

An aerial photograph showing a coastal area. A dark blue body of water is in the foreground, with a sandy beach and a river or estuary flowing into it from the top center. The surrounding land is a mix of brown and green, indicating agricultural fields and some vegetation. The text is overlaid on the lower part of the image.

PUNTA COLONET AND INTERSTATE 11 CORRIDOR

MAG Regional Council
September 21, 2011

Freight Opportunities



Union Pacific

BNSF Railway

INTERSTATE
11

BNSF Railway

Pacific
Ocean

Punta Colonet

Union Pacific

Sea of
Cortez

Guaymas

Interstate 11

- Arizona Corridor Definition
 - North Segments
 - US-93
 - Hassayampa Freeway
 - Southern Connections
 - Interstate 10 to New Mexico and Texas
 - Interstate 19 to Sonora and Mexico



Linking Defense Installations



Clippings about Interstate 11

SUNDAY, SEPTEMBER 20, 2009

THE ARIZONA

THE ARIZONA REPUBLIC

Founded in 1890 • A Gannett newspaper • Incorporating The Phoenix Gazette
 EUGENE C. PULLIAM JOHN ZIDICH
 1889-1975 • Publisher, 1946-1975 President and Publisher

EDITORIALS REPRESENT the opinion of the newspaper, whose Editorial Board consists of: John Zidich, Joanna Allhands, Monica Alonzo-Dunsmoor, Steve Benson, Phil Boas, Jennifer Dokes, Cindy Hernandez, Kathleen Ingley, Robert Leger, Randy Lovely, Doug MacEachern, Robert Robb, Bob Schuster, Linda Valdez and Ken Western

THE ISSUE: INTERSTATE TO LAS VEGAS



CHERYL EVANS/THE ARIZONA REPUBLIC

Traffic heads west on Wickenburg Way in Wickenburg. Plans for a new interstate could ease some congestion on the way to Nevada.

NEW INTERSTATE WOULD MAKE ARIZ. CENTER OF TRADE

A new highway between Phoenix and Las Vegas has fast-car appeal. But there's a lot more to what some people are calling Interstate 11 than being able to make a weekend run for the Strip. A north-south transit corridor, with a metro-Phoenix bypass, positions Arizona as part of a regional and international trade zone. It lets Arizona build on the economic advantages of its border with Mexico, a geographic attribute basic to its success as a trade hub. The state's location of these trade routes is one of its biggest assets. It may not even be until the 2010s that the state will have a transit corridor to the west. Most people think that the transit corridor will be a 17,000-acre

Currently, about 3 million people travel from Arizona to Las Vegas each year, according to a story by *Republic* reporter Sean Holstege. The Arizona Department of Transportation says that without new freeways, it will take five hours to get out of Phoenix by 2050. That will drive locals loco and turn Arizona's trade route into a slow-and-go nightmare. Finding the money for a transit corridor is harder than listing the benefits. That's one reason planners expect that it may not even be until the 2010s that the state will have a transit corridor to the west. Most people think that the transit corridor will be a 17,000-acre

Arizona Republic Editorial, October 2009



HARRY REID
 NEVADA

United States Senate

WASHINGTON, DC 20510-9112

March 12, 2010

The Honorable Barbara Boxer
 Chairman
 Environment and Public Works Committee
 112 Hart Senate Office Building
 Washington, DC 20510

Dear Senator Boxer and Senator Inhofe:

For nearly a decade, the States of Arizona and Nevada have been thoughtfully planning for our future transportation needs as part of the fastest growing region of the United States. As a result of this analysis, it has become evident that connectivity within the Intermountain West's north-south transportation corridor suffers from serious deficiencies.

Phoenix and Las Vegas are the only two metropolitan cities in the United States with populations in excess of one million people that are not connected by an interstate highway to the nearest city of comparable size. If these issues are not addressed, the movement of people and goods -- the amount of which is expected to triple in the next 20 years -- will become increasingly expensive and burdensome.

After careful study, Nevada and Arizona delegations agree that the best resolution to correct this massive infrastructure deficiency is the creation and designation of Interstate-11 (I-11) between Phoenix, AZ and Las Vegas, NV as an Interstate Highway and a High Priority Project of regional and national significance. The private sector has already dedicated more than \$100 million in right of way in the Phoenix metropolitan area to provide the necessary connectivity between these two major cities and hubs. We cannot afford to pass up this significant private sector contribution.

I am asking that the Committee do two things:

- 1) Create and designate I-11 as a part of the Interstate Highway System.
- 2) Recognize the I-11 corridor as a High Priority Project of regional and national significance.

It will create thousands of much needed jobs and the connectivity necessary for goods movement and tourism. Waiting could cost this region and our nation billions of dollars in jobs, commerce and private sector investment.

Thank you for your assistance in this matter and I look forward to working with you. If you have any questions about this request, please contact Bob Herbert on my staff at (202) 228-4578.

Sincerely,

HARRY REID
 United States Senator

Majority Leader Senator Reid
 March 2010

MAJORITY LE

Congress of the United States
 Washington, DC 20513

April 8, 2010

The Honorable Barbara Boxer, Chair
 Environment and Public Works Committee
 112 Hart Senate Office Building
 Washington, D.C. 20510

The Honorable James M. Inhofe, Ranking Member
 Environment and Public Works Committee
 453 Russell Senate Office Building
 Washington, DC 20510-9003

The Honorable James L. Oberstar, Chair
 Transportation and Infrastructure Committee
 2305 Rayburn House Office Building
 Washington, DC 20515

The Honorable John L. Mica, Ranking Member
 Transportation and Infrastructure Committee
 2313 Rayburn House Office Building
 Washington, DC 20515

Re: Interstate-11 Designation

Dear Senators and Congressman,

For nearly a decade, the States of Arizona and Nevada have been thoughtfully planning for our future transportation needs, both nationally and regionally. As an outcome of that analysis, it has become evident that there is a serious deficiency in the north-south transportation corridor connectivity within the Intermountain West. The desert southwest is the fastest growing region in the United States. The amount of goods movement in this region is expected to double. After careful analysis, our states agree that the best resolution to correct this massive infrastructure deficiency is the creation and designation of Interstate-11 (I-11) between Phoenix, AZ and Las Vegas, NV as an Interstate Highway and a High Priority Project of regional and national significance.

