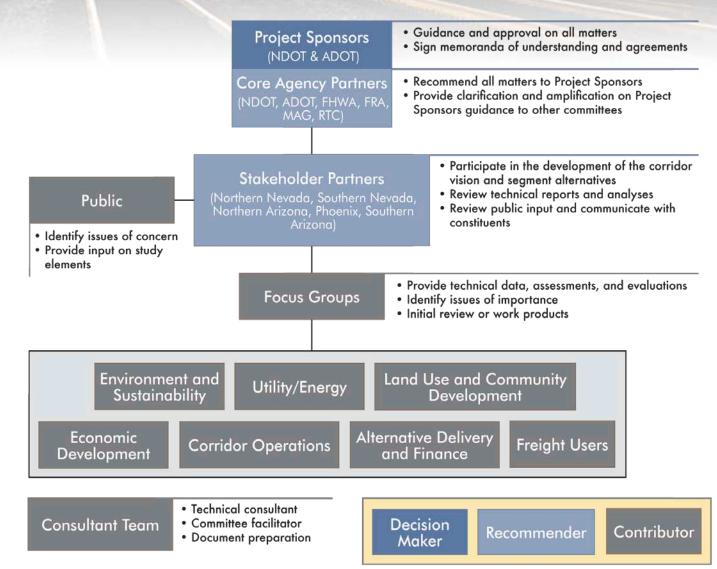
#### Obtain a better understanding of three items;

- What is the Justification to make significant investments in this corridor?
- Is the Congressional Designation from Las Vegas to the vicinity of Phoenix sufficient?
- Where are the Reasonable and Feasible Corridors that should be considered?





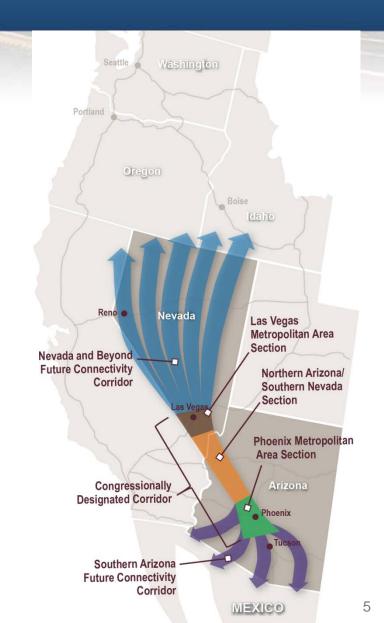
#### **Study Participants**





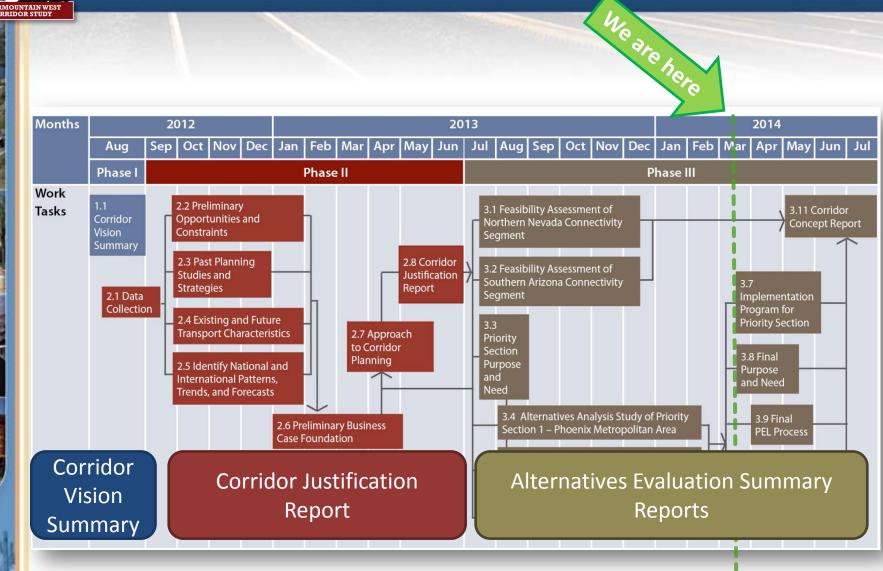
#### What Does this Study Entail?

