



I-11 Northern Nevada Alternatives Analysis Planning and Environmental Linkage

Resource Agency Webinar

October 29, 2018





Map presents corridor alternative results from I-11 Intermountain West Corridor Study.



The proposed I-11 in Northern Nevada extends from Las Vegas north approximately 450 miles to I-80.

Tonopah

Las Vegas

Segment B

Segment A

1 I-11 Background

2 Study goals and PEL process

3 Analysis methodology and results

4 I-11 next steps

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

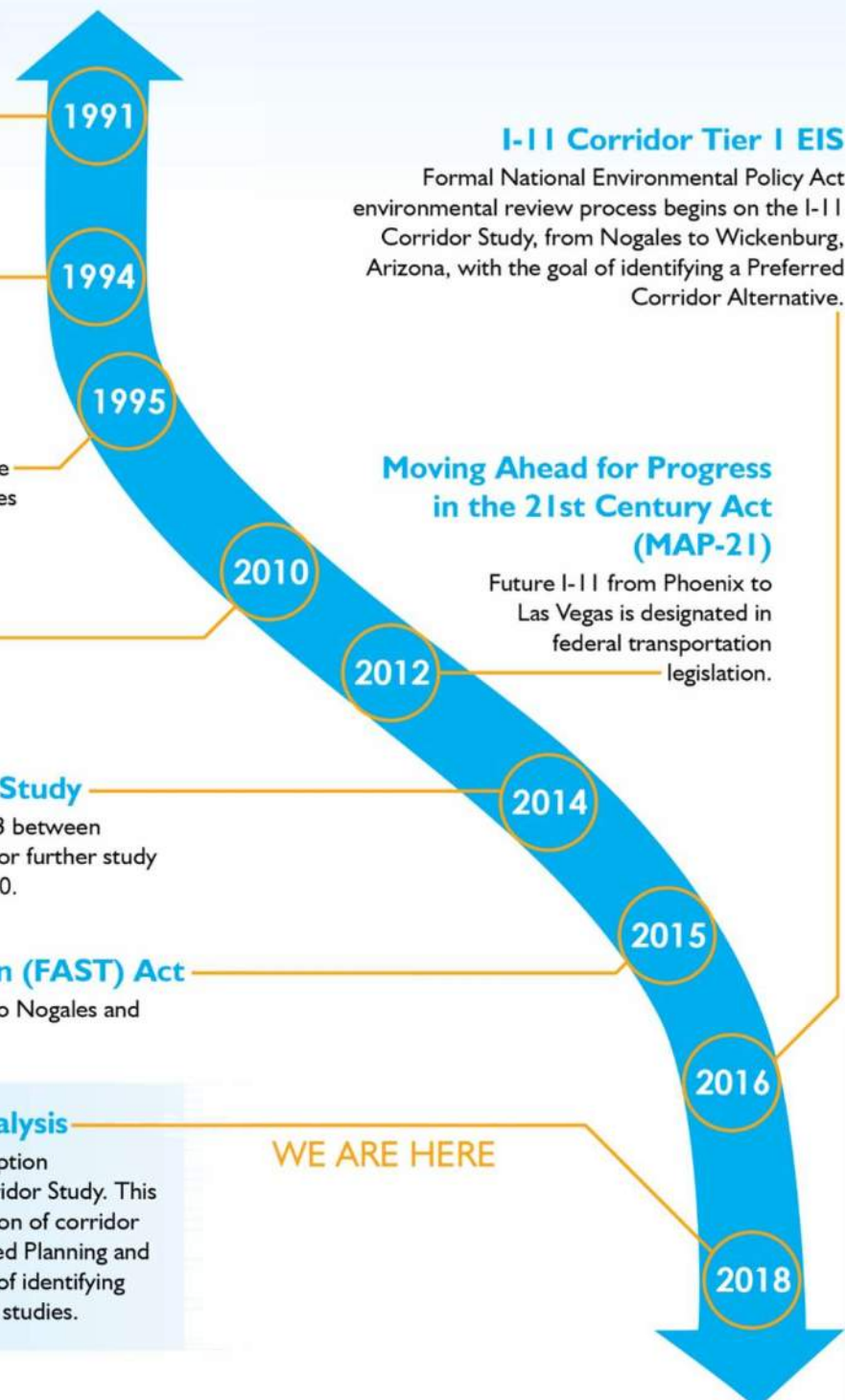
Arizona and Nevada validate the I-11 Corridor on US 93 between Wickenburg and Las Vegas, and define a wide corridor for further study from Wickenburg to Nogales, and from Las Vegas to I-80.

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



The Big Picture – Study Goals

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

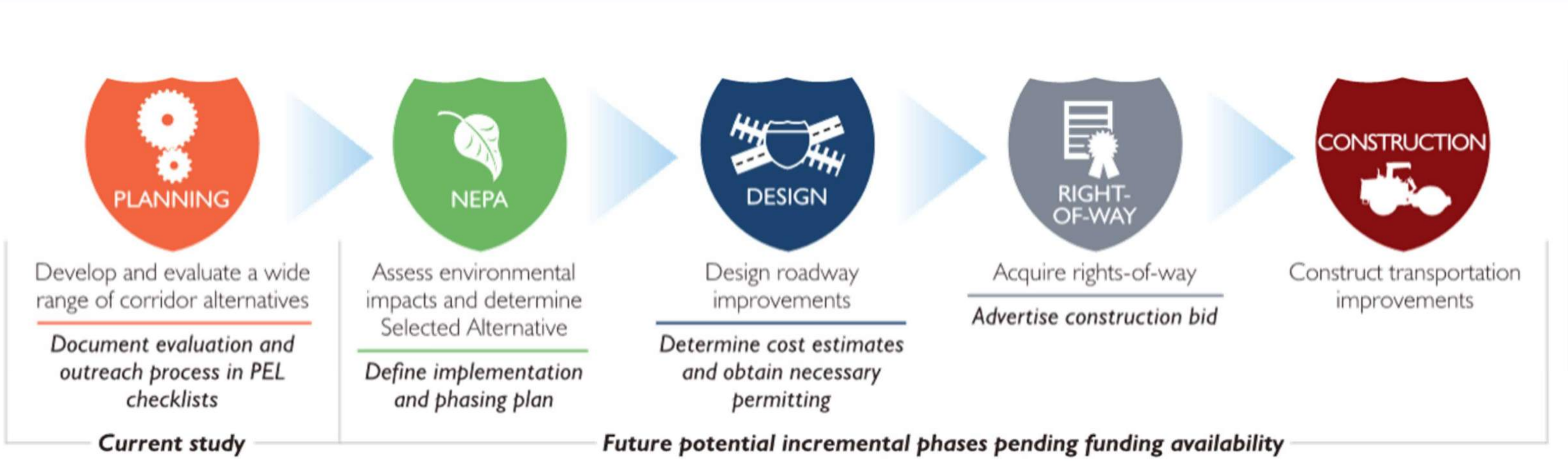
Document issues and opportunities to inform and streamline future NEPA processes

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



Project Development Process





What is a Planning and Environmental Linkage Study?



Develop and evaluate a wide range of corridor alternatives

Document evaluation and outreach process in PEL checklists

- PEL is one of ten federally identified initiatives to reduce delivery times
- This *Every Day Counts* initiative encourages the use of planning information to inform NEPA
- PEL is not NEPA but links planning information directly or by reference into NEPA
- The regulatory authority to use planning information in NEPA was clarified in SAFETEA-LU
- PEL is predicated on clear documentation of purpose and need, alternatives analysis, outreach, and agency collaboration



Who Has Been Involved?

Resource Agencies

- Bureau of Indian Affairs
- Bureau of Land Management
- Economic Development Authority of Western NV
- Metropolitan Planning Organizations
- Department of Defense
- Federal Highway Administration
- Governor's Office on Economic Development
- Las Vegas Global Economic Alliance
- Economic Development and Planning Entities
- Nevada Department of Environmental Protection
- Nevada Department of Wildlife
- Nevada Division of State Parks
- Northern Nevada Development Authority
- Nevada State Historic Preservation Office
- Nevada State Office of Energy
- U.S. Bureau of Reclamation
- U.S. Department of Energy
- U.S. Environmental Protection Agency, Region 9
- U.S. Fish and Wildlife Service

- U.S. Forest Service
- Western Nevada Development District

Local Agencies

- Carson City
- Churchill County
- City of Fallon
- City of Fernley
- City of Hawthorne
- City of Reno
- City of Sparks
- City of Yerington
- Clark County
- Douglas County
- Esmerelda County
- Fallon NAS
- Hawthorne Army Depot
- Lyon County
- Mineral County Commission
- Nellis AFB
- Nevada Assoc. of Counties
- Nevada Indian Commission
- Nevada League of Cities
- Nye County
- Pershing County
- RTC Southern Nevada
- RTC Washoe County
- Storey County
- Town of Beatty
- Town of Gardnerville
- Town of Minden
- Town of Tonopah
- Washoe County
- 30 Native American Tribes



Proposed Corridor Alternatives

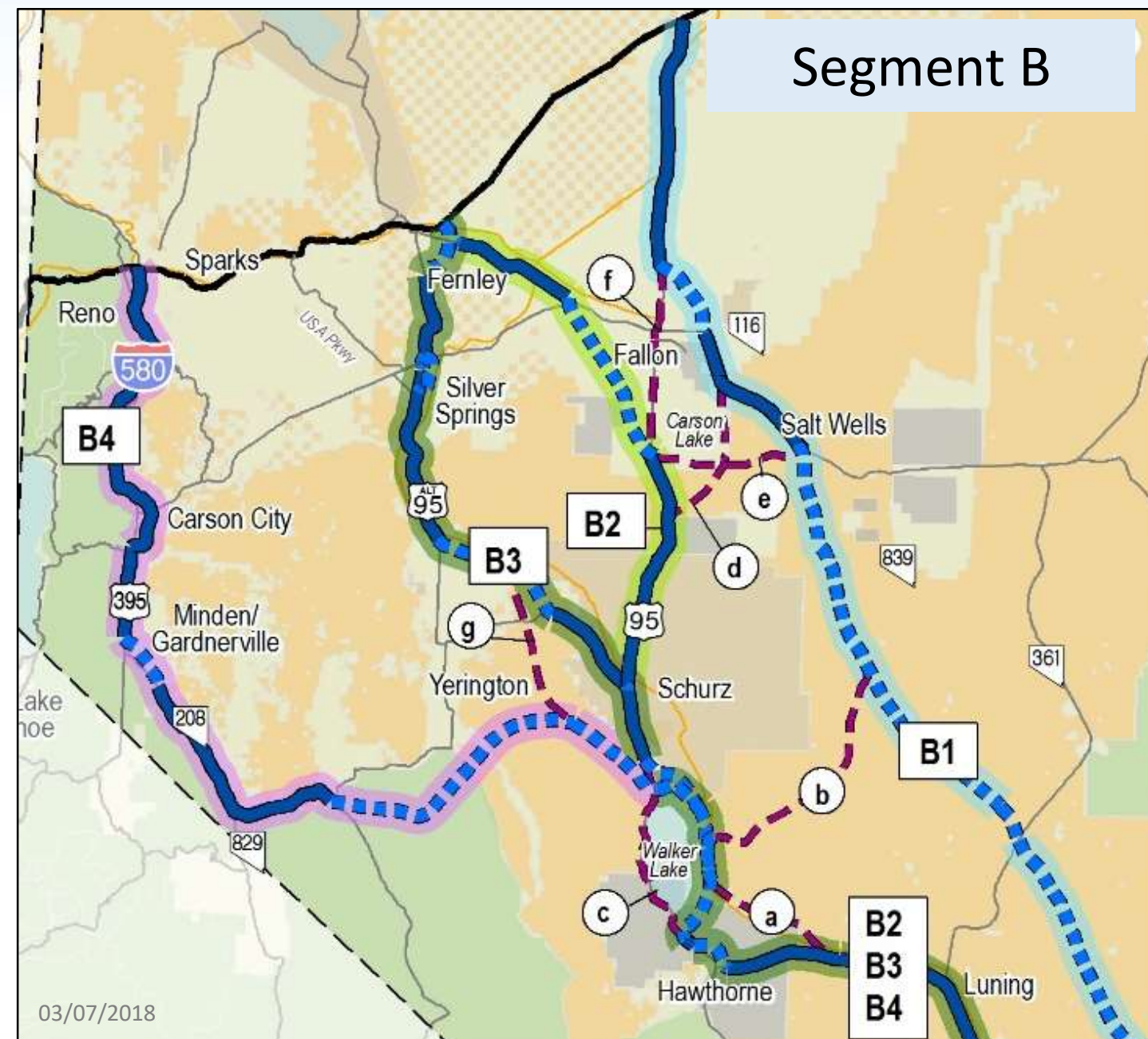
- Segment A: improvements to US 95 between northwestern Las Vegas and Tonopah
 - US 95 corridor is the only alternative due to topographical constraints and land management patterns (US Forest Service land, military land)
 - Opportunity to expand/improve US 95 corridor or create new routes
 - New routes intended to complement local towns by providing access, but not impacting main street corridors





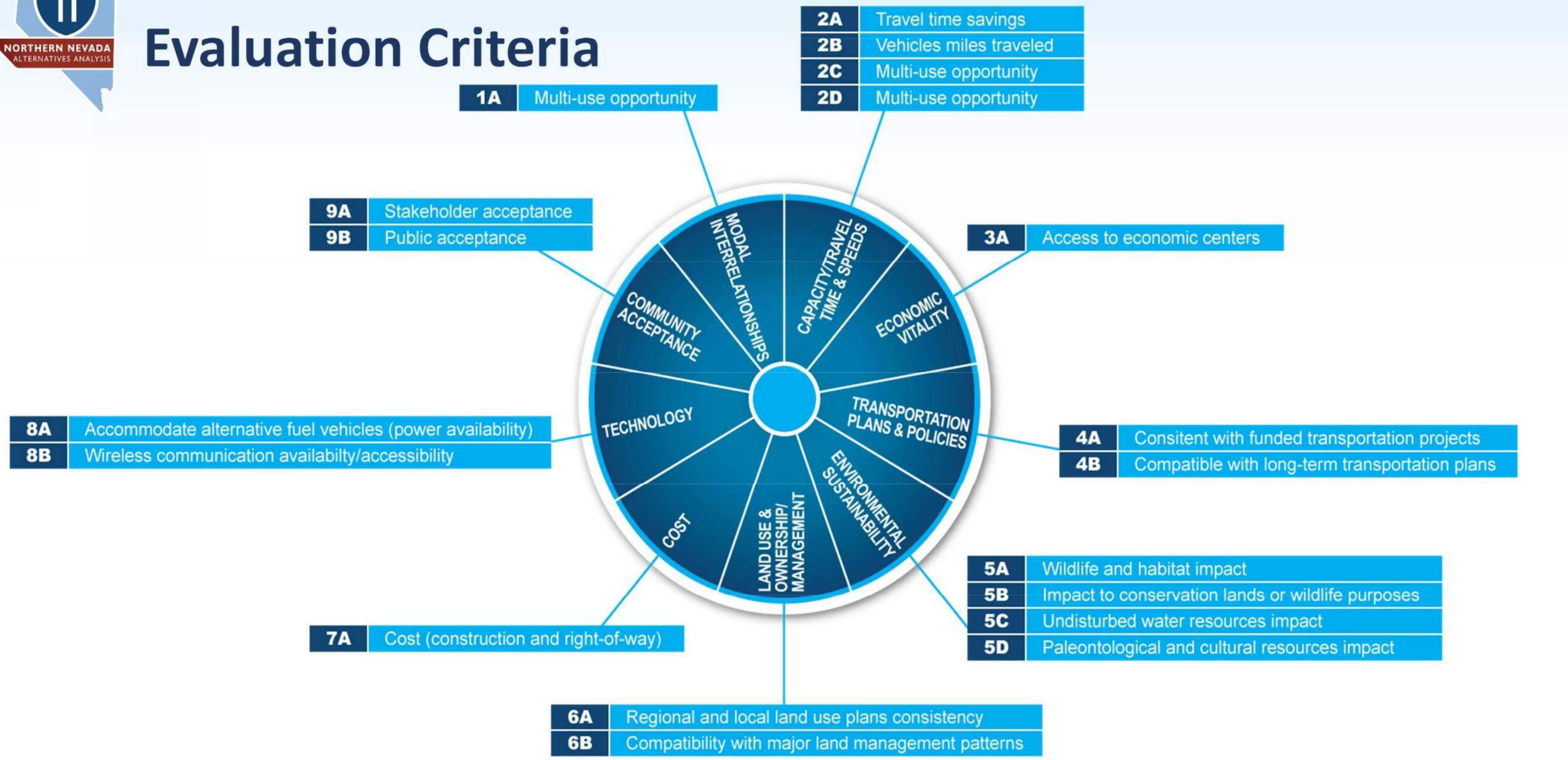
Proposed Corridor Alternatives

- Segment B: new corridors and/or upgrades to existing routes between Tonopah and I-80
 - Four corridor alternatives (B1 – B4)
 - Other connection options
 - » Will be considered qualitatively
 - » Provides connectivity options if segments of main alternatives have major flaws or constraints





Evaluation Criteria





Analysis Methods

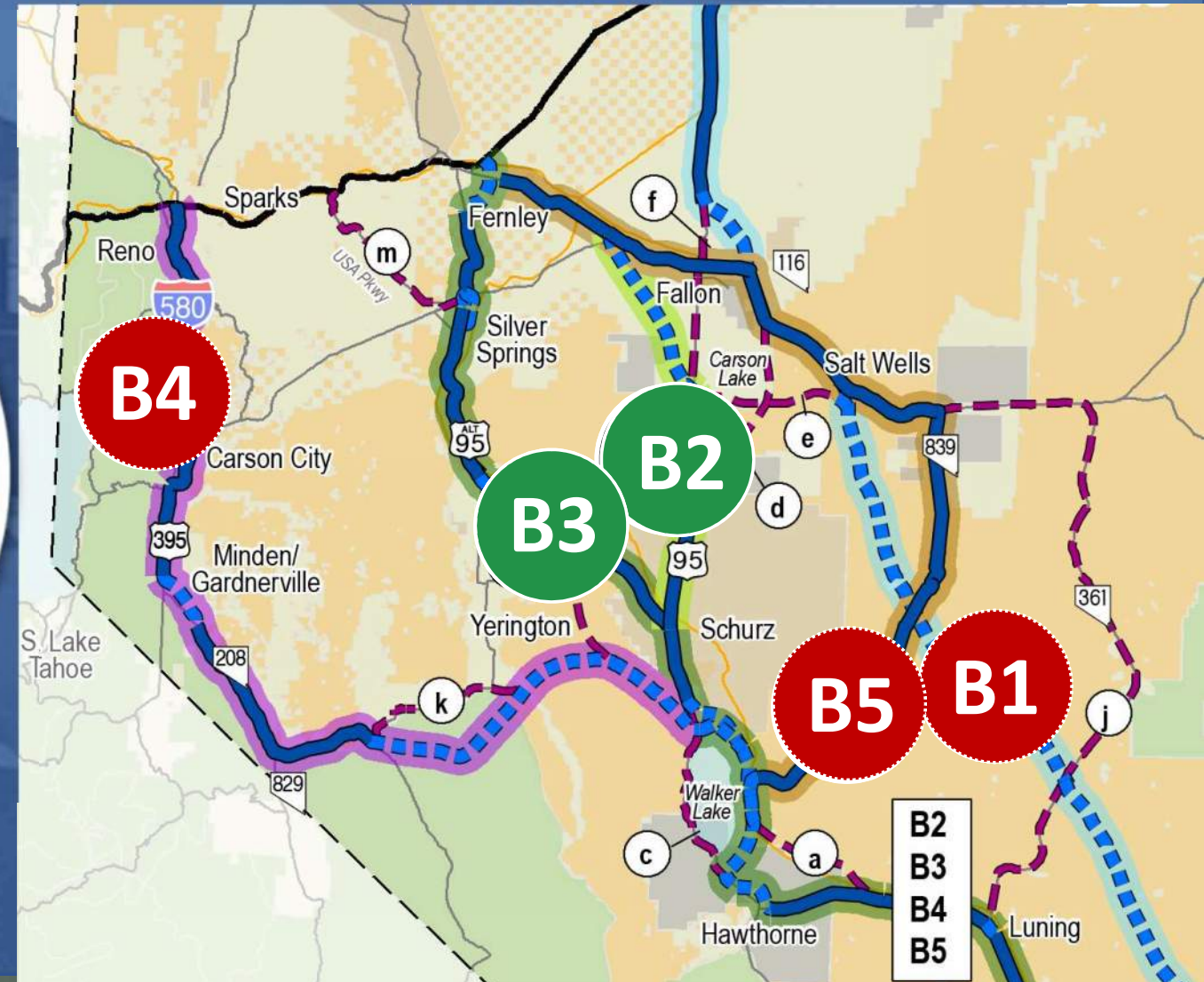
- Focus is on broad corridors versus actual alignments
- Utilize readily available data sources and GIS mapping
- Conduct a comparative corridor analysis across all 9 evaluation criteria
- Rate each corridor alternative on a relative scale from least to most favorable
- Document the results in an Alternatives Analysis Report and a PEL Questionnaire



This PEL will identify and screen corridor alternatives within the broad study area, advancing the most feasible alternative(s) into future NEPA studies.

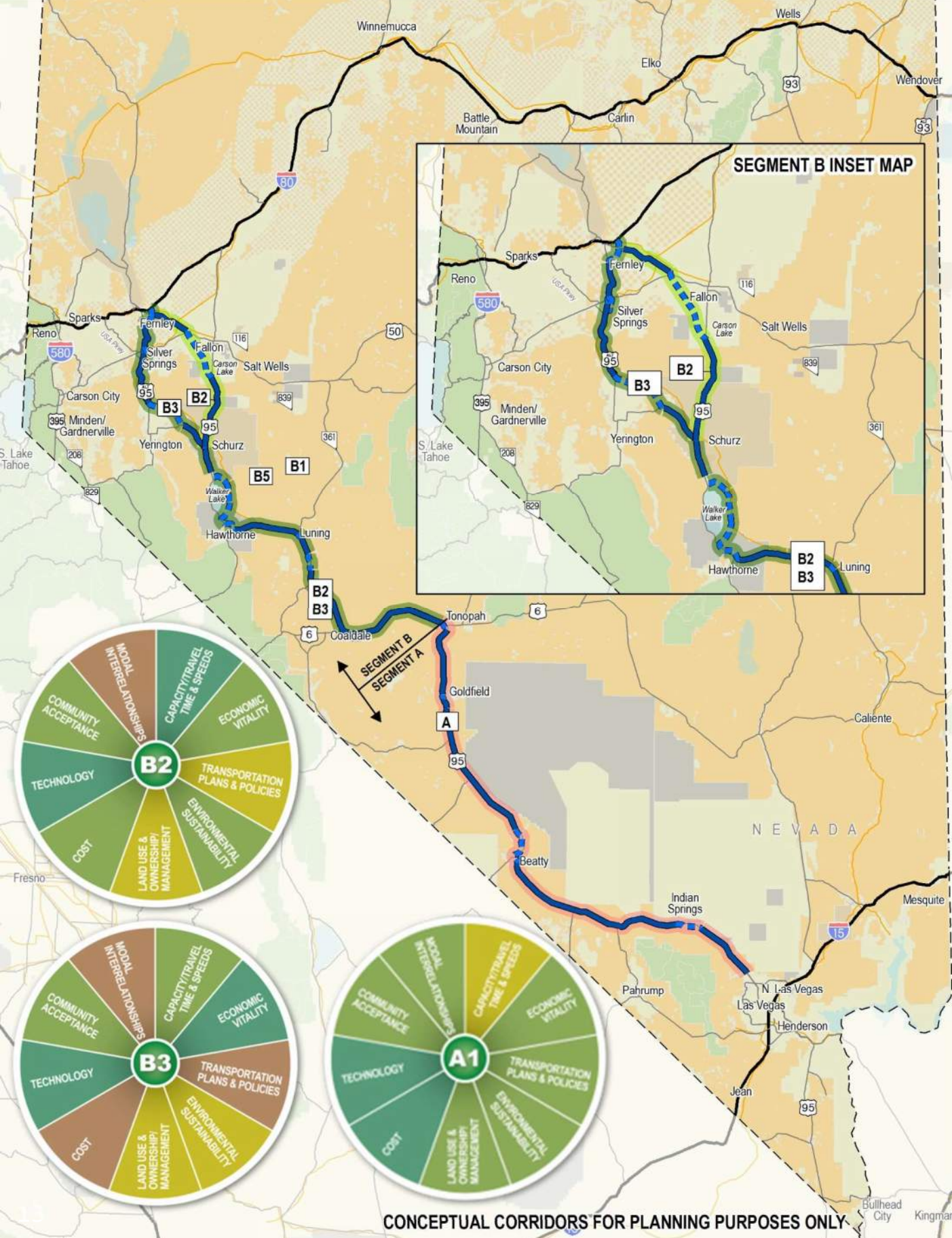


Future NEPA efforts will develop and evaluate specific alignments within proposed alternative(s). A single alignment will be recommended for design and construction.



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.

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?





Implementation Plan – Immediate Next Steps

- Assist communities with local planning efforts related to I-11
- Continue coordination with existing and ongoing studies and projects
- Explore partnerships with entities along the corridors (e.g. utilities, communications providers, etc.) that may have a desire to cooperate with technology installations
- Statewide prioritization and funding identification

1





Implementation Plan – Short-Term/Early Actions

2

- Work with land management agencies to understand the ideal locations for I-11 to traverse their lands
- Work with Native American Tribes and the BIA to understand opportunities and constraints relative to native lands
- Advance corridor planning and construction for Segment A:
 - Safety improvements, access management, NEPA
- Continue statewide prioritization and funding identification





Implementation Plan – Mid-Term Strategies

3

- Advance corridor planning, NEPA, and construction for those portions of Segment A that have independent utility
- Advance corridor planning for Segment B, including NEPA for segments with independent utility
- Continue statewide prioritization and funding identification





Implementation Plan – Long-Term and Other Strategies

Long-Term

- Complete corridor planning and construction for elements of Segment B

4

Other Strategies

- Initiate NEPA for I-11 traversing the Las Vegas area
- Continue coordination with neighboring states

5



Next Steps:

- Public comment period for the Alternatives Analysis Report ends November 8th
- State Transportation Board and Federal Highway Administration approvals
- Execute the implementation plan in the context of other statewide priorities
- Continue to work with communities along the alignment to help them plan for the future

SCHEDULE OVERVIEW

-FEB



Methodology
Outreach with
Stakeholders



Methodology
Outreach with
Public



Evaluation Results
Outreach with
Stakeholders



Evaluation Results
Outreach with
Public

**Final Executive
Summary**

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