



I-11 Northern Nevada Alternatives Analysis Planning and Environmental Linkage

City of Sparks

November 26, 2018



I-11 Corridor Background



Intermodal Surface Transportation Efficiency Act (ISTEA)

The CANAMEX Trade Corridor, connecting Mexico and Canada, was outlined in the ISTEA highway bill, which established a series of High Priority Corridors to as part of the proposed National Highway System, including corridor #68 Washoe County, which outlined a route connecting Las Vegas and Reno.

North American Free Trade Agreement (NAFTA)

Establishes trade and manufacturing opportunities between the U.S., Canada, and Mexico, increasing the importance of creating a north-south connection in the Intermountain West.

National Highway System

As proposed in ISTEA, Congress formally established the National Highway System, which allowed individual states to receive funding for interstate improvements.

Mike O'Callaghan-Pat Tillman Memorial Bridge

Bridge bypassing the Hoover Dam eliminates a major bottleneck on the CANAMEX corridor.

I-11 and Intermountain West Corridor Study

Arizona and Nevada validate the I-11 Corridor on US 93 between Wickenburg and Las Vegas, and define a wide corridor for further study from Wickenburg to Nogales, and from Las Vegas to I-80.

Fixing America's Surface Transportation (FAST) Act

The future I-11 designation is officially extended south to Nogales and Las Vegas to I-80 in federal transportation legislation.

I-11 Northern Nevada Alternatives Analysis

Advanced study of the Northern Nevada connectivity option recommended in the I-11 and Intermountain West Corridor Study. This includes alternatives development, analysis, and evaluation of corridor options between Las Vegas and I-80, including an updated Planning and Environmental Linkages (PEL) document, with the goal of identifying recommended corridor(s) to advance into future NEPA studies.

I-11 Corridor Tier I EIS

Formal National Environmental Policy Act environmental review process begins on the I-11 Corridor Study, from Nogales to Wickenburg, Arizona, with the goal of identifying a Preferred Corridor Alternative.

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Future I-11 from Phoenix to Las Vegas is designated in federal transportation legislation.

WE ARE HERE

2018

2016

2015

2014

2012

2010

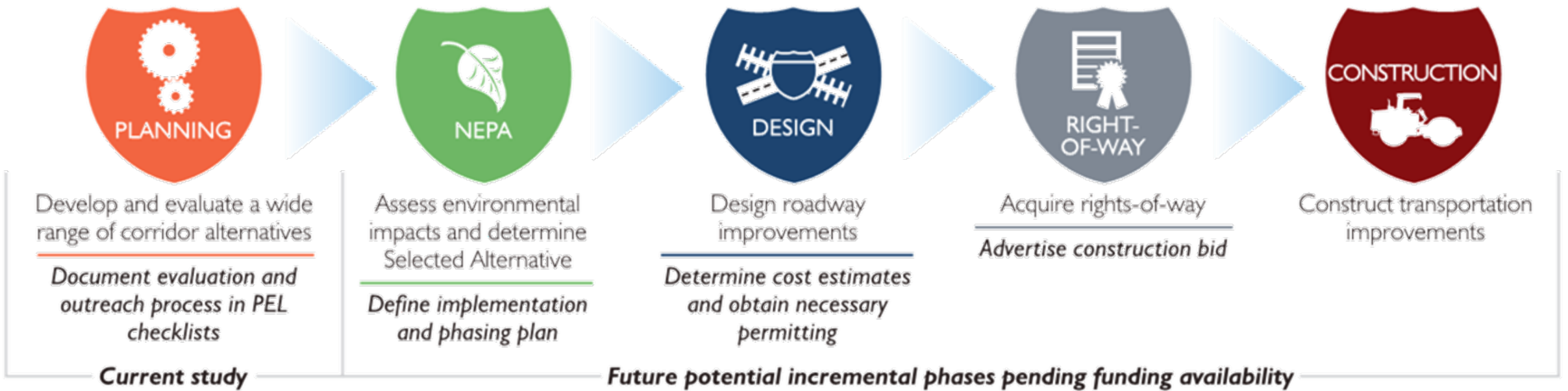
1995

1994

1991



Project Development Process





The Big Picture – Study Goals

Advance I-11 through a federally recognized, collaborative process to identify the most promising potential corridors

Document issues and opportunities to inform and streamline future NEPA processes

Formulate a plan to advance I-11 over the next 10-20 years

Prepare Nevada with identified corridors for preservation should a federal lands bill advance

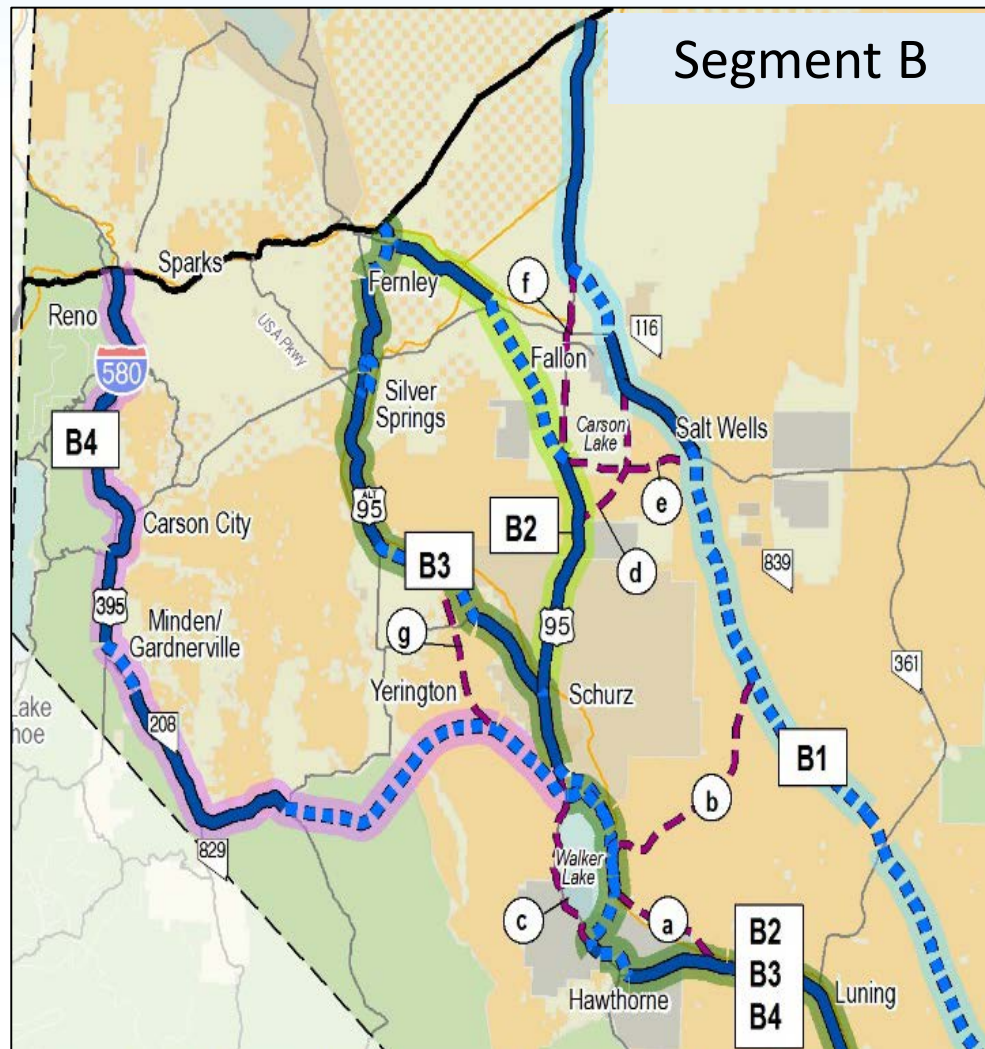


Initial Corridors & Evaluation Criteria

Segment A



Segment B



I. MODAL
INTERRELATIONSHIPS

2. CAPACITY/TRAVEL
TIMES AND SPEEDS

3. ECONOMIC VITALITY

4. TRANSPORTATION
PLANS AND POLICIES

5. ENVIRONMENTAL
SUSTAINABILITY

6. LAND USE AND
MANAGEMENT

7. COST

8. TECHNOLOGY

9. COMMUNITY
ACCEPTANCE

We held **6 community meetings**

with over **400 attendees** back in March.

