

REFERENCE TITLE: Interstate 11; environmental; engineering; study

State of Arizona  
House of Representatives  
Fifty-seventh Legislature  
Second Regular Session  
2026

# HB 2601

Introduced by  
Representatives Gress: Biasiucci, Carter P, Lopez, Martinez

AN ACT

AMENDING TITLE 28, CHAPTER 20, ARTICLE 1, ARIZONA REVISED STATUTES, BY  
ADDING SECTION 28-6902; RELATING TO STATE HIGHWAYS AND ROUTES.

(TEXT OF BILL BEGINS ON NEXT PAGE)

1 Be it enacted by the Legislature of the State of Arizona:

2 Section 1. Title 28, chapter 20, article 1, Arizona Revised  
3 Statutes, is amended by adding section 28-6902, to read:

4 28-6902. Interstate 11

5 A. NOT LATER THAN FOURTEEN DAYS AFTER THE EFFECTIVE DATE OF THIS  
6 SECTION, THE DEPARTMENT SHALL FORMALLY REQUEST FROM THE FEDERAL HIGHWAY  
7 ADMINISTRATION FOR SEGMENTATION OF THE INTERSTATE 11 PROJECT BETWEEN THE  
8 BORDER BETWEEN THIS STATE AND NEVADA AND CASA GRANDE.

9 B. NOT LATER THAN THREE MONTHS AFTER FEDERAL APPROVAL OF  
10 SEGMENTATION REQUESTED PURSUANT TO SUBSECTION A OF THIS SECTION, THE  
11 DEPARTