PUNTA COLONET AND INTERSTATE 11 CORRIDOR

MAG Regional Council

October 26, 2011

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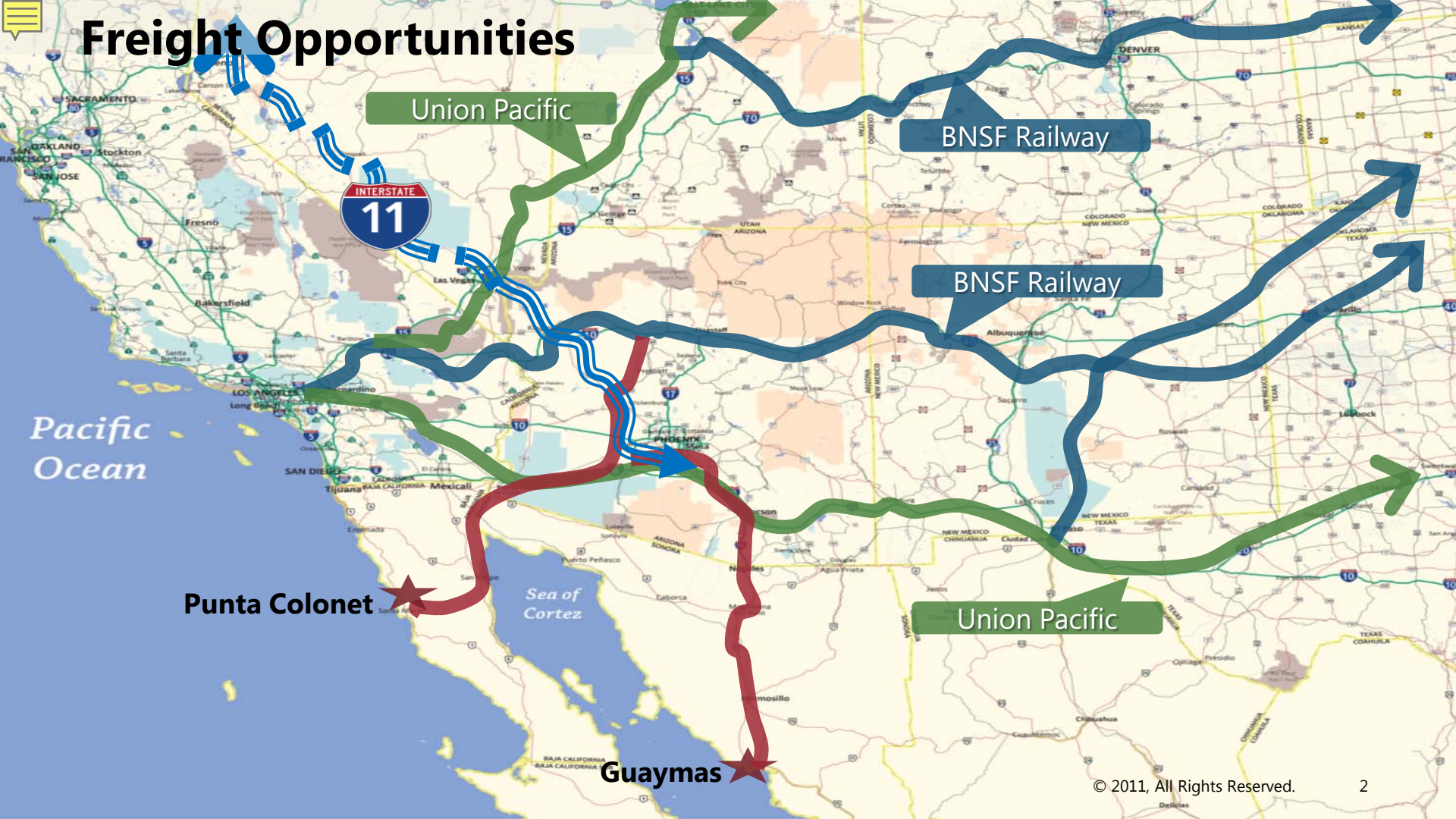
Freight Opportunities



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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

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Linking Defense Installations

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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 1889-1975 • Publisher, 1946-1975

JOHN ZIDICH 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.

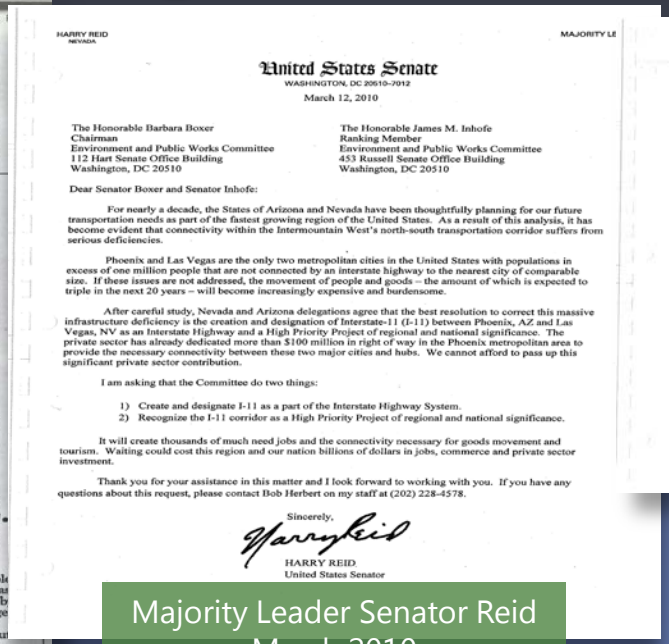
But there's a lot more to what some people are calling Interstate 11 than being able to make a weekend run for the Strip.

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 that's too often seen as little more than a source of illegal activity.

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 planning experts say it may not even begin for 40 years.

Arizona Republic Editorial, October 2009



HARRY REID
NEVADA

MAJORITY LE

United States Senate
WASHINGTON, DC 20510-7012

March 12, 2010

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

The Honorable James M. Inhofe
Ranking Member
Environment and Public Works Committee
453 Russell 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.

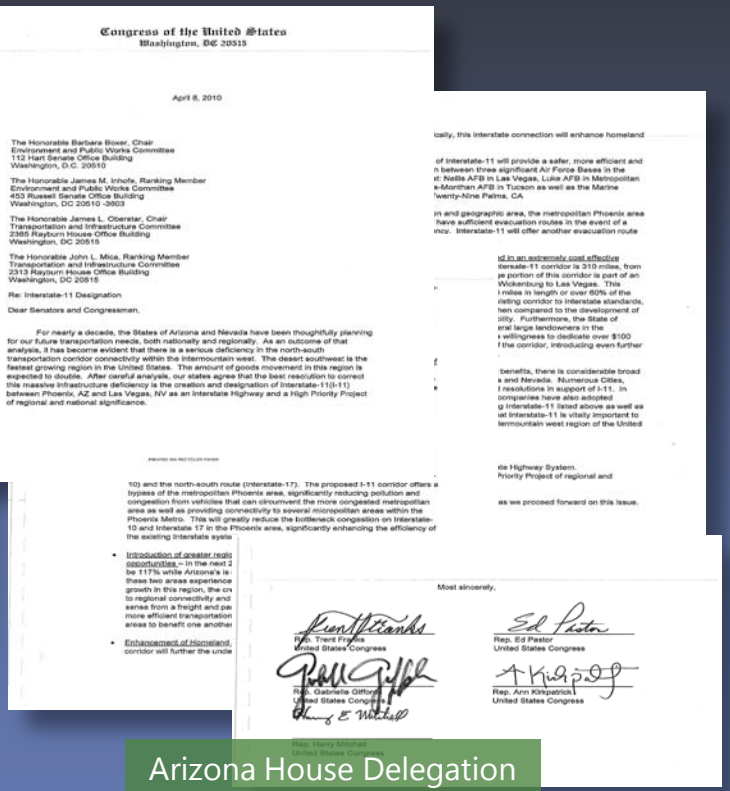
It will create thousands of much need jobs and the connectivity necessary for goods movement and tourism. Waiting could cost this region and our nation billions of dollars in jobs, commerce and private sector investment.

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



Congress of the United States
Washington, DC 20515

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 -3603

The Honorable James L. Oberstar, Chair
Transportation and Infrastructure Committee
2365 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.

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 micropolitan areas within the Phoenix Metro. This will greatly reduce the bottleneck congestion on Interstate-10 and Interstate 17 in the Phoenix area, significantly enhancing the efficiency of the existing Interstate syste

- Introduction of greater regio opportunities – In the next 2 be 117% while Arizona's is these two areas experience growth in this region, the cri to regional connectivity and sense from a freight and pa more efficient transportation areas to benefit one anothe
- Enhancement of Homeland corridor will further the unde

Most sincerely,

Rep. Trent Franks
United States Congress

Rep. Ed Pastor
United States Congress

Rep. Gabrielle Giffords
United States Congress

Rep. Ann Kirkpatrick
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.

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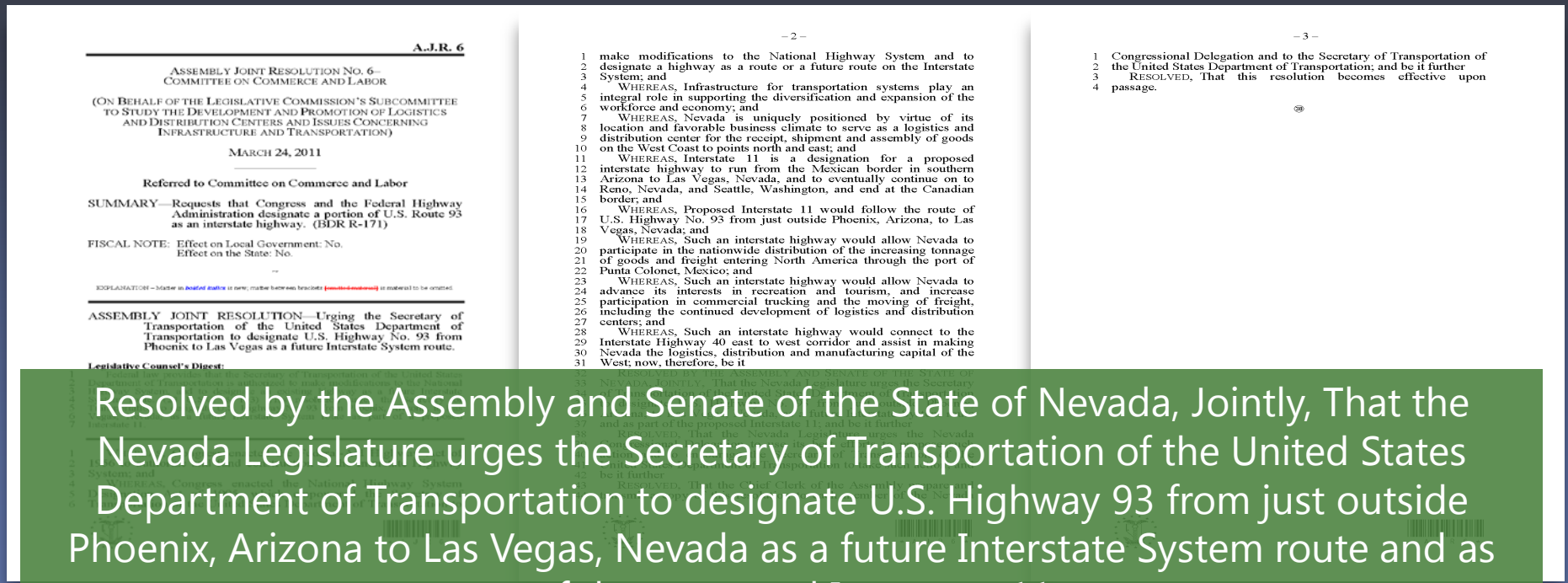
Nevada Assembly Joint Resolution No. 6



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 *bolded italics* is new; matter between brackets [omitted material] is material 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 Digest:

– 2 –

make modifications to the National Highway System and to designate a highway as a route or a future route on the Interstate System; and

WHEREAS, Infrastructure for transportation systems play an integral role in supporting the diversification and expansion of the workforce and economy; and

WHEREAS, Nevada is uniquely positioned by virtue of its location and favorable business climate to serve as a logistics and distribution center for the receipt, shipment and assembly of goods on the West Coast to points north and east; and

WHEREAS, Interstate 11 is a designation for a proposed interstate highway to run from the Mexican border in southern Arizona to Las Vegas, Nevada, and to eventually continue on to Reno, Nevada, and Seattle, Washington, and end at the Canadian border; and

WHEREAS, Proposed Interstate 11 would follow the route of U.S. Highway No. 93 from just outside Phoenix, Arizona, to Las Vegas, Nevada; and

WHEREAS, Such an interstate highway would allow Nevada to participate in the nationwide distribution of the increasing tonnage of goods and freight entering North America through the port of Punta Colonet, Mexico; and

WHEREAS, Such an interstate highway would allow Nevada to advance its interests in recreation and tourism, and increase participation in commercial trucking and the moving of freight, including the continued development of logistics and distribution centers; and

WHEREAS, Such an interstate highway would connect to the Interstate Highway 40 east to west corridor and assist in making Nevada the logistics, distribution and manufacturing capital of the West; now, therefore, be it

– 3 –

Congressional Delegation and to the Secretary of Transportation of the United States Department of Transportation; and be it further

RESOLVED, That this resolution becomes effective upon passage.

(30)

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 . . .

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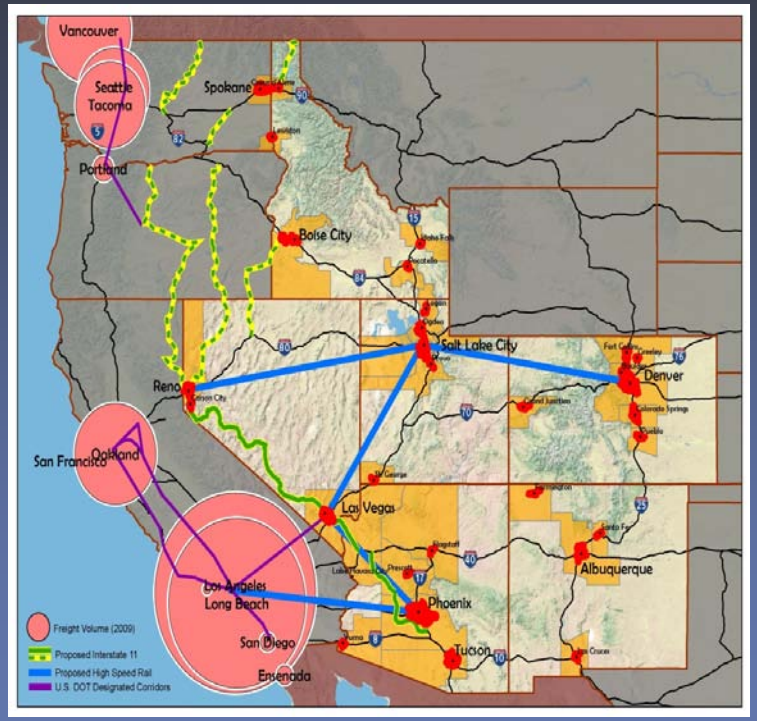
Transformative Investments

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.*



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