

AGENDA ITEM #: _____

DATE: July 1, 2019

CAR #: 2019-6697



CITY COUNCIL ACTION REPORT

SUBJECT: Resolution supporting the Recommended Corridor Alternative for the Interstate 11 alignment in Goodyear.

STAFF PRESENTER(S): Rebecca Zook, Engineering Director

OTHER PRESENTER(S): None

Summary: The intent of this Resolution is to gain support for ADOT's Recommended Corridor Alternative from Goodyear's City Council. The alignment corridor is based on numerous studies, significant public involvement/outreach and mitigation and avoidance measures over a number of years culminating in the referenced recommended alternative extending through Arizona.

Recommendation:

ADOPT RESOLUTION NO. 2019-1977 SUPPORTING THE RECOMMENDED CORRIDOR ALTERNATIVE FOR THE INTERSTATE 11 ALIGNMENT FROM NOGALES TO WICKENBURG PRESENTED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION ("ADOT") WITHIN THE CITY OF GOODYEAR.

Fiscal Impact: There is no fiscal impact related to this City Council action.

Background and Previous Actions

In 2015, the Fixing America's Surface Transportation Act, or FAST Act, formally designated Interstate 11 as a proposed transportation route in Arizona. It stated that the I-11 corridor will generally follow State Route 189 and Interstate 19 from Nogales to Tucson, Interstate 10 from Tucson to Phoenix, and US 93 from Wickenburg to the Nevada state line.

The designation does not include funding, but identifies I-11 as a high-priority corridor eligible for federal funding. ADOT continues to work with its federal, state and local partners to identify funding for I-11, which, if constructed, is expected to include a combination of new and existing roadways. The city of Goodyear is one of the local partners working with ADOT to prepare the I-11 project for federal funding.

ADOT is currently funding and conducting the first step in a tiered environmental study to identify a potential corridor for I-11 between Nogales and Wickenburg. The Tier 1 EIS environmental review process that is nearing completion considered both Build Corridor Alternatives and the No-Build Alternative. If the Build Corridor Alternative that the City is supporting is selected, the Final

Tier 1 EIS will be distributed for a minimum 30-day public review period scheduled for early 2020. At the conclusion of the public review period, the Federal Highway Administration will issue a Record of Decision that formally presents the Selected Corridor Alternative and includes commitments to minimize environmental impacts. Tier 2 environmental studies would then be required to determine the alignment and specific design details, such as the width of the median, frontage roads, traffic interchange locations, and other roadway features. During this stage of the process the recommended corridor is 2000 feet in width; however, as the design process continues into future years, the width of the ultimate right of way will decrease to approximately 400 feet.

Staff Analysis

I-11 has been identified as a critical piece of multimodal infrastructure that would support and connect the economies of Arizona and Nevada. It also could be connected to a larger north-south transportation corridor, linking Mexico and Canada. I-11 is intended to provide a high-priority, access-controlled transportation corridor that has the potential to enhance the movement of people and freight, and facilitate regional connectivity, trade, communications, and technology.

The section of the Recommended Corridor Alternative in Goodyear includes mitigation strategies to address the impacts of a new Gila River crossing and commits to avoiding publicly owned parks, recreation areas, wildlife refuges and historical and cultural resources. It is consistent with local and county plans, including the City of Goodyear General Plan 2025 and the City of Goodyear Transportation Master Plan. It follows the proposed SR-303L south extension and proposed SR-30 west and crosses SR-85 before veering north to intersect with I-10 near 363rd Avenue in Buckeye, where it continues north through the Vulture Mountains Recreation Area, ultimately connecting to US 93 northwest of Wickenburg. Goodyear is in support of the corridor through the city with the exception of a specific section in the proximity of the intersection of Willis Road and Rainbow Valley Road. At this location, and for approximately one mile of the corridor, the city is in support of only the westernmost 400 feet of the 2000-foot corridor.

City staff have been involved with the I-11 project since 2015, when ADOT invited the City to be a Participating Agency, which is the first step before beginning the environmental review process. Staff participated in coordination meetings and provided information to the project team that identified impacts related to each of the alternatives reviewed in the study.

The public involvement and outreach process for the I-11 Tier 1 process was designed to be personal and extensive. Due to the large size of the study area, it was divided into three distinct sections: South, Central, and North (see map). Public hearings were held in 2019 in each section and public meetings were conducted in each of the three sections in 2016 and 2017. In addition, varieties of opportunities have been made available for the community to get involved and stay informed about the study. In addition to a robust project website (<http://i11study.com/index.asp>), there have been emails and newspaper notifications to notify the public of upcoming meetings and project updates, online surveys to obtain project feedback, media advisories, news releases and updates on social media and an online database that tracks comments and creates interested parties and contact lists. In Goodyear, the Draft Tier 1 EIS is still available for review through July 8, 2019 at the Goodyear Library.

Attachments

Resolution No. 2019-1977

Exhibit 1 Arizona I-11 Corridor Map

Exhibit 2 Santa Mia Area