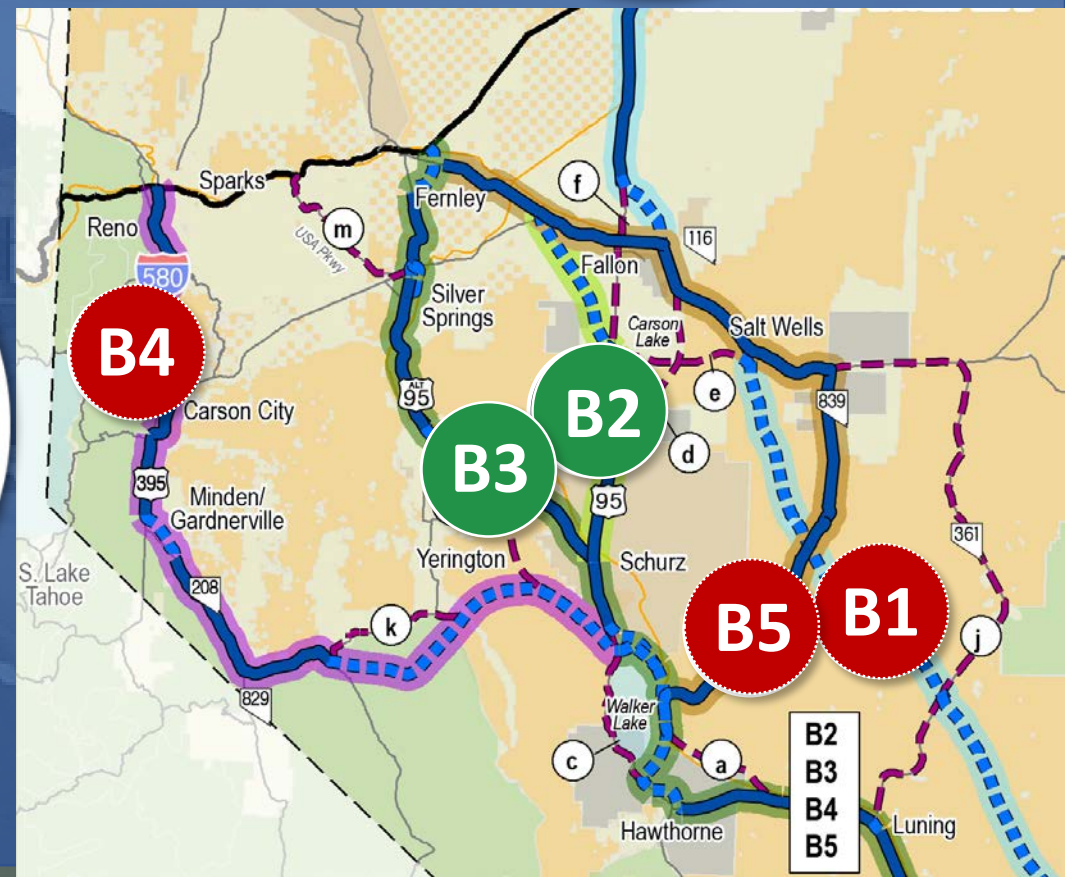
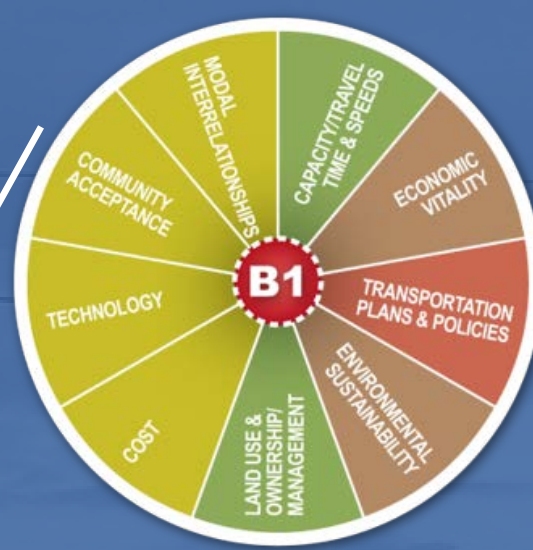
We held **7 community meetings**

with over **300 attendees** in July/August.

Consistent Topics:

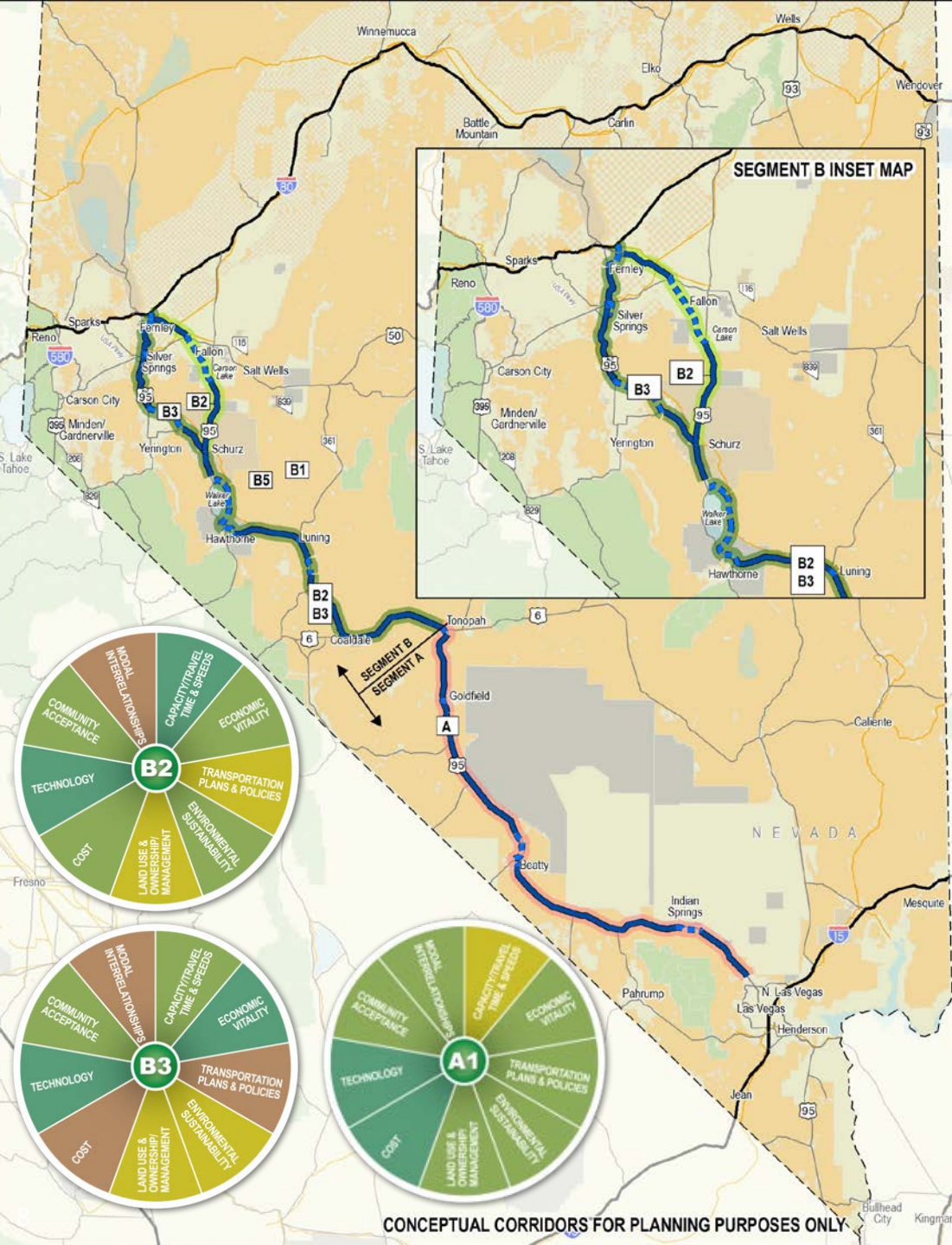
- Corridor alternative concerns
- What happens to my town?
- What happens north of I-80?





RATING SCALE

- 1 Most Favorable
- 2 Somewhat Favorable
- 3 Moderately Favorable
- 4 Less Favorable
- 5 Least Favorable



Corridor A1, B2 and B3 provide an excellent future link into the I-80 system complementing existing facilities.

These corridor recommendations will help state and local communities supplement the economic development plans that target community investments.



Implementation Plan – Immediate & Short Term Actions

Immediate Actions:

- Assist communities with local planning efforts related to I-11
- Explore partnerships with entities along the corridors

Short-Term Actions:

- Work with land management agencies and tribes to understand opportunities / constraints
- Advance corridor planning and construction for portions of Segment A
 - Safety improvements, access management, NEPA





Implementation Plan – Mid & Long-Term Actions

Mid-Term Actions:

- Advance project development and construction for portions of Segment A with independent utility
- Advance corridor planning and NEPA for Segment B

Long-Term Actions:

- Complete project development and construction for portions of Segment B with independent utility



* Implementation Plan subject to funding and statewide prioritization

Next Steps:

- Public comment period for the Alternatives Analysis Report ended November 8th
- State Transportation Board and Federal Highway Administration approvals
- Continue to work with communities along the alignment to help them plan for the future

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SCHEDULE OVERVIEW