PHOTO: GUY LAWRENCE/GETTY IMAGES

10) and the north-south route (Interstate-17). The proposed I-11 corridor offers a bypass of the metropolitan Phoenix area, significantly reducing pollution and congestion from vehicles that can circumvent the more congested metropolitan area as well as providing connectivity to several metropolitan areas within the Phoenix Metro. This will greatly reduce the bottlenecks congestion on Interstate-10 and Interstate 17 in the Phoenix area, significantly enhancing the efficiency of the existing Interstate system.

- Introduction of greater road capacity -- In the next 20 years, Arizona's population is expected to grow by 17% while Arizona's interstate system is expected to experience 17% growth in this region, the only region to experience such growth. This will greatly reduce the bottlenecks congestion on Interstate-10 and Interstate 17 in the Phoenix area, significantly enhancing the efficiency of the existing Interstate system.
- Enhancement of regional corridor will further the unity

Most sincerely,

 Rep. Ron Miksanek
 United States Congress

Rep. Ed Pastor
 United States Congress

Rep. Kevin Karpovich
 United States Congress

Arizona House Delegation
 April 2010

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Governor Brewer's Direction

- February 2011
- Directs ADOT to begin environmental studies for first portion of I-11 between I-10 and US-93 in Western Maricopa County.

Nevada Assembly Joint Resolution No. 6

A.J.R. 6

ASSEMBLY JOINT RESOLUTION No. 6—
COMMITTEE ON COMMERCE AND LABOR

(ON BEHALF OF THE LEGISLATIVE COMMISSION'S SUBCOMMITTEE
TO STUDY THE DEVELOPMENT AND PROMOTION OF LOGISTICS
AND DISTRIBUTION CENTERS AND ISSUES CONCERNING
INFRASTRUCTURE AND TRANSPORTATION)

MARCH 24, 2011

Referred to Committee on Commerce and Labor

SUMMARY—Requests that Congress and the Federal Highway
Administration designate a portion of U.S. Route 93
as an interstate highway. (BDR R-171)

FISCAL NOTE: Effect on Local Government: No.
Effect on the State: No.

EXPLANATION—Matter in *italics* drafted in one matter but was bracketed (*inserted and revised*) or marked to be omitted.

ASSEMBLY JOINT RESOLUTION—Urging the Secretary of
Transportation of the United States Department of
Transportation to designate U.S. Highway No. 93 from
Phoenix to Las Vegas as a future Interstate System route.

Legislative Counsel's Direct:

— 2 —

1 make modifications to the National Highway System and to
2 designate a highway as a route or a future route on the Interstate
3 System; and
4 WHEREAS, Infrastructure for transportation systems play an
5 integral role in supporting the diversification and expansion of the
6 workforce and economy; and
7 WHEREAS, Nevada is uniquely positioned by virtue of its
8 location and favorable business climate to serve as a logistics and
9 distribution center for the receipt, shipment and assembly of goods
10 on the West Coast to points north and east; and
11 WHEREAS, Interstate 11 is a designation for a proposed
12 interstate highway to run from the Mexican border in southern
13 Arizona to Las Vegas, Nevada, and to eventually continue on to
14 Reno, Nevada, and Seattle, Washington, and end at the Canadian
15 border; and
16 WHEREAS, Proposed Interstate 11 would follow the route of
17 U.S. Highway No. 93 from just outside Phoenix, Arizona, to Las
18 Vegas, Nevada; and
19 WHEREAS, Such an interstate highway would allow Nevada to
20 participate in the nationwide distribution of the increasing tonnage
21 of goods and freight entering North America through the port of
22 Punta Colonet, Mexico; and
23 WHEREAS, Such an interstate highway would allow Nevada to
24 advance its interests in recreation and tourism, and increase
25 participation in commercial trucking and the moving of freight,
26 including the continued development of logistics and distribution
27 centers; and
28 WHEREAS, Such an interstate highway would connect to the
29 Interstate Highway 40 east to west corridor and assist in making
30 Nevada the logistics, distribution and manufacturing capital of the
31 West; now, therefore, be it

— 3 —

1 Congressional Delegation and to the Secretary of Transportation of
2 the United States Department of Transportation; and be it further
3 RESOLVED, That this resolution becomes effective upon
4 passage.

®

Resolved by the Assembly and Senate of the State of Nevada, Jointly, That the Nevada Legislature urges the Secretary of Transportation of the United States Department of Transportation to designate U.S. Highway 93 from just outside Phoenix, Arizona to Las Vegas, Nevada as a future Interstate System route and as part of the proposed Interstate 11 . . .

Transformative Investments

The Brookings Institution

- Representing the pioneering spirit of the Dwight D. Eisenhower National System of Interstate and Defense Highways, the Interstate 11 corridor of the Intermountain West is a project for linking the nation's fastest growing metropolitan areas and over 30 military installations, enhancing north-south travel and alleviating parallel route congestion, and improving the overall capability for goods movement and freight reliability. The project is estimated to encompass approximately 1,400-miles of new interstate roadway with the provision for accommodating rail, water, and power transport. The corridor also strengthens international trade between the United States, Canada, and Mexico by linking West Coast ports in all three countries.