- Two levels of investigation:
  - Detailed corridor planning between Las Vegas and Phoenix
  - High-level visioning from Las Vegas to Canada, and from Phoenix to Mexico
- Multimodal consideration:
  - Interstate/highway, freight rail, passenger rail, and public transportation
  - Power, telecommunication, etc.



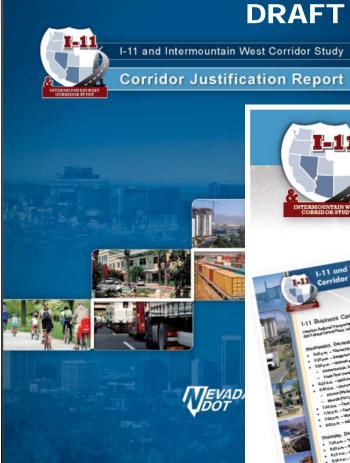


#### Where are we now?





## Corridor Justification and Business Case





I-11 and Intermountain West Corridor Study
Business Case Workshop

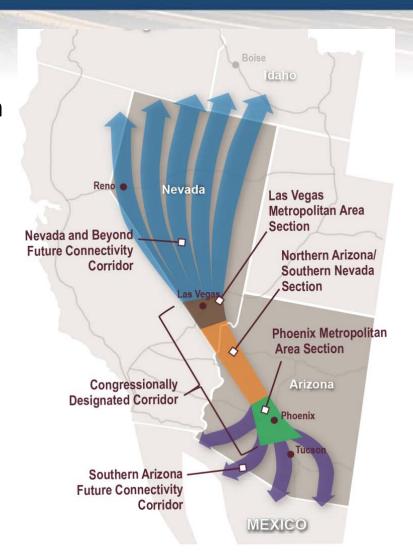
Marisa Walker (Arizona Andy Nothstine (FRA) Commerce Authority) Bob Hazlett (MAG) Neil Pogorelsky (HDR) Brent Cain (ADOT) Raymond Hess (RTC) Judie Scalise (ESI) Ian Rokeby (CH2M HILL) Jackie Pfeiffer (AECOM) Michael Kies (ADOT) Tim Strow (MAG) Perry Ursem (Nevada Office of Economic Development) John McNamara (AECOM) Derek Morse (CH2M HILL) Sondra Rosenberg (NDOT) Bardia Nezhati (CH2M HILL) Robert Lang (Brookings Ed Stillings (FHWA - AZ)

Present, but not shown in photo: Andrew Kjellman (RTC) Cleveland Dudley (NDOT) Dan Andersen (CH2M HILL) Leah Sirmin (FHWA - NV)



#### **Key Justifications**

- Integrate the economies of the Southwest Triangle megaregion
- Capitalize on Mexico's growing role in North American manufacturing/trade
- Support economic development initiatives of Arizona and Nevada
- Prevent congestion from crippling economic competitiveness





# American Southwest Megaregion has Strong Objectives to Diversify Economies

- Arizona and Nevada have similar economic drivers:
  - Entertainment/tourism/ recreation
  - Renewable energy
  - Aerospace
  - Information technology
  - Trade/logistics/transportation
  - Natural resource extraction
  - Agriculture
  - Military presence
- Access to Pacific Rim, and Central and South American economies







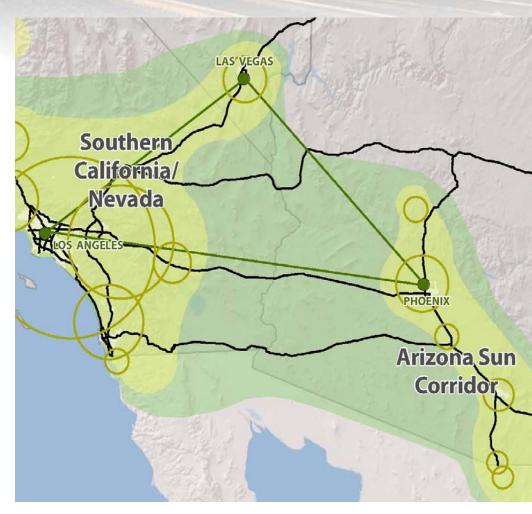


 Two designated megapolitans exist in relative close proximity

INTERMOUNTAIN WEST CORRIDOR STUDY

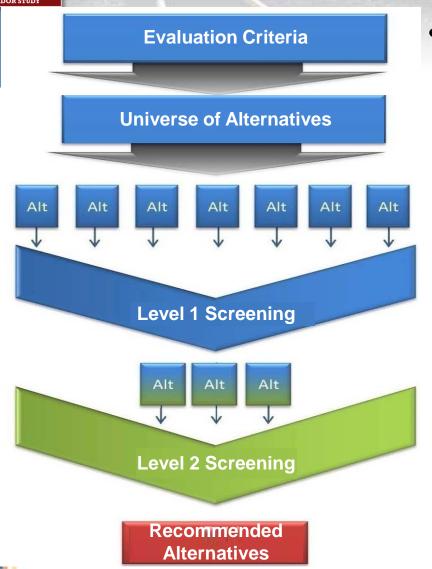
> Economic diversification and transportation crossroads opportunities

Population		
	2008	2050
Southern	23	36
California	million	million
Arizona Sun	5.3	11.3
Corridor	million	million
Southwest	28.3	47.3
Megaregion	million	million



Source: UNLV, Brookings Mountain West, 2012

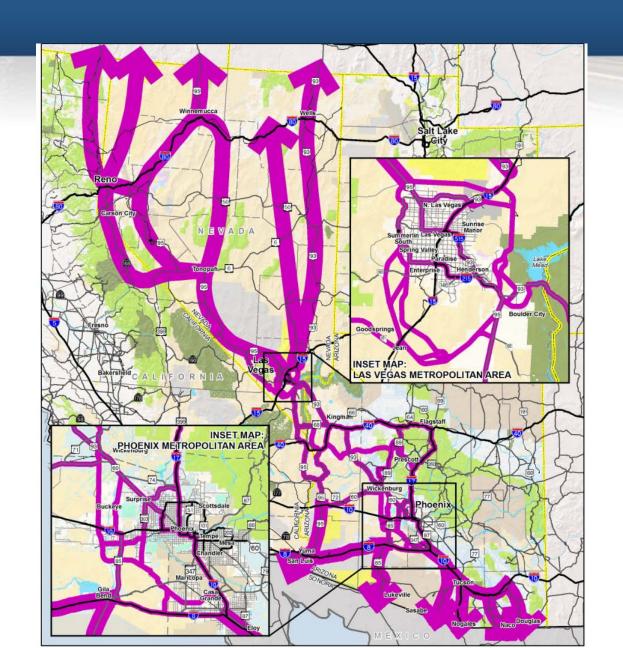
# Evaluation Process RITERMOUNTAIN WEST CORRIDOR STUDY



- Evaluation Criteria
  - Legislation
  - System Linkage
  - Trade Corridor
  - Modal Interrelationships
  - Capacity/Congestion
  - Economic Vitality
  - Project Status/TransportationPolicy
  - Environmental Sustainability
  - Land Use and Ownership
  - Community Acceptance
  - Cost

#### Universe of Corridor Alternatives

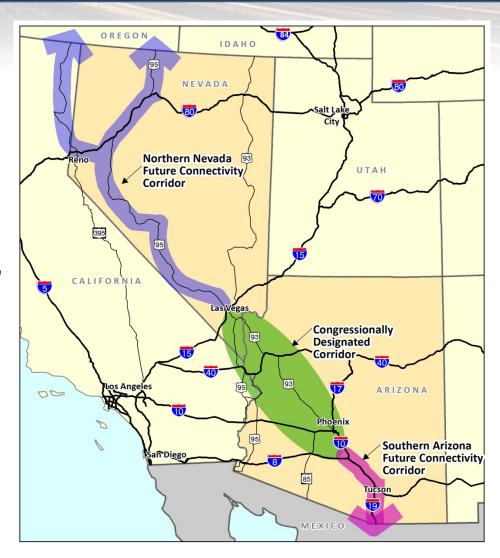
INTERMOUNTAIN WEST CORRIDOR STUDY





#### Corridor Feasibility Recommendations

- Recommendations
  - Southern Arizona:Alternative C
  - Phoenix:
    - One Alternative; I-10 to Wickenburg
    - Two Alternatives; South of I-10 to Casa Grande
  - Northern Arizona:Alternative Q (US 93)
- Multi-use evaluation
  - Rail Consideration
  - Alternative Energy





#### **Study Participants**

How to reach 8 million people in study area?

