



Draft Tier 1 Environmental Impact Statement and Preliminary Section 4(f) Evaluation

Chapter 5, Coordination and Outreach

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5 COORDINATION AND OUTREACH

Coordination and outreach are fundamental components of effective transportation planning. The environmental review process for the Interstate 11 (I-11) Corridor officially began when Federal Highway Administration (FHWA) filed a Notice of Intent (NOI) to prepare a Tier 1 Environmental Impact Statement (EIS) in the Federal Register on May 20, 2016. The environmental review process complies with the National Environmental Policy Act of 1969 (NEPA) and promotes informed decision-making by considering potential social, economic, and environmental impacts. Throughout the development of this Tier 1 EIS, FHWA and Arizona Department of Transportation (ADOT) will continue to engage federal, state, regional, county, local, and Tribal governments with a defined interest in the I-11 Corridor, as well as the general public, key stakeholders, and other interested parties. This chapter is a summary of outreach and engagement activities.

5.1 Agency Coordination

NEPA requires agencies to consider the environmental impacts of their actions, document their analysis, and make this analysis available to agencies, Tribal governments, and the public for review prior to taking action. NEPA also requires federal agencies to use an interdisciplinary approach as they plan and make decisions that may affect the environment, working collaboratively with other agencies that have jurisdiction or special expertise regarding the issues that are relevant to the project under consideration. This includes distribution of public notice of hearings and public meetings to agencies and the availability of environmental documents to inform those persons and agencies that may be interested or affected.

5.1.1 Regulatory Requirements

Under Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), agencies are responsible for identifying any issues of concern regarding potential environmental, social, or economic impacts that could substantially delay or prevent an agency from granting a permit or other approval needed for the project. Section 6002 is intended to ensure that agencies are fully engaged in the scoping of the project and decisions regarding alternatives to be evaluated in detail in the NEPA analysis. An agency's role related to their areas of expertise may include the following:

- Provide meaningful and early input to the methodologies and level of detail required in the alternatives analysis and environmental studies;
- Identify issues that could substantially delay or prevent granting of permits/approvals;
- Identify opportunities for collaboration, including attending coordination meetings and joint field reviews, as appropriate; and
- Provide timely review and comment on preliminary environmental documents to reflect the views and concerns of their respective agencies on the adequacy of the documents, alternatives considered, and anticipated impacts and mitigation.

1 *Moving Ahead for Progress in the 21st Century Act* (MAP-21), signed into law in July 2012,
2 amended SAFETEA-LU by providing additional guidance on agency participation in the NEPA
3 process. MAP-21 requires Cooperating and Participating Agencies to carry out their obligations
4 under applicable laws concurrently with the lead agency's environmental review process, unless
5 doing so would impair their ability to conduct needed analysis or otherwise carry out those
6 obligations.

7 Enacted in 2015, the *Fixing America's Surface Transportation Act* builds on the requirements in
8 SAFETEA-LU and MAP-21 in an effort to accelerate the environmental review process for
9 surface transportation projects. It strives to institutionalize best practices and expedite complex
10 infrastructure projects without undermining critical environmental laws or opportunities for public
11 engagement. Further, the *Fixing America's Surface Transportation Act* clarifies that an agency
12 participating in the environmental review process shall:

- 13 • Provide comments, responses, studies, or methodologies on those areas within the special
14 expertise or jurisdiction of the agency; and
- 15 • Use the process to address any environmental issues of concern to the agency.

16 To the maximum extent practicable and consistent with applicable law, each agency receiving
17 an opportunity for involvement shall limit the comments of the agency to subject matter areas
18 within the special expertise or jurisdiction of the agency. The Federal Lead Agency will consider
19 and respond to comments received from agencies on matters within the special expertise or
20 jurisdiction of those agencies.

21 **5.1.2 Roles and Responsibilities**

22 FHWA and ADOT requested local and federal agencies and Tribal governments participate in
23 the environmental review process by inviting them to be a Cooperating Agency or a
24 Participating Agency under NEPA guidelines. In addition, agencies and others were invited to
25 participate as consulting parties under Section 106 of the National Historic Preservation Act
26 (see Section 3.7, Archaeological, Historical, Architectural, Cultural Resources). **Table 5-1**
27 (Agency Roles and Responsibilities) lists the type of agency roles with regard to the NEPA
28 process.

29 Cooperating Agencies are, by definition in Title 40 Code of Federal Regulations (CFR) 1508.5
30 and 23 CFR 771.111(d), federal agencies with jurisdiction by law or special expertise with
31 respect to any environmental impact involved in the study. Other agencies or Tribal
32 governments of similar qualifications also may qualify if FHWA concurs. Cooperating Agencies
33 have a slightly greater degree of responsibility and involvement in the environmental review
34 process than Participating Agencies.



Table 5-1 Agency Roles and Responsibilities

Agency Designation	Roles and Responsibilities
Lead Federal Agency (FHWA)	Designated to supervise the preparation of the environmental analysis and is responsible for implementing NEPA, including compliance with regulatory requirements, legal sufficiency of the Tier 1 EIS, and ensuring opportunities for public and agency involvement.
Local Sponsor (ADOT)	Serves as project sponsor. Shares in the responsibility to manage the coordination process, prepares the Tier 1 EIS, and provides opportunities for public and participating/cooperating agency involvement.
Cooperating Agency	Participates early and regularly in the NEPA process and provide comments and guidance so that the Tier 1 EIS satisfies each agency’s requirements. Participates in developing the Purpose and Need and alternatives, and in the scoping process. Develops information and analysis or provide staff support, participates in public involvement activities, reviews draft environmental documents, and provides comments.
Participating Agency	Participates early and regularly throughout the study process by providing meaningful input on the purpose and need, range of alternatives, and methodologies to evaluate impacts to respective jurisdictional resource(s); participates in the public outreach process; identifies issues of concern regarding potential environmental or socioeconomic impacts; provides timely input on unresolved issues; and comments on the Draft and Final Tier 1 EIS during the circulation and availability period.

NOTES: ADOT = Arizona Department of Transportation, EIS = Environmental Impact Statement, FHWA = Federal Highway Administration, NEPA = National Environmental Policy Act

- 1 The I-11 Cooperating Agencies were requested to provide the following during the development
- 2 of the Draft Tier 1 EIS on areas within the special expertise or jurisdiction of the agency:
- 3 • Meaningful and early input on the I-11 Purpose and Need, range of alternatives,
- 4 methodologies, and level of detail required to evaluate impacts to the agency’s jurisdictional
- 5 resource(s);
- 6 • Attendance at monthly in-person coordination meetings, including access via
- 7 teleconference;
- 8 • Timely reviews and written comments on the NEPA documents that explain the views and
- 9 concerns of the agency on the adequacy of the document, anticipated impacts, and
- 10 mitigation strategies relevant to each agency’s area of special expertise;
- 11 • Identification of the impacts and important issues to be addressed in the Draft Tier 1 EIS
- 12 pertaining to the intersection of the alternatives with the agency’s jurisdictional resource(s);
- 13 and
- 14 • Make available the necessary professional staff to assist in the Draft Tier 1 EIS process and
- 15 development of all technical documents.

1 **Table 5-2** (Cooperating Agencies) lists the ten federal agencies invited to be a Cooperating
 2 Agency, along with their response to the invitation. Of those, eight federal agencies accepted
 3 the invitation, and one federal agency opted to be a Participating Agency instead (Western Area
 4 Power Administration [Western]). Two state agencies, Arizona Game and Fish Department
 5 (AGFD) and Arizona State Land Department (ASLD), requested status as a Cooperating
 6 Agency due to jurisdiction by Arizona State law. AGFD was accepted as a Cooperating Agency
 7 based on their jurisdictional authority and State Trust responsibility for the management of
 8 Arizona’s wildlife resources and special expertise regarding wildlife resources within the I-11
 9 Corridor Study Area (Study Area). FHWA denied the request of ASLD due to jurisdictional
 10 authority and a lack of special expertise with respect to environmental impacts. As such, there
 11 are a total of nine Cooperating Agencies. Agency responses to invitation letters and scoping
 12 input are appended to the *Scoping Summary Report*, which is provided in **Appendix G**.

Table 5-2 Cooperating Agencies

Agency	Response to Invitation
Federal	
Bureau of Land Management (BLM)	Accepted
Federal Aviation Administration (FAA)	Accepted
Federal Railroad Administration (FRA)	Accepted
National Park Service (NPS)	Accepted
United States (US) Army Corps of Engineers (USACE)	Requested to be a Cooperating Agency on 10/25/2018; Accepted by FHWA
US Bureau of Reclamation (Reclamation)	Accepted
US Environmental Protection Agency (USEPA)	Accepted
US Fish and Wildlife Service (USFWS)	Accepted
US Forest Service (USFS), Coronado National Forest	Accepted
Western Area Power Administration	Opted to be Participating Agency
State	
AGFD	Invited as Participating Agency; accepted as Cooperating Agency upon request

13 A total of 69 agencies were invited to be a Participating Agency, and ultimately 51 agencies
 14 accepted. For those agencies that did not respond, FHWA and ADOT followed up with those
 15 agencies on their participation and a summary of the follow up is noted in the table. Participating
 16 Agencies, as defined in SAFETEA-LU, can be federal, state, regional, county, and local
 17 agencies, as well as Tribal governments that may have an interest in I-11. Participating
 18 Agencies are listed in **Table 5-3** (Participating Agencies). Agency responses to invitation letters
 19 and scoping input are appended to the *Scoping Summary Report*, which is provided in
 20 **Appendix G**.



Table 5-3 Participating Agencies

Agency	Response to Invitation
Federal	
Bureau of Indian Affairs	Accepted
Federal Emergency Management Agency (FEMA)	Accepted
Federal Transit Administration (FTA)	Followed up on 10/14/2016 (phone) and 10/25/2016 (phone); No Response
USACE	Accepted on June 20, 2016; Requested Cooperating Agency status change on 10/25/2018; Accepted by the FHWA
US Air Force, Davis-Monthan Air Force Base	Declined
US Air Force, Luke Air Force Base	Followed up on 10/14/2016 (phone) and 10/25/2016 (email); No Response
US Customs and Border Protection	Accepted
US Department of Agriculture (USDA)	Accepted
Western Area Power Administration	Invited as Cooperating Agency; Opted to be Participating Agency
State	
Arizona Air National Guard	Followed up on 10/14/2016 (phone); No Response
Arizona Corporation Commission	Accepted
Arizona Department of Corrections	Accepted
Arizona Department of Environmental Quality (ADEQ)	Accepted
Arizona Department of Public Safety	Accepted
Arizona Department of Water Resources	Followed up on 10/14/2016 (phone); No Response
AGFD	Requested to be Cooperating Agency
ASLD	Accepted
Arizona State Parks	Accepted
Arizona State Historic Preservation Office	Accepted
Regional	
Central Arizona Governments	Accepted
Central Yavapai Metropolitan Planning Organization	Accepted
Northern Arizona Council of Governments	Followed up on 10/17/2016 (phone); No Response
Maricopa Association of Governments (MAG)	Accepted
Pima Association of Governments (PAG)	Accepted
South Eastern Arizona Governments Organization (SEAGO)	Accepted
Sun Corridor Metropolitan Planning Organization (SCMPO)	Accepted



Table 5-3 Participating Agencies (Continued)

Agency	Response to Invitation
County	
Maricopa County	Accepted
Flood Control District of Maricopa County	Accepted
Pima County	Accepted
Pima County Flood Control	Accepted
Pinal County	Accepted
Pinal County Flood Control District	Accepted
Santa Cruz County	Accepted
Santa Cruz County Flood Control District	Followed up on 10/17/2016 (phone and email); No Response
Yavapai County	Accepted
Yavapai County Flood Control	Accepted
Local	
City of Buckeye	Accepted
City of Casa Grande	Accepted
City of Eloy	Accepted
City of Goodyear	Accepted
City of Maricopa	Accepted
City of Nogales	Accepted
City of South Tucson	Accepted
City of Surprise	Accepted
City of Tucson	Accepted
Town of Gila Bend	Accepted
Town of Marana	Accepted
Town of Oro Valley	Accepted
Town of Sahuarita	Accepted
Town of Wickenburg	Accepted
Utility	
Arizona Public Service	Followed up on 10/17/2016 (phone and email); No Response
Buckeye Water Conservation and Drainage District	Followed up on 10/17/2016 (phone); No Response
Central Arizona Irrigation and Drainage District	Accepted
Central Arizona Project	Followed up on 10/17/2016 (phone); No Response
Cortaro-Marana Irrigation District	Accepted
Greene Reservoir Flood Control District	Accepted
Maricopa Flood Control District	Accepted

Table 5-3 Participating Agencies (Continued)

Agency	Response to Invitation
Maricopa-Stanfield Irrigation and Drainage District	Followed up on 10/18/2016 (phone); No Response
Roosevelt Irrigation District	Followed up on 10/18/2016 (phone); No Response
San Carlos Irrigation and Drainage District	Accepted
Salt River Project	Accepted
Trico Electric Cooperative	Accepted
Silverbell Irrigation and Drainage District	Followed up on 10/18/2016 (phone and email); No Response
UNS Energy Corporation/Tucson Electric Power	Accepted
Tribal	
Ak-Chin Indian Community	Accepted
Gila River Indian Community	Followed up on 11/17/2016 (email); No Response
Pascua Yaqui Tribe	Accepted
Tohono O’odham Nation	Followed up on 11/14/2016 (email); Response pending Tribal Council approval with no further response

1 **5.1.3 Agency Coordination Opportunities**

2 Throughout the development of materials to support the decision-making process under NEPA,
 3 FHWA and ADOT requested, documented, and incorporated input from agencies. Coordination
 4 with agencies occurred regularly throughout the project and at key milestones. Major outreach
 5 opportunities are summarized in **Table 5-4** (Agency Coordination Opportunities) and further
 6 described below.

7 **Pre-scoping Activities.** FHWA and ADOT offered pre-scoping opportunities to elicit
 8 information, issues, and concerns and discuss the Tier 1 EIS process with the agencies and
 9 other key stakeholders in advance of formal scoping for the environmental review process.
 10 Approximately 50 pre-scoping meetings were held with federal, state, regional, county, local,
 11 and Tribal governments, as well as other stakeholders. Other stakeholders included Union
 12 Pacific Railroad, Burlington Northern Santa Fe Railroad (BNSF), Nature Conservancy, and
 13 utility companies within the Study Area. All agencies and stakeholders were encouraged to
 14 participate in the study and submit formal written comments during the subsequent official
 15 scoping period. They were informed that information and input shared during pre-scoping
 16 meetings or other prior studies did not replace the official scoping period and comments
 17 submitted.

Table 5-4 Agency Coordination Opportunities

Agency Coordination	Dates	Purpose and Outcomes
Pre-scoping Meetings	March – May 2016	Meet with representative from over 50 agency and private stakeholders to obtain early information on key issues and concerns, as well as disseminate information about the Tier 1 EIS process.
Project Management Team Meetings	Monthly, January – December 2016 and Bimonthly, January 2017 – present	Convene ADOT, FHWA, and Metropolitan Planning Organizations (MPOs) to discuss project status and coordinate on related projects or pertinent issues.
Cooperating Agency Meetings	Monthly, September 2016 – present	Convene ADOT, FHWA, and Cooperating Agencies to discuss project status, coordinate on related projects or pertinent issues, and review draft project materials.
Milestone Agency Meetings	May and June, 2016 May 2017	Participating and Cooperating Agencies were invited to Agency Coordination Meetings at key milestones.
Executive Leadership Team	Quarterly, May 2016 – present	Executive-level meetings to discuss project status, upcoming outreach activities, and outstanding issues among ADOT, FHWA, and MPO leadership.
Individual Agency Meetings	Throughout entire process	Individual meetings were conducted with individual agencies or Tribes as requested or in response to project issues.
Stakeholder Meetings	Throughout entire process	Individual meetings were conducted with stakeholders, including local municipalities/agencies, landowners, and non-governmental organizations, as requested or in response to project issues.
Draft Document Reviews	November 2016 – November 2017	Cooperating and Participating Agencies provided input on the materials to support the NEPA process, including: <ul style="list-style-type: none"> • Public Outreach and Agency Coordination Plan • Scoping Summary Report • I-11 Purpose and Need Memorandum • Alternatives Selection Report Evaluation Methodology and Criteria Report • 2017 Agency and Public Information Meeting Summary Report • Alternatives Selection Report • Tier 1 EIS Annotated Outline and Methodology • Memorandum regarding Reasonably Foreseeable Future Actions for the analysis of indirect and cumulative impacts in the Tier 1 EIS
Input on Administrative Draft Tier 1 EIS	July – August 2018	Cooperating Agencies reviewed and provided input prior to public distribution.
Input on Draft Tier 1 EIS	April – May 2019	All agencies may provide input on Draft Tier 1 EIS during the public review period.

NOTES: ADOT = Arizona Department of Transportation, FHWA = Federal Highway Administration, EIS = Environmental Impact Statement, NEPA = National Environmental Policy Act, MPOs = metropolitan planning organizations



1 **Project Management Team Meetings.** FHWA, ADOT, and representatives of each MPO and
2 Council of Governments throughout the Study Area met regularly throughout the study process
3 to discuss project status and obtain feedback on current planning activities. MPOs were often
4 requested to report back to their local member agencies (cities, towns, and counties) to resolve
5 issues or obtain additional data. The MPOs and Council of Governments involved included
6 MAG, PAG, SCMPO, and SEAGO.

7 **Coordination Meetings with Cooperating and Participating Agencies.** Cooperating
8 Agencies met monthly beginning in September 2016 to discuss project status and obtain timely
9 input on issues. Meetings were conducted with Participating Agencies at project milestones and
10 as needed or requested with individual agencies throughout the study process. Individual
11 meetings were conducted with individual agencies or Tribes as requested or in response to
12 project issues.

13 **Executive Leadership Team Meetings.** Key project staff met with the Executive Leadership
14 Team quarterly to keep them apprised of project status and outstanding issues. This Team
15 included executive leadership from ADOT, FHWA, MAG, PAG, SCMPO, and SEAGO and
16 provided collaborative guidance and direction on key decision points throughout the planning
17 process.

18 **Input at Key Milestones.** Scoping and Agency Meetings and Public Information Meetings were
19 held in June 2016 and May 2017, respectively (see Section 5.3). During these periods, both
20 public meetings and agency-specific meetings were conducted in multiple locations. In addition,
21 Cooperating and Participating Agencies also had the opportunity to review and provide input on
22 key documents prior to finalization, as listed in **Table 5-4** (Agency Coordination Opportunities).
23 The Cooperating Agencies also provided input on the Administrative Draft Tier 1 EIS prior to
24 finalization for public review.

25 **5.2 Public Outreach**

26 The public outreach component of the study is designed to engage, inform, and receive input
27 from the public for consideration during the environmental review process. The public is defined
28 as those communities, elected representatives, interested stakeholders, businesses, individuals,
29 and civic organizations with an interest in, and who might be affected by, the I-11 Corridor.
30 ADOT encourages robust public involvement that includes diverse groups of people statewide
31 whose voices and viewpoints provide valuable insight during the decision-making process.

32 **5.2.1 Regulatory Requirements**

33 Public outreach and planning for the study is conducted in compliance with federal requirements
34 (Title 40 CFR 1506.6). These federal requirements state that public participation enables all
35 interested parties to have the opportunity to provide input and comment during the decision-
36 making process and be made aware of study developments. In addition, ADOT's *Public*
37 *Involvement Plan* provides guidance, techniques, and examples for interacting with, informing,
38 and involving all members of the public throughout the transportation planning, design,
39 construction, and operation process. It helps ensure that the public involvement process for
40 ADOT projects occurs in accordance with Title VI of the Civil Rights Act of 1964, the Americans
41 with Disabilities Act (ADA), and other federal mandates for Environmental Justice and Limited-
42 English Proficiency (LEP) populations in Arizona.



1 Public involvement plays an important role in NEPA. The public is invited to participate in the
2 environmental review process by receiving study information, attending public meetings, and
3 submitting comments to FHWA, the federal lead agency, and ADOT, the local project sponsor.
4 Public comments provide valuable information on issues to be addressed as part of the
5 environmental analyses. Throughout the development of the alternatives and the Draft Tier 1
6 EIS, FHWA and ADOT requested and documented input from the public, which was
7 incorporated into the decisionmaking process.

8 **5.2.2 Outreach Opportunities**

9 Since the initiation of the NEPA process with the publication of the NOI in the Federal Register
10 on May 20, 2016, a variety of resources have been made available for the public to stay
11 informed about the project and provide the opportunity to provide comments at any time. These
12 include:

- 13 • E-mail and newspaper notifications of upcoming meetings and project updates.
- 14 • An online database to submit comments and join an interested parties contact list.
- 15 • An online map tool to submit corridor alternative or location specific comments (available
16 during the Alternatives Selection Report outreach period of April – June 2017).
- 17 • Dedicated I-11 Tier 1 EIS Study website to provide all public documents, meeting materials,
18 and opportunities for online surveys and to e-mail questions or comments (online tool
19 available for translation of website).
- 20 • Public meetings in May 2016 and May 2017 to solicit input, with Spanish translation services
21 and other reasonable accommodations as needed, such as sign language interpreters, court
22 reporters, and other knowledgeable professional staff.
- 23 • A bilingual telephone hotline in English and Spanish.
- 24 • A dedicated public information officer, who was included on the Project Team.
- 25 • US Institute for Environmental Conflict Resolution (US Institute) facilitated stakeholder
26 engagement meetings (described in more detail in Section 5.3.3).
- 27 • News releases.
- 28 • GovDelivery e-mail notifications.
- 29 • Social media: ADOT’s Twitter, Facebook, and blog.
- 30 • Project videos.
- 31 • Media interviews and information for newspaper, radio, TV, and online stories.
- 32 • Letters to elected officials.

33 **5.2.3 Title VI, Environmental Justice, and Limited English Proficiency**

34 Various federal laws and executive orders have been enacted to protect low-income and
35 minority populations. Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis
36 of race, color, or national origin, including individuals with LEP. The intent of consideration for
37 individuals with LEP is to ensure they are provided “meaningful access” to information regarding
38 government programs or services, and a failure to address this could potentially constitute

1 discrimination. (Section 3.5, Community Resources, Title VI, and Environmental Justice, and
2 **Appendix E5** contain more detail on these populations as well as tabular demographic data.)

3 Executive Order 13166 requires federal agencies to assess and address the needs of otherwise
4 eligible persons seeking access to federally conducted programs and activities who, due to
5 LEP, cannot fully and equally participate in or benefit from those programs and activities.
6 According to the Department of Justice, *“Individuals who do not speak English as their primary
7 language and who have a limited ability to read, speak, write, or understand English can be
8 limited English proficient, or ‘LEP.’ These individuals may be entitled [to] language assistance
9 with respect to a particular type or service, benefit, or encounter.”* The Department of Justice
10 LEP Guidance, in turn, advises each federal department or agency to *“take reasonable steps to
11 ensure ‘meaningful’ access [to LEP individuals] to the information and services they provide”*
12 (US Department of Justice 2015).

13 In addition to regulations related to LEP, ADOT’s standard procedures for public involvement
14 require census data be analyzed to identify the most prominent languages that are spoken
15 within the Study Area and determine the translation needs for the project (see **Appendix E5** for
16 the census data). The census data indicated that translation of the Spanish language would be
17 necessary throughout the public involvement process.

18 In the context of transportation, effective and equitable decision-making depends upon
19 understanding and properly addressing the unique needs of different socioeconomic groups.
20 One of the fundamental principles of the US Department of Transportation Environmental
21 Justice Strategy is *“[t]o ensure the full and fair participation by all potentially affected
22 communities in the transportation decision-making process.”* To ensure that everyone received
23 an equal opportunity to participate, ADOT and FHWA has taken several measures to meet the
24 intent, guidelines, and requirements of Title VI, environmental justice, and LEP. The following
25 standards were in place for each public meeting:

- 26 • An ADOT Communications team representative attended the public meetings and made
27 available provided information about the public’s rights to ADOT’s nondiscrimination
28 programs. “Your Rights Under Title VI” brochures (in both English and Spanish) were
29 provided to attendees.
- 30 • In order to meet the federal requirement to collect demographic data of meeting attendees,
31 the opportunity was provided for attendees to complete the voluntary “Title VI Self
32 Identification Survey” card.
- 33 • The opportunity to request accommodations and modifications under the ADA was provided
34 in all public meeting advertising.
- 35 • Spanish translation was available at each meeting with other translation services available
36 upon request.

37 Following an evaluation of the Study Area’s demographic data related to Title VI, LEP, and
38 environmental justice, ADOT and FHWA identified techniques to address and reduce linguistic,
39 cultural, institutional, geographic, and other barriers to meaningful participation. Those
40 techniques included:

- 41 • Translating all public involvement materials (included newspaper advertisements) into
42 Spanish, as well as other languages, such as Chinese, upon request.
- 43 • Providing Spanish interpretation at all public meetings and hearings, as well as other
44 languages upon request.

- 1 • Adding an automatic online translator to the study website, allowing translation of website
 - 2 text into approximately 100 languages, including Chinese and Vietnamese for populations
 - 3 found within the Study Area.
 - 4 • Including Spanish-language graphics for download on the study website, as well as other
 - 5 languages upon request.
 - 6 • Establishing a bilingual study hotline both in English and Spanish (1-844-544-8049).
 - 7 • Integrating elected officials, intergovernmental liaisons, and special interest groups into the
 - 8 process.
 - 9 • Coordinating, implementing, and documenting communications protocols with the four
 - 10 adjacent and 22 statewide Tribal governments.
 - 11 • Using advertising and graphics to reach broader audiences.
 - 12 • Holding public meetings in locations throughout the I-11 Corridor and Study Area that are
 - 13 easily accessible and ADA compliant.
 - 14 • Holding public meetings along transit lines for those who are transit dependent.
 - 15 • Providing reasonable accommodations such as for sign-language interpreters upon request.
- 16 Exhibits of bilingual meeting notifications and materials are included in **Appendix G**, which
- 17 includes the *Scoping Summary Report* and the *Agency and Public Information Meetings*
- 18 *Summary Report*. Many of these overlap with tools that also reach the public at large, with a
- 19 goal of providing access so everyone can participate.

20 **5.3 Key Outreach and Coordination Milestones**

21 Agency, Tribal, and public comment opportunities have continued throughout the NEPA

22 process, since the publication of the NOI in May 2016. Two sets of agency and public

23 information meetings have occurred at key milestone periods prior to development of the Draft

24 Tier 1 EIS, including Scoping (May - July 2016) and Information Meetings related to the analysis

25 of alternatives to carry forward into the Draft Tier 1 EIS (April - June 2017). Each outreach effort

26 is further described below.

27 **5.3.1 Scoping**

28 Scoping is an initial step in the environmental review process under NEPA. The Council on

29 Environmental Quality's NEPA Regulations (40 CFR § 1501.7) state that the federal lead

30 agency should engage in scoping to provide an early and open process to determine the scope,

31 or range, of issues to be addressed and identify the significant issues related to a proposed

32 action.

33 Scoping serves the following purposes at the beginning of the environmental review process:

- 34 • Informs the agencies, public, and Tribal communities about the study process and intent;
- 35 • Connects previous planning decisions with current study development;



- 1 • Seeks early input from the agencies, public, and Tribal communities on:
 - 2 – Purpose and Need,
 - 3 – alternatives to be studied,
 - 4 – impacts to be evaluated, and
 - 5 – evaluation criteria and methodology to be used;
- 6 • Looks for opportunities to streamline the study process and collaborate with partners; and
- 7 • Establishes a decision-making framework, including agency participation and
- 8 responsibilities.

9 The 45-day scoping period was held from May 23 to July 8, 2016. Notifications of the study,
 10 open house dates, and comment opportunities were advertised via the NOI, ADOT press
 11 releases, a newsletter e-mailed to ADOT’s expansive mailing list, and newspaper
 12 advertisements in 14 Study Area publications.

13 At the time of the scoping period, a preliminary Study Area had been identified and was
 14 presented at the public meetings. Meeting attendees were provided a presentation on the
 15 anticipated study process and the opportunity to interact directly with ADOT, FHWA, and
 16 members of the Project Team to ask questions and discuss concerns. Large maps of the Study
 17 Area were made available for review, and written comments that referred to specific locations
 18 were encouraged as these would be included in the official record of the scoping period. All
 19 public meeting materials were available online, and comments could be submitted online or by
 20 e-mail, letter, or voicemail. All comments received are documented in their original form in the
 21 *Scoping Summary Report (Appendix G)*, which also includes copies of meeting materials and
 22 detailed information on notifications of the scoping period.

23 **5.3.1.1 Agency Scoping**

24 Three scoping meetings were held throughout the Study Area to solicit comments from
 25 agencies. Each agency scoping meeting included a presentation by ADOT, followed by a
 26 facilitated session for questions and comments. A webinar was available for agency staff unable
 27 to attend the meetings in person. Agency scoping meeting information is listed in **Table 5-5**
 28 (Agency Scoping Meetings [June 2016]).

Table 5-5 Agency Scoping Meetings (June 2016)

Date and Time	Location
June 7, 2016 1:30 to 3:30 p.m.	Leadership and Employee Engagement Conference Room 2739 East Washington Street Phoenix, AZ
June 8, 2016 1:30 to 3 p.m.	Dorothy Powell Senior Adult Center 405 East 6th Street Casa Grande, AZ
June 22, 2016 10 to 11:30 a.m.	Pima Association of Governments 1 East Broadway Boulevard #401 Tucson, AZ



- 1 The written and verbal comments received from agencies and Tribal communities included
2 common themes on potential corridor alternatives, environmental resources, and other issue
3 areas. Common themes included:
- 4 • A preference for corridor alternatives on existing freeways versus new corridors;
 - 5 • Development of a reasonable range of alternatives and consideration of a multimodal
6 corridor;
 - 7 • Ensure consistency with existing and proposed local and regional plans, environmental
8 documents, and master planned community plans;
 - 9 • Incorporate the highest levels of environmental design and energy efficiency;
 - 10 • Develop I-11 Purpose and Need;
 - 11 • Study opportunities to foster economic development;
 - 12 • Protection environmentally sensitive resources including:
 - 13 – parklands, preserves, and recreation areas,
 - 14 – historic and archaeological resources,
 - 15 – wildlife habitat, corridors, and wilderness areas,
 - 16 – endangered species and critical habitat,
 - 17 – National forests and “roadless areas,”
 - 18 – water resources and flood control structures,
 - 19 – air quality, and
 - 20 – noise impacts;
 - 21 • Consideration of cumulative impacts and growth-related indirect impacts, including impacts
22 to:
 - 23 – local traffic and access,
 - 24 – residents and businesses, including displacement of communities and downtown areas,
 - 25 – local economic development,
 - 26 – environmentally sensitive resources, and
 - 27 – habitat connectivity and fragmentation;
 - 28 • Assessment of impacts to environmental justice communities;
 - 29 • Maintenance of connectivity between regional trails and parks;
 - 30 • Consideration of general support for the project as a critical multimodal facility for the region;
31 and
 - 32 • Provision of early and frequent coordination with agencies and Tribal communities.

33 The agency scoping meeting materials, sign-in sheets, and specific agency comments are
34 provided in the *Scoping Summary Report* in **Appendix G**. This report was posted for public
35 information in January 2017 at i11study.com/Arizona/Meetings.asp. The report includes copies
36 of the agency scoping meeting notes and written comments submitted by the agencies and
37 Tribal communities (ADOT 2017a).



1 **5.3.1.2 Public Scoping**

2 Six public scoping meetings were held throughout the Study Area, as listed in **Table 5-6** (Public
3 Scoping Meetings [June 2016]). ADOT issued news releases, advertised in Study Area
4 newspapers, posted an announcement of the meetings on the I-11 website, sent e-mail blasts to
5 stakeholders, and ran radio advertisements on one Tribal community radio station. The same
6 presentation was made at each location.

Table 5-6 Public Scoping Meetings (June 2016)

Meeting Date and Time	Location
June 8, 2016 4 to 6:30 p.m.	Dorothy Powell Senior Adult Center 405 East 6th Street Casa Grande, AZ
June 15, 2016 4 to 6:30 p.m.	City of Buckeye Community Center 201 East Centre Avenue Buckeye, AZ
June 21, 2016 4 to 6:30 p.m.	Nogales High School Cafeteria 1905 North Apache Boulevard Nogales, AZ
June 22, 2016 4 to 6:30 p.m.	Arizona Riverpark Inn 777 West Cushing Street Tucson, AZ
June 23, 2016 4 to 6:30 p.m.	Marana Middle School Gymnasium 11285 West Grier Road Marana, AZ
June 29, 2016 4 to 6:30 p.m.	Wickenburg Community Center 160 North Valentine Street Wickenburg, AZ

7 The public submitted 834 comments during the scoping period by way of:

- 8 • Comment form provided at scoping meetings (or mailed after meeting);
- 9 • Verbal transcription at scoping meetings by a court reporter;
- 10 • Comments written directly on maps at scoping meetings;
- 11 • Online survey on study website (i11study.com/Arizona);
- 12 • E-mail at I-11ADOTStudy@hdrinc.com;
- 13 • Mail to Interstate 11 Tier 1 EIS Study Team c/o ADOT Communications,
14 1655 W. Jackson St., MD 26F, Phoenix, AZ 85007; and
- 15 • Voicemail on toll free hotline at 1-844-544-8049 (bilingual).

16 A majority of the comments were received through the online survey and comment form, which
17 asked the same six questions. The questions included a series of potential issues or impact
18 areas in which to provide a priority ranking (1 to 5), with 1 being the most important and 5 being
19 the least important. The following is a summary of the respondents' ranking results for the
20 potential issues and impacts for Questions 1 through 4.



- 1 • **Question 1** (Problems Experienced Today): Most important occurring or anticipated
2 problems voiced by participants are to relieve regional congestion; improve travel time and
3 reliability, followed closely by improving freight travel and reliability; and reducing
4 bottlenecks on existing freeways.
- 5 • **Question 2** (Importance of What I-11 Should Be or Accommodate): I-11 Corridor should
6 enhance or expand an existing highway/freeway.
- 7 • **Question 3** (Importance of Human Environmental Factors): Most important human
8 environmental factor to consider is land use, followed by neighborhoods, diverse
9 communities, and residences.
- 10 • **Question 4** (Importance of Natural Environmental Factors): Most important consideration
11 related to the natural environment is water resources, followed closely by biological
12 resources (plants, wildlife, habitat).
- 13 • **Question 5** of the online survey and comment form asked people to write in comments
14 which identify the areas or resources within the Study Area they feel must be avoided or are
15 important to consider. The comments fell into five major categories, as summarized below.

16 Environmental Considerations

- 17 – Concern regarding impacts to environment, specifically potential irreparable damage to
18 the Sonoran Desert.
 - 19 ▪ Minimize disturbances to undeveloped lands.
 - 20 ▪ Avoid parks and conservation management areas.
 - 21 ▪ Specific concerns in the Avra Valley.
- 22 – General considerations, such as impacts to neighborhoods, dust storms, hunting areas,
23 and cattle operations.
- 24 – Corridor Alternative Planning.
 - 25 ▪ Support for I-11 as a separate facility.
 - 26 ▪ Improve existing freeways and interstates (e.g., Interstate 10 [I-10], Interstate 8 [I-8],
27 Interstate 19 [I-19]).
 - 28 ▪ Spot improvement suggestions and considerations.
 - 29 ▪ Future connectivity considerations.
- 30 – General comments, such as questions regarding potential property impacts, impacts to
31 other transportation facilities, and opposition to CANAMEX.
- 32 – Multimodal Considerations.
 - 33 ▪ Freeways are an outdated model to transportation congestion.
 - 34 ▪ Accommodate rail and utilities within corridor alternatives.
 - 35 ▪ Support for light rail and passenger rail as an alternative to an interstate.
 - 36 ▪ Freight considerations.
 - 37 ▪ Improve freight travel and reliability.
 - 38 ▪ Utilize dedicated truck lanes.
 - 39 ▪ Rail is faster and less congestive.

1 Economic Considerations

- 2 – Concern regarding property values and increased heavy truck traffic.
- 3 – Concern that I-11 will hurt tourism and decrease the number of existing jobs.
- 4 – Concern that I-11 is an example of “crony capitalism.”
- 5 – Use I-11 to grow business development in area just south of Casa Grande and I-10.
- 6 – I-11 will bring economic benefit to the state and surrounding communities.

7 Other General Comments

- 8 – Requests for presentation materials.
- 9 – Requests for information/addition to mailing list.
- 10 – Concern I-11 corridor will be used for sex-trafficking crimes.
- 11 – I-11 is not needed; project wastes money.
- 12 – Scope will bloom out of control because of influential parties whose money and voices are louder.
- 13
- 14 – Address external factors that impact the existing infrastructure specifically increase of shipping containers from Mexico into Arizona.
- 15
- 16 ▪ I-11 should not be built if it uproots people from their homes and jobs.
- 17 ▪ I-11 Corridor would primarily benefit corporate and business interests and politicians.
- 18 • **Question 6** of the online survey and comment form asked about preferences for receiving
- 19 information about the study. Accordingly, a significant majority of respondents prefer to
- 20 receive study information by e-mail.

21 A complete summary of the scoping process and a compilation of the public scoping comments
22 can be found in the *Scoping Summary Report* (ADOT 2017a) in **Appendix G**.

23 **5.3.2 Agency and Public Information Meetings**

24 The second major set of information meetings was held in May 2017. The purpose of these
25 meetings was to provide an update on project progress, solicit input on preliminary
26 recommendations for alternatives to carry forward into the Draft Tier 1 EIS, and continue to
27 collect information on key issues to be evaluated in the Draft Tier 1 EIS. Similar to the scoping
28 meetings, these public meetings were conducted throughout the Study Area to understand and
29 obtain the unique concerns in each area.

30 At the time of these meetings, ADOT and FHWA had identified a preliminary set of alternatives
31 and some recommendations regarding options to be carried forward into the Draft Tier 1 EIS, as
32 shown in **Figure 2-6**. The screening process is described in further detail in **Chapter 2**. The
33 outreach during this period was intended to provide feedback on initial screening results that
34 would be incorporated into subsequent decision making process, as documented in the
35 *Alternatives Selection Report* (ADOT 2017c).

36 At these meetings, a presentation was made to provide an update on project progress and
37 inform the meeting attendees about methods for commenting. An open house followed the
38 presentation to enable attendees to interact directly with ADOT and FHWA. Alternatives

1 information as displayed on **Figure 5-2** (Online Comment Tool – Comment Map Page) was
 2 provided in large map format to allow attendees to write comments directly on the maps. An
 3 online mapping tool was available at public meeting locations and also was accessible online to
 4 the public through the public review period. In addition, a court reporter was present to
 5 transcribe individuals’ verbal comments. Comments also could be submitted outside of the
 6 meetings using the online tool/website, e-mail, letter, or voicemail.

7 Additional information on the meetings that occurred during this period is summarized below.
 8 Further detail is provided in the *Agency and Public Information Meeting Summary Report* which
 9 documents the methods, meetings, and materials used to solicit feedback, as well as the
 10 comments and input received from the agencies, Tribal governments, and the public during the
 11 approximately 30-day comment period from April 28, 2017 to June 2, 2017 (ADOT 2017b). The
 12 summary report is publicly available online at i11study.com/Arizona/Documents.asp. It also is
 13 included in **Appendix G**.

14 **5.3.2.1 Agency Meetings**

15 FHWA and ADOT held four agency meetings to solicit comments from Cooperating and
 16 Participating Agencies and Tribal governments. Meetings were held in Tucson, Marana, Casa
 17 Grande, and Avondale. One of the four meetings also was conducted as an online webinar for
 18 those unable to participate in person. Details on the meeting dates, times, locations, and
 19 attendance are presented in **Table 5-7** (Agency Meetings [May 2017]).

Table 5-7 Agency Meetings (May 2017)

Meeting Date and Time	Location	Agencies Represented	Agency Staff Attended
Tucson May 2, 2017 10 AM to 12 PM	PAG, Large Conference Room 1 East Broadway Boulevard #401, Tucson, AZ	7 ⁽¹⁾	14
Marana (Webinar) May 3, 2017 1 to 3 PM	Town of Marana City Council Chambers 11555 W. Civic Center Dr., Marana, AZ	8 ⁽²⁾	12
Casa Grande May 10, 2017 10 AM to 12 PM	Peart Center 350 E. 6th St., Casa Grande, AZ	5 ⁽³⁾	7
Avondale May 16, 2017 10 AM to 12 PM	Estrella Mountain Community College – Komatke Hall – Plaza Gallery Room 3000 N. Dysart Rd., Avondale, AZ	5 ⁽⁴⁾	7

- (1) City of Tucson, PAG, Pima County (City Manager’s Office, Planning, and Transportation), Tucson Electric Power, and Tucson Water.
- (2) AGFD, BLM, USEPA, Western, Town of Oro Valley, Town of Marana, ASLD, NPS.
- (3) AGFD, City of Casa Grande, City of Maricopa, Greene Reservoir Flood Control District, SCMPO.
- (4) BLM, Flood Control District of Maricopa County, Maricopa County Air Quality Department, Maricopa County Parks and Recreation Department, USACE.
- (5) AGFD and BLM were present at multiple meetings.



1 The written comments received from the agencies and Tribal governments addressed potential
2 corridor alternatives, environmental resources, and other issue areas. The following is an
3 overview of common themes, with details from each individual agency provided thereafter.

- 4 • Supportive of the alternatives that utilize existing corridors (e.g., I-10, I-8, State Route
5 [SR] 85, etc.) to avoid environmental impacts in new areas.
- 6 • Supportive of recommendations to eliminate certain Corridor Options that were poorer
7 performers against the screening criteria.
- 8 • Concern regarding the level of impacts associated with alternatives through the Avra Valley
9 in Pima County, Arizona.
- 10 • Opposed to alternatives that would impact sensitive environmental areas, city infrastructure,
11 and culturally significant areas.

12 **Arizona Game and Fish Department**

- 13 • Pleased to see that Options V, O, and P alternatives will not be advanced.
- 14 • Pleased to see that a connection is being evaluated between Options E and F (Santa Cruz
15 floodplain) and Option B (I-10).

16 **Bureau of Land Management**

- 17 • Would prefer complete avoidance of the Vulture Mountain Recreation Area.
- 18 • Acknowledges the viability of Options S, T, and U, although better supports Option S or a
19 potential hybrid of Options S and T. Co-locating Option U with existing electrical
20 transmission facilities would consolidate disturbance and potential impacts of that Corridor
21 Option.
- 22 • Would prefer to eliminate Options V and W.

23 **City of Tucson**

- 24 • Options C and D are seen to impact the City of Tucson Water Properties and Facilities
25 within the Avra Valley. Tucson provided data and other information to the study team to
26 assess potential for impacts. Indicated a preference for utilizing I-10 (Option B).

27 **National Park Service**

- 28 • Requests that an analysis of impacts from additional facilities, such as freight rail, passenger
29 rail, and utilities be utilized as part of the current process in determining routes.
- 30 • Strongly prefer that I-11 utilize the existing I-10 corridor (Option B).

31 **Pima Natural Resource Conservation District**

- 32 • Opposed to Options C, D, E, and F.
- 33 • Environmental Impacts – concerned that these alternatives would cause residential
34 displacements; bring increases in noise, light, and air pollution in the northern end of the
35 Avra Valley; and negatively impact outdoor recreation and environmental resources.
- 36 • Local Sentiment – Pima County voters approved an open space bond and the Sonoran
37 Desert Conservation Plan. The citizens did this knowing that their taxes would be
38 significantly higher because of it and the proposed CANAMEX (I-11) section through Avra



1 Valley violates the values of the Pima County residents. It is incompatible both ecologically
2 and from a quality of life perspective within a rural setting. In addition, rural lands that had
3 been eligible for zoning changes may no longer qualify.

4 **Pima County – Administrators Office**

- 5 • Any future I-11 Corridor would terminate at the Nogales Mariposa Point of Entry. As such,
6 there are two fundamental routes to get there through Pima County: 1) along the I-10 /I-19
7 corridors or 2) a new route generally through the Avra Valley. Both have advantages and
8 disadvantages. If the existing interstate route is selected, roadway widening would be
9 required with associated costs and urban socioeconomic impacts related to noise, access,
10 and public safety.
- 11 • The route through the Avra Valley developed by Pima County (generally Option D)
12 considers both cultural and environmental features and avoids Reclamation lands with the
13 exception of the area east of the Tohono O’odham Nation. If the Avra Valley route is
14 selected, significant environmental mitigation would be required to ensure the route does not
15 induce urban sprawl and mitigates for impacts to wildlife.

16 **Pinal County**

- 17 • Pinal County prefers the alignment of the proposed corridor as reflected on both the Pinal
18 Regionally Significant Routes for Safety and Mobility, and the Pinal Regional Transportation
19 Authority Plans (Option I).
- 20 • It is suggested that the Pinal County Open Space and Trails Master Plan be included in the
21 review and assessment of the I-11 routes. This review should include but not be limited to,
22 the following elements: the Palo Verde Regional Park, the proposed Juan Bautista de Anza
23 National Historic Trail corridor, and several sections of the planned regional trail and open
24 space corridors in the vicinity to potential corridor alignments.

25 **Town of Wickenburg**

- 26 • The community voiced opposition to a downtown corridor through Wickenburg (Option W),
27 with a preferred route to intersect US 60 west of the Wickenburg Airport (approximate
28 milepost 101) and follow natural terrain to US 93 (approximate milepost 189) as noted in the
29 Town Council Resolution No. 2043.

30 **United States Corps of Engineers**

- 31 • Options O, P, and N are not preferable due to the potential to impact intermittent and
32 perennial reaches of the Gila River. Where avoidance is not feasible, the team should
33 demonstrate that the Preferred Alternative is the Least Environmental Damaging Practicable
34 Alternative.
- 35 • Options A, B, G, H, K, Q1, and Q2 that utilize existing corridors in proximity to Waters of the
36 US are generally preferred over developing corridors, with the exception of Option W near
37 Wickenburg, which should be carefully evaluated due to the potential to impact the
38 resources associated with the Hassayampa River.
- 39 • USACE is currently undertaking the *Lower Santa Cruz River Flood Risk Management*
40 *Feasibility Study* in Pinal County and would like to continue to coordinate information
41 between the two studies.

1 **5.3.2.2 Public Information Meetings**

2 Six public information meetings were held throughout the Study Area from May 2 to May 16,
3 2017. Public meetings were held in Casa Grande, Buckeye, Nogales, Tucson, Marana, and
4 Wickenburg to promote easy access for the public and to increase the potential for diverse
5 participation (**Table 5-8** [Public Information Meetings {May 2017}]). In total, 608 people attended
6 the public information meetings.

7 During these meetings, ADOT provided a study update, sought input on the alternatives screening
8 process, and recommended a range of reasonable alternatives to advance into the Draft Tier 1 EIS
9 for further study. Each public meeting was conducted in an open house format, including an
10 approximately 30-minute presentation on study background, status, methodology, and next steps.
11 During the open house portions of the meetings (before and after the presentation), study team
12 members were available to talk with attendees and answer their questions. Various commenting
13 methods were made available (comment form, speak to staff, court reporter, online mapping tool,
14 add comments to roll-plot maps); the comment form and mapping tool were available online for
15 those unable to attend in person.

16 A Spanish language interpreter was available at each of the six meetings. The interpreter provided
17 oral translation of the meeting materials and presentation into Spanish for attendees requesting
18 assistance. A court reporter also was in attendance at each meeting to transcribe individual oral
19 comments on the alternatives, process, and study in general.

Table 5-8 Public Information Meetings (May 2017)

Meeting Date and Time	Location
May 2, 2017 5 to 7 p.m.	Arizona Riverpark Inn 777 West Cushing Street Tucson, AZ
May 3, 2017 5 to 7 p.m.	Marana Middle School 11285 West Grier Road Marana, AZ
May 4, 2017 5 to 7 p.m.	Nogales High School 1905 North Apache Boulevard Nogales, AZ
May 11, 2017 5 to 7 p.m.	Dorothy Powell Senior Adult Center 405 E. 6th St. Casa Grande, AZ
May 12, 2017 5 to 7 p.m.	Wickenburg Community Center 160 North Valentine Street Wickenburg, AZ
May 16, 2017 5 to 7 p.m.	Buckeye Community Center 201 E. Centre Ave. Buckeye, AZ

1 **5.3.2.3 Online Mapping and Comment Tool**

2 As an adjunct to the public meetings, an online mapping and comment tool was developed to
 3 facilitate public input. On April 28, 2017, the online comment tool was launched. The online tool
 4 was a mobile-compatible map which mirrored the structure of the hard copy comment form
 5 distributed at the public meetings. The online comment map identified the proposed corridor
 6 alternatives and provided multiple options for the public to submit comments: area-specific,
 7 corridor-specific, and/or general comments. An environmental data layer could be turned on and
 8 off to display sensitive environmental features. **Figure 5-1** (Online Comment Tool – Welcome
 9 Page) shows the welcome page for the online comment tool, which provided an introduction to
 10 the map tool and instructions on how to submit a comment. **Figure 5-2** (Online Comment Tool –
 11 Comment Map Page) shows a screenshot of the online comment tool’s map page.

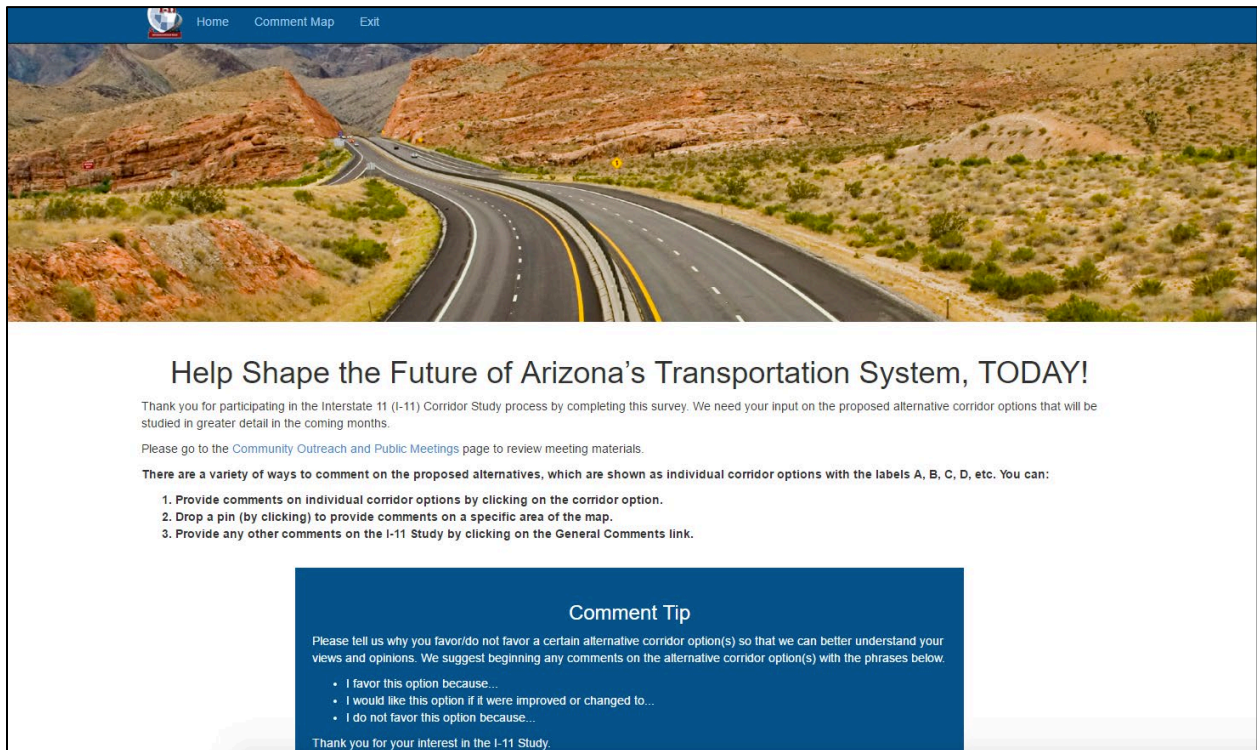


Figure 5-1 Online Comment Tool – Welcome Page

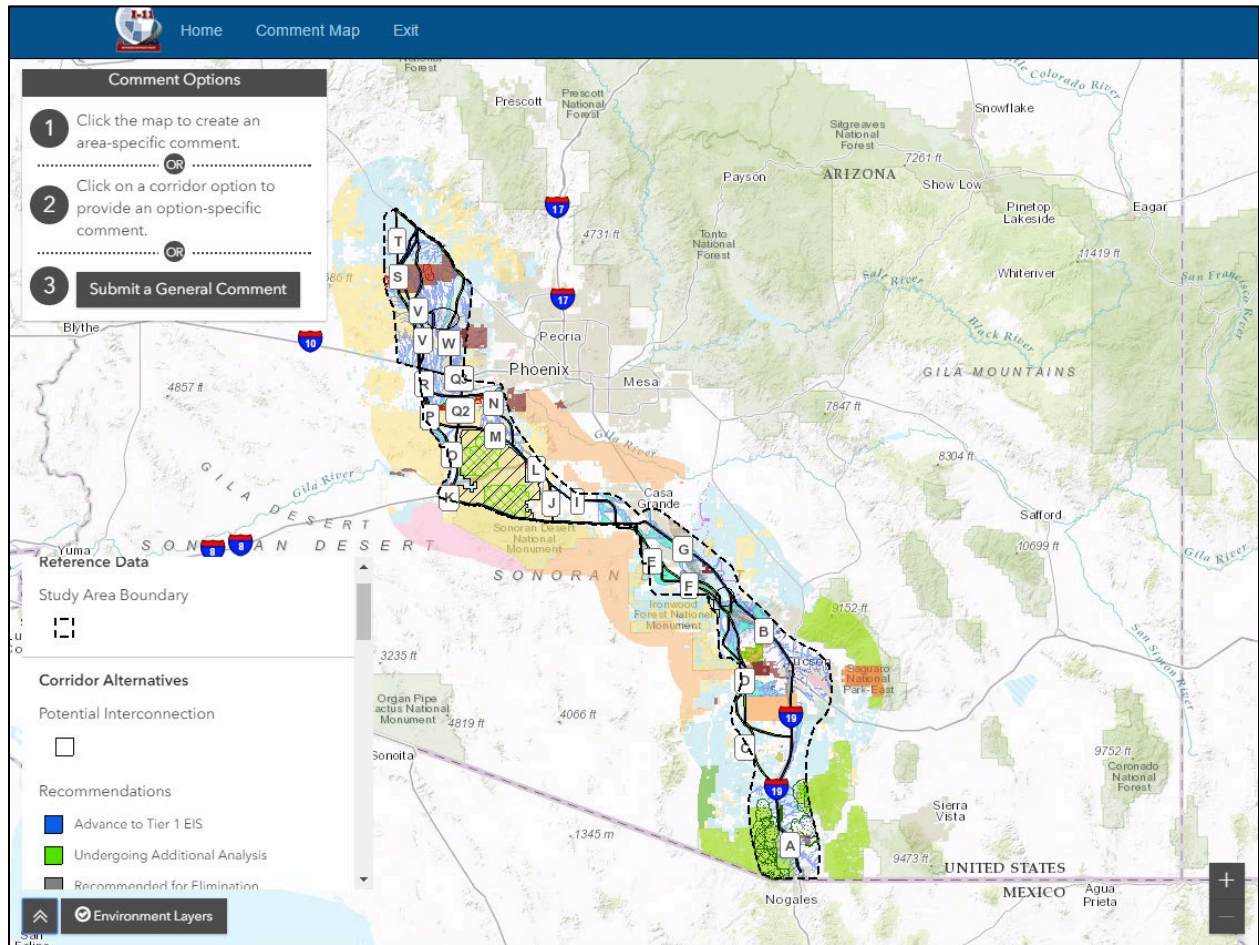


Figure 5-2 Online Comment Tool – Comment Map Page

1 **5.3.2.4 Public Information Meeting Comments**

2 In total, 2,302 public comments were received, with the majority of the comments received
 3 through the online survey, e-mails, and mail. The online comment map tool garnered the largest
 4 number of comments (1,165). Outreach participants were offered the opportunity to provide
 5 comments on specific Corridor Options within the Study Area.

6 Most respondents support improving and using the existing roadway infrastructure, such as
 7 I-10, I-8, and I-19 and other state routes to minimize and avoid negative impacts to the natural
 8 environment. Those in favor of a new roadway cited congestion on existing highways. While a
 9 number of location-specific concerns were identified, no constraints or resources previously
 10 unknown to the project team were identified. Both online and hard-copy comment forms also
 11 sought input specific to the Corridor Options under consideration. A summary of the most
 12 common and substantive comments received from the public is provided in this section. A
 13 complete compilation of the public comments found in the *Agency and Public Information*
 14 *Meeting Summary Report* (ADOT 2017b).



1 **Corridor Options**

- 2 • Support for I-11 as a separate facility.
- 3 – Use as an alternative route around Tucson and Phoenix.
- 4 – Use the alignment of Sandario Road and San Joaquin Road in Avra Valley (along
- 5 Options C and D).
- 6 • Improve existing freeways and interstates (e.g., I-10, I-8, I-19).
- 7 – Widen and improve existing I-19.
- 8 – Double-deck I-10 through Tucson and widen elsewhere where needed.
- 9 – Concern regarding the environmental impacts of a new interstate corridor through Avra
- 10 Valley.
- 11 – Improve SR 85 to I-8 as a more direct route.
- 12 • Spot improvement suggestions and considerations.
- 13 – Route I-11 south to Maricopa, then east to Chandler and then parallel SR 87, then
- 14 SR 287 to SR 79 to Tucson, would solve problems for Pinal County and support future
- 15 growth.
- 16 – Route I-11 out of Nogales avoiding Tucson and Phoenix areas.
- 17 – Route I-11 from Nogales to the northwest through the tribal lands straight to Gila Bend
- 18 and from there proceed north to Wickenburg, avoids duplication of I-19 and I-10.
- 19 – Along SR 189 in Nogales (Option A), do not move forward with the flyover at Mariposa
- 20 Road, instead route from DeConcini Road Port of Entry to connect at Ruby Road.
- 21 • Future connectivity considerations.
- 22 – Consider using another port of entry further west as the start of I-11 and not Nogales.
- 23 • Multiple comments favor new alignments further to the west in the North Section, especially
- 24 west of Wickenburg.

25 **Congestion**

- 26 • Favor diverting large, heavy-duty truck traffic away from urban areas to decrease congestion
- 27 and traffic impacts.
- 28 • Oppose new roadway as a means to decrease traffic congestion as it will only relocate
- 29 negative noise and air quality impacts to a new area.

30 **Environmental Considerations**

- 31 • Concern regarding impacts to the environment, specifically potential irreparable damage to
- 32 Sonoran Desert.
- 33 – Concern regarding negative environmental impacts to historical and archeological sites.
- 34 – Concern for habitats, habitat linkages, and wildlife migration corridors.
- 35 – Concern for impacts to environmental sustainability, wilderness, air quality, riparian
- 36 habitat along the Santa Cruz River, Hassayampa River, Gila River, washes, visual



- 1 viewsheds, dark skies and light emissions to Kitt Peak Observatory, noise, water quality,
- 2 tribal lands, and floodplains.
- 3 – Minimize and avoid negative impacts to farmland or agricultural lands.
- 4 – Minimize disturbances to undeveloped lands and natural resource areas.
- 5 – Consider the biological and ecological diversity of the Sonoran Desert.
- 6 – Minimize the dependency on fossil fuels and use alternative modes or technology.
- 7 • Avoid parks, forests, monuments, and tribal lands.
- 8 – Avoid Coronado National Forest.
- 9 – Protect Saguaro National Park West.
- 10 – Avoid National Monuments, National Parks, and cultural resources; specific mention of
- 11 Vulture Mountains Recreation Area, Ironwood Forest National Monument, Tohono
- 12 O’odham Nation, Tucson Mountain District of Saguaro National Park, Tucson Mountain
- 13 County Park, and Arizona-Sonora Desert Museum.
- 14 • Concern regarding socioeconomic impacts.
- 15 – Concerns regarding property values, right-of-way acquisitions, and residential and
- 16 commercial business relocations.
- 17 – Concern that I-11 will hurt tourism and decrease the number of existing jobs.
- 18 – Concern that I-11 is an example of developers and politicians having a major influence
- 19 on transportation decisions.
- 20 – Use I-11 to grow business development in the area just south of Casa Grande and I-10.
- 21 – I-11 will bring economic benefit to state and surrounding communities.
- 22 – Avoidance of Tucson and Phoenix metropolitan areas will decrease existing business
- 23 and revenues.

24 **Safety and Security**

- 25 • I-11 opens the door for increase in drug trafficking, gun runners, and other illegal activities,
- 26 and will impact highway patrol and control of highways.
- 27 • Favor maintaining large, heavy truck traffic on a separate roadway system to decrease the
- 28 number of traffic accidents.
- 29 • Consider installing dust storm avoidance monitoring technology along I-11 Corridor.
- 30 • Obtain regulations information for heavy, high, wide, and long loads that would be traveling
- 31 this Corridor. Use overpasses, variable messaging signs, and safety pullouts to reach out to
- 32 the heavy haul industry to accommodate requirements.