#### Project Sponsors (NDOT & ADOT)

Core Agency Partners (NDOT, ADOT, FHWA, FRA, MAG, RTC)

- Guidance and approval on all matters
- · Sign memoranda of understanding and agreements
- Recommend all matters to Project Sponsors
- Provide clarification and amplification on Project Sponsors guidance to other committees

#### **Public**

- Identify issues of concern
- Provide input on study elements

#### Stakeholder Partners

(Northern Nevada, Southern Nevada, Northern Arizona, Phoenix, Southern Arizona)

- Participate in the development of the corridor vision and segment alternatives
- Review technical reports and analyses
- Review public input and communicate with constituents

Focus Groups

- Provide technical data, assessments, and evaluations
- Identify issues of importance
- · Initial review or work products
- Engage 2,300 people representing 800 public and private Stakeholder Partner groups
- 25 meetings to-date, over 1,000 combined attendance
- Rely on Stakeholder Partners to communicate with constituents

  On Sta



#### Outreach Tools

- Website: 500 signed up for email blasts
- Media: Over 100 stories published (Print, television, new media)
- Public Meetings
  - October 2012: **193 attended** meetings in Henderson and Phoenix
  - October 2013: 274 attended meetings in Avondale, Tucson, Kingman, Las Vegas, Carson City
  - February 2014: Over 2,000 participants in Virtual Public Meeting

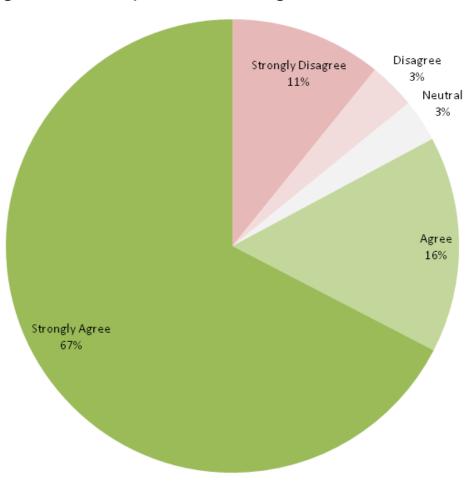






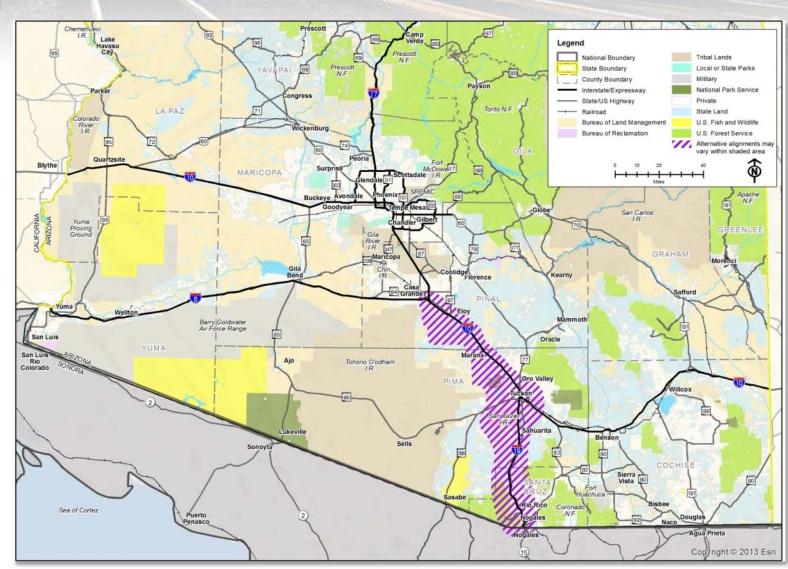
## Community Input; Alternative Analysis

- How well is this alternative accepted by the general public?
  - Qualitative analysis based on review of comments received following the virtual public meeting



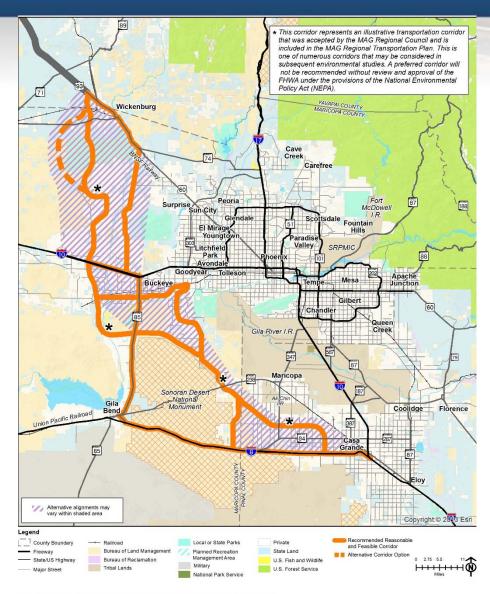


## Recommended Reasonable and Feasible Corridor - Southern Arizona



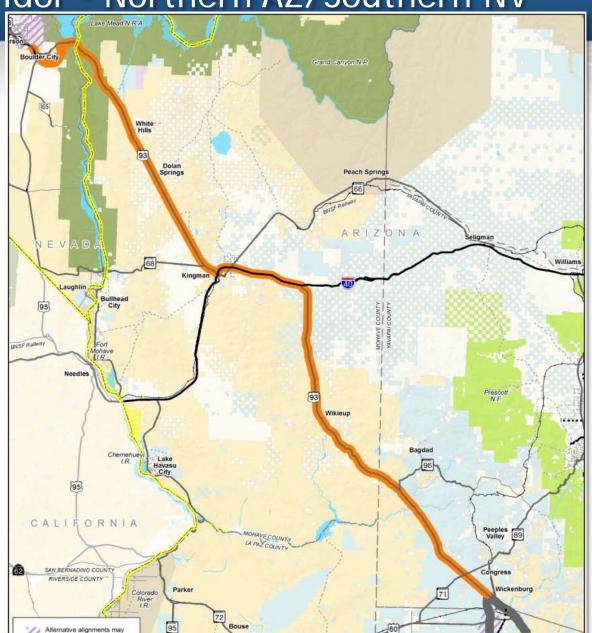


# Recommended Reasonable and Feasible Corridors - Phoenix Metropolitan Area





Recommended Reasonable and Feasible Corridor - Northern AZ/Southern NV





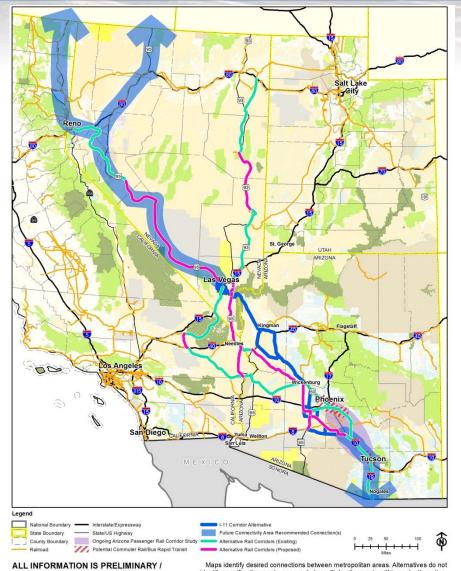
## Recommended Reasonable and Feasible Corridors - Las Vegas Metropolitan Area





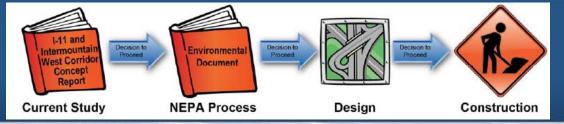
#### Multi-use Recommendations: Rail Coordination

- Coordinate with private railroads on future capacity and system needs
- Coordinate with FRA on Southwest Multistate Rail Planning Study
- Update State Rail Plans, as needed





#### Next Steps



- I-11 and Intermountain West Corridor Study July 2014
  - Final Business Case and Implementation Plan
  - Planning and Environmental Linkages (PEL) Document
  - Corridor Concept Report
- National Environmental Policy Act (NEPA) Analysis
  - Estimated at \$60 Million; Nogales to Nevada State Line
  - Segments of Independent Utility (SIU)
    - Southern Arizona (Mexico to Casa Grande)
    - Phoenix Metro Area
      - Casa Grande to I-10 West
      - I-10 West to Wickenburg
    - Northern Arizona (Wickenburg to Nevada State Line)
- Construction Funding



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