33 **5.3.3 Additional Stakeholder Meetings**

34 Throughout the scoping and outreach process, the Project Team received input from members
35 of the public in Pima County expressing opposition to the I-11 Corridor. FHWA and ADOT
36 invited the US Institute to facilitate a discussion in Pima County regarding the Draft I-11 Tier 1
37 EIS, to allow the study partners the opportunity to better understand the values, interests, and



1 characteristics most important to these community stakeholders. The US Institute is a program
 2 of the Udall Foundation and exists to assist parties in resolving environmental, public lands, and
 3 natural resource conflicts nationwide that involve federal agencies or interests. Two stakeholder
 4 groups participated in a series of six stakeholder engagement meetings (three meetings per
 5 group) between March and April 2018 with the objective of facilitating discussions with the Pima
 6 County community to identify issues and concerns to inform the decision-making process. The
 7 US Institute is a third-party, neutral facilitator and it prepared the final report documenting this
 8 meeting process, which is included in **Appendix H**. Documentation of each meeting, including
 9 summary highlights and fact sheets, as well as the final report, are available for public review on
 10 the i11study.com website.

11 To fill the group rosters for the engagement meetings, an invitation letter was circulated to
 12 63 organizations in the Pima County area on December 12, 2017. The list of organizations was
 13 generated from the interested stakeholders list previously collected during the I-11 Tier 1 EIS
 14 Study. In addition, the letter requested that the invitation be circulated to other interested
 15 stakeholder organizations. Following this process, two groups of individuals were rostered from
 16 nominations submitted. The final list of participating organizations is provided below (**Table 5-9**
 17 [Stakeholder Groups]), broken out as Stakeholder Group B and Group C/D. All community
 18 members that expressed interest in this process were invited to participate either in person at
 19 the meetings, or on the ADOT website designated for stakeholder input. The names of the
 20 groups refers to the Corridor Options that the stakeholder groups are more closely associated
 21 with or interested in.

Table 5-9 Stakeholder Groups

Group B	Group C/D
Barrio Hollywood Neighborhood Association	Altar Valley School District
Coalition for Sonoran Desert Protection	Arizona Heritage Alliance
Drachman Institute	Arizona-Sonora Desert Museum
Erickson Terrascape	Avra Valley Coalition
FBM Sales	Avra Water Co-Op
Friends of Ironwood Forest	Caterpillar
I-10 Self Storage	Coalition for Sonoran Desert Protection
Menlo Park Neighborhood Association	Columbine Enterprises
Northwest Fire District	Drachman Institute
Peach Properties HM Inc.	Freeport McMoRan
SALC	Friends of Ironwood Forest
Sonoran Institute	Friends of Saguaro National Park
Statistical Research Inc.	Marana Chamber of Commerce
Sun Corridor Inc.	Marana Unified School District
Tucson Audubon Society	National Parks Conservation Association
Tucson Historic Preservation Foundation	Northwest Fire District
Tucson Metro Chamber	Sonoran Institute
---	Tucson Metro Chamber

1 The primary goals of the first meeting was to provide the stakeholders with background
2 information on the project vision, history, and current proposed Corridor Options, as well as to
3 understand the stakeholders' key perspectives on the I-11 Corridor. The primary goals of the
4 second meeting were to work collaboratively with the stakeholders to identify the values,
5 interests, and characteristics the stakeholders believed were important to consider in decision
6 making, and to explore the pros and cons associated with those specifics. Stakeholder concerns
7 mainly focused around wildlife connectivity, cultural and historic resources, community
8 cohesion, and viewsheds. At the third meeting, the agenda focused on the discussion of options
9 related to identify key themes (i.e., viewsheds, wildlife connectivity, community cohesion, etc.).
10 Stakeholders were asked to provide pros and cons of each of the Corridor Options. Some of the
11 ideas that were discussed included design concepts and mitigation strategies that could be
12 implemented to minimize the adverse effects that the transportation corridor could have on their
13 communities. These include:

- 14 • Fund ongoing maintenance to reduce spread of buffalo grass (an invasive non-native plant
15 species);
- 16 • Create both overpasses and underpasses for wildlife connectivity;
- 17 • Protect the aquifer and City of Tucson's aquifer recharge facilities in Avra Valley;
- 18 • Limit on/off ramps to minimize development around the highway;
- 19 • Limit highway lighting to reduce light pollution;
- 20 • Create a bike path that runs parallel with the freeway;
- 21 • Use berms and depressions to protect viewsheds;
- 22 • Align with the Central Arizona Project canal and pair with existing wildlife crossings; and
- 23 • Consider putting the freeway underground as much as possible.

24 **5.4 Tribal Engagement**

25 ADOT and FHWA are committed to maintaining government-to-government relations with
26 Native American Tribes for projects that may affect Tribal rights and resources. Tribal
27 coordination continues to be an integral part of this study. Tribes were invited to attend agency
28 and stakeholder meetings throughout the process (2016 Scoping; 2017 Agency and Public
29 Information Meetings as described above). The Ak-Chin Indian Community, Gila River Indian
30 Community, Pascua Yaqui Tribe, and Tohono O'odham Nation were engaged as Participating
31 Agencies throughout the planning process. A series of smaller meetings also have occurred
32 with the Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa
33 Indian Community, Tohono O'odham Nation, Pascua Yaqui Tribe, and other Tribal governments
34 that requested individual meetings. Input received during these meetings has led to new data
35 sources, refined Corridor Options, and general consensus with the direction of the Study's
36 findings to date. Typically, information is exchanged in person at the meetings, but several
37 Tribal formal resolutions have been submitted for the Study record.

38 Tribal coordination meetings generally include elected officials and staff members from
39 transportation, community development, agriculture and natural resources, planning and zoning,
40 and/or economic development.



1 **Table 5-10** (Tribal Engagement) lists the major points of Tribal coordination that occurred
 2 between March 2016 and April 2018. Input from Tribes also includes several formal resolutions
 3 and letters received by the Project Team, which are listed and summarized in Section 5.5
 4 (immediately following **Table 5-10**). In addition, consultation activities in accordance with
 5 Section 106 of the National Historic Preservation Act are ongoing as described in **Chapter 3**,
 6 Section 3.7.

Table 5-10 Tribal Engagement

Date	Engagement Activity	Outcome/Activity
21 Mar 2016	Pre-scoping letters to 16 Tribes	Letter offered early consultation meetings to discuss projects and opportunities for upcoming consultation. ⁽¹⁾
9 Apr 2016	Pre-scoping presentation to San Xavier District-Tohono O’odham Nation; presentation at District offices in Tucson, AZ at a Saturday Tribal Community (public) meeting	General overview of the I-11 project.
22 Apr 2016	Meeting with Four Southern Tribes Cultural Resource Working Group ⁽²⁾	Provided overview of the I-11 project; Tribes verbally confirmed participation as Section 106 consulting parties.
25 Apr 2016	Meeting with Gila River Indian Community Tribal Historic Preservation Office and Cultural Resource Management Program	Provided overview of the I-11 project.
10 May 2016	Pre-scoping meeting with Ak-Chin Indian Community leadership; meeting at Ak-Chin Indian Community offices in Maricopa, AZ	General overview of the I-11 project.
11 May 2016	Telephone conversation with the Director of Facilities Management with the Pascua Yaqui Tribe	General overview of the I-11 project.
26 Jun 2016	Garcia Strip Community of the Schuk Toak District of the Tohono O’odham Nation Resolution GS-06-26-16 #1	Resolution opposing the I-11 Tier 1 EIS Corridor Study within the Garcia Strip Community of the Schuk Toak District.
27 Jun 2016	General overview meeting with Tohono O’odham Nation Tribal chairman and leadership in Sells, AZ (during official scoping period)	General overview of the I-11 project.
27 Jun 2016	General overview meeting with Tohono O’odham Nation Agriculture and Natural Resources Committee in Sells, AZ (during official scoping period)	General overview of the I-11 project.
14 Jul 2016	General overview meeting with Pascua Yaqui Tribal leadership at Pascua Yaqui offices in Tucson, AZ	General overview of the I-11 project.
1 Sep 2016	Update meeting with San Xavier District-Tohono O’odham Nation leadership at District offices in Tucson, AZ	General overview of the I-11 project.

Table 5-10 Tribal Engagement (Continued)

25 Apr 2016	I-11 project meeting with Four Southern Tribes cultural resource representatives meeting at Gila River Indian Community Tribal Historic Preservation Office in Sacaton, AZ	Presented Section 106 methodology and archaeological site density maps and requested information about areas that should be avoided.
8 Nov 2016	Meeting with Tohono O’odham Nation at San Xavier District offices in Tucson, AZ	Presented Section 106 methodology and archaeological site density maps and requested information about areas that should be avoided.
9 Nov 2016	Meeting with Ak-Chin Indian Community and Salt River Pima-Maricopa Indian Communities at ADOT offices in Phoenix, AZ	Presented archaeological site density maps and requested information about areas that should be avoided.
17 Nov 2016	Sif Oidak District of the Tohono O’odham Nation Council Resolution SODC 16-145	Resolution supporting the I-11 Tier 1 EIS Corridor Study within the Sif Oidak District.
28 Nov 2016	Meeting with Gila River Indian Community Tribal Historic Preservation Officer at Gila River Indian Community in Sacaton, AZ	Meeting conducted to follow-up on agency scoping meeting. Provided overview of Section 106 process to date and distributed archaeological site density maps.
27 Dec 2016	I-11 meeting with Four Southern Tribes cultural resource representatives at Casa Grande Public Library in Casa Grande, AZ	Provided update on project.
11 Jan 2017	Letter of opposition to the I-11 Corridor in or near the San Xavier District of the Tohono O’odham Nation	San Xavier District Chairman signed letter of opposition (letter erroneously dated 2016) to the I-11 Corridor.
11 Feb 2017	Schuk Toak District of the Tohono O’odham Nation Resolution ST-02-11-17-019	Resolution opposing the I-11 Tier 1 EIS Corridor Study in or near the Garcia Strip Community of the Schuk Toak District.
14 Feb 2017	General update meeting with San Xavier District-Tohono O’odham Nation leadership at District offices in Tucson, AZ	Provided description of study process, scoping activities, and issues and concerns; discussed future meeting opportunities and communications.
15 Feb 2017	General update meeting with Fort Yuma-Quechan leadership at Tribal offices in Winterhaven, CA	Provided an update of the I-11 project.
06 Mar 2017	ADOT response letter to San Xavier District of the Tohono O’odham Nation	Provided responses to San Xavier District’s January 11, 2017 I-11 letter of opposition (letter erroneously dated 2016).
20 Apr 2017	I-11 meeting with Four Southern Tribes cultural resource representatives at Casa Grande Public Library in Casa Grande, AZ	Ongoing Section 106 consultation. Provided an update of the I-11 project, including a preview of information to be presented at the May public meetings.



Table 5-10 Tribal Engagement (Continued)

27 Apr 2017	Letter sent to Section 106 consulting parties	Letter inviting Section 106 consulting parties to attend public meetings scheduled May 2 through May 16, 2017.
8 May 2017	Meeting with Fort Yuma Quechan Tribe Tribal council in Winterhaven, CA	Provided Fort Yuma Quechan Tribe with a project status update for new Tribal Council members and Tribal Cultural Resources Committee.
20 May 2017	General update meeting with Schuk Toak District of the Tohono O'odham Nation at the Schuk Toak District offices in Haivana Nakya, AZ	Provided an update of the I-11 project.
23 May 2017	General update meeting with Sif Oidak District of the Tohono O'odham Nation at Sif Oidak District offices in North Komelik, AZ	Presented overview of I-11 study as third agenda item at Sif Oidak District Council meeting.
13 Jun 2017	Meeting with Ak-Chin Indian Community Tribal Council and leadership at Ak-Chin Indian Community offices in Maricopa, AZ	Provided general I-11 update meeting for Ak-Chin Indian Community Tribal council members and planning and environmental leadership staff.
27 Jun 2017	Meeting with Four Southern Tribes cultural resource representatives at Casa Grande Public Library in Casa Grande, AZ	Reviewed preliminary alternatives information.
26 Sept 2017	General update meeting with Tohono O'odham Nation	Provided an update of the I-11 project.
24 Oct 2017	General update meeting with Four Southern Tribes cultural resource representatives	Provided an update of the I-11 project.
9 Nov 2017	Meeting with Ak-Chin Indian Community and Salt River Pima-Maricopa Indian Community	Provided general I-11 update and reviewed the Study Area.
12 Dec 2017	Meeting with Four Southern Tribes cultural resource representatives	Provided general I-11 update and discussed Programmatic Agreement.
30 Jan 2018	Meeting with Four Southern Tribes cultural resource representatives	Provided general I-11 update and further discussion of Programmatic Agreement.



Table 5-10 Tribal Engagement (Continued)

17 Apr 2018	Meeting with San Xavier District of Tohono O’odham Nation	Provided general I-11 update.
14 May 2018	Letter sent to 22 Tribes	Provided general I-11 update and requested input on public involvement opportunities during the Draft Tier 1 EIS public review period.
17 Dec 2018	Meeting with Chairman, Planning Department leadership, and Transportation Department leadership	Provided general I-11 update

- (1) Letters sent to the following Tribes: Yavapai-Prescott Indian Tribe, Yavapai-Apache Nation, White Mountain Apache Tribe, San Xavier District-Tohono O’odham Nation, Tonto Apache Tribe, Salt River Pima-Maricopa Indian Community, San Juan Southern Paiute Tribe, San Carlos Apache Tribe, Pueblo of Zuni, Pascua Yaqui Tribe, Navajo Nation, Moapa Band of Paiute Indians, Kaibab Band of Paiute Indians, Hualapai Tribe, Havasupai Tribe, Hopi Tribe, Gila River Indian Community, Fort Yuma-Quechan Tribe, Fort McDowell Yavapai Nation, Fort Mojave Indian Tribe, Colorado River Indian Tribes, Cocopah Indian Tribe, Chemehuevi Indian Tribe, and Ak-Chin Indian Community.
- (2) The Four Southern Tribes include the Ak-Chin Indian Community, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, and Tohono O’odham Nation.

ADOT = Arizona Department of Transportation, AZ = Arizona, EIS = Environmental Impact Statement

1 Specific input received during the Tribal meetings included the following:

2 **Fort Yuma Quechan Tribe**

- 3 • Concern regarding mitigation under Section 106 in terms of respecting Tribal objections
4 and/or holding ADOT and FHWA accountable for the artifacts that are found.

5 **Four Southern Tribes**

- 6 • Noted areas that should be avoided by Build Corridor Alternatives due to sensitivity.

7 **Sif Oidak District, Tohono O’odham Nation**

- 8 • The Sif Oidak District is interested in a traffic interchange closer to the District that would
9 allow for easier transportation access and increased economic development opportunities.

10 **Schuk Toak District, Tohono O’odham Nation**

- 11 • Concern over impacts to homes within the District and wildlife and drainage, as well as the
12 proximity of Options C and D to Tohono O’odham Nation lands.

13 **5.5 Resolutions and Letters**

14 Resolutions and formal letters from local and Tribal governments, MPOs, and Councils of
15 Government were received by ADOT and FHWA throughout the Tier 1 EIS process. These are
16 provided in **Appendix H**. The following provides a summary of the items received.

- 17 • **San Xavier District of the Tohono O’odham Nation:** On January 11, 2016, the San Xavier
18 District of the Tohono O’odham Nation submitted a letter to ADOT opposing the I-11
19 transportation corridor alignment that is adjacent to the lands of the San Xavier District.



- 1 • **Garcia Strip Community of the Schuk Toak District of the Tohono O’odham Nation:**
2 On June 26, 2016, the Garcia Strip Community adopted Resolution No. GS-06-26-16 #1
3 opposing “*the construction of the Interstate-11 Corridor on or near the Garcia Strip*
4 *Community.*” The land that would be affected within the Garcia Strip Community contains
5 flood plains and sacred sites that have “*already been reduced*” by other projects.
- 6 • **Sif Oidak District Council of the Tohono O’odham Nation:** On November 17, 2016, the
7 Sif Oidak District Council adopted Resolution No. SODC 16-145 supporting the I-11 Tier 1
8 EIS study.
- 9 • **Schuk Toak District of the Tohono O’odham Nation:** On February 11, 2017, the Schuk
10 Toak District Council adopted resolution No. ST-02-11-17-019, opposing “*the construction of*
11 *the I-11 Corridor on or near the Garcia Strip Community.*”
- 12 • **SCNPO:** On January 9, 2018, SCMPO submitted a letter of support to ADOT for the I-11
13 Tier 1 EIS Study. SCMPO specifically supports Options I1 and I2 because the alignment is a
14 “*vital project for the Region.*”
- 15 • **Pinal County Board of Supervisors:** On January 10, 2018, Chairman Stephen Miller
16 submitted a letter of support for the I-11 Tier 1 EIS Study on behalf of the Pinal County
17 Board of Supervisors. The Pinal County Board of Supervisors’ supports Options I2 and I1 in
18 order to “*promote freight movement, link communities, and enhance job growth*” within Pinal
19 County.
- 20 • **City of Eloy:** On January 22, 2018, Eloy’s mayor submitted a letter of support to ADOT for
21 the I-11 Tier 1 EIS Study. The City of Eloy is “*fully committed to right-of-way preservation for*
22 *the West Pinal Freeway project.*”
- 23 • **Central Arizona Governments Regional Council (CAG):** On January 31, 2018, CAG
24 submitted a letter of support for the I-11 Tier 1 EIS Study to ADOT. CAG has programmed
25 “[*right-of-way preservation for the West Pinal Freeway*]” as part of the Pinal Regional
26 Transportation Plan. The West Pinal Freeway is CAG’s preferred alignment for I-11.
- 27 • **City of Casa Grande:** On February 5, 2018, the Casa Grande City Council adopted
28 Resolution No. 5082, “*endorsing and supporting*” the I-11 Tier 1 EIS Study. Resolution
29 No. 5082 specifically supports Options I1 and I2 to address the growing transportation
30 needs in Casa Grande and Pinal County.
- 31 • **City of Maricopa:** Maricopa’s mayor submitted a letter of support to ADOT for the I-11 Tier
32 1 EIS Study. The City supports Options I2 and I1 because Maricopa is a “*fast growing*
33 *community*” and “*transportation infrastructure is crucial*” to development and growth within
34 the community.”
- 35 • **Town of Wickenburg:** On May 1, 2017, the Town of Wickenburg adopted Resolution
36 No. 2043 supporting the Sonoran Institute’s I-11 Design Report, which brings together the
37 ideas generated by the Wickenburg community during a design workshop led by the
38 Sonoran Institute. The letter and report state opposition to an alignment through downtown
39 Wickenburg and a preference for an alignment which intersects US 60 west of the
40 Wickenburg Municipal Airport.
41 On February 20, 2018, the Town adopted Resolution No. 2112 supporting a preferred
42 alignment for I-11. The preferred alternative will benefit the Town of Wickenburg by
43 supporting “*future economic development, ease of annexation of public utilities, [and]*
44 *mitigation of sound pollution.*” In addition, on March 28, 2018, the Town Manager submitted
45 letters to Governor Ducey, ADOT, MAG, as well as several Representatives from the



1 Arizona State House of Representatives, Senators from the Arizona State Senate, US
2 Senators, and Congressman from the US House of Representatives, and several Maricopa
3 County Supervisors to express their support of the preferred alternative route that will
4 support “*Wickenburg’s future sustainability.*”

5 • **Tohono O’odham Nation Office of the Chairman and Vice Chairman:** On February 28,
6 2018, the Tohono O’odham Nation Office of the Chairman and Vice Chairman submitted a
7 letter to FHWA to express their opposition to the I-11 project. Tohono O’odham Nation “*does*
8 *not support a route that would go through district lands*” but is open to discussing alternative
9 routes.

10 • **Two (of five) Pima County Board of Supervisor members:** In an undated letter
11 transmitted to the Project Team on December 13, 2018, Supervisor Richard Elias and
12 Supervisor Sharon Bronson reaffirmed support of a 2007 resolution (unrelated to I-11) that
13 opposed construction of an interstate highway through Sonoran Desert areas. The letter also
14 includes a stated opposition against new freeway through Avra Valley.

15 **5.6 Draft Tier 1 EIS Public Hearing Process**

16 During the Draft Tier 1 EIS agency and public review period, public hearings will be held to
17 present the results of the Draft Tier 1 EIS and formally record all comments received. Additional
18 outreach efforts to solicit comments will include coordination and meetings with agencies, the
19 public, and Tribal entities. All comments received will be reviewed, documented, and responded
20 to as part of the preparation of, and will be contained within, the Final Tier 1 EIS.

21 Following the close of the public review period on the Draft Tier 1 EIS, FHWA and ADOT will
22 prepare a Final Tier 1 EIS. The subsequent Final Tier 1 EIS will consider input received and
23 affirm or modify the Recommended Alternative in identifying an agency-Preferred Alternative.

24 Following a 30-day public review period for the Final Tier 1 EIS, FHWA will issue a Record of
25 Decision that presents the Selected Alternative; describes the basis for the decision; and
26 provides strategies to avoid and minimize environmental impacts.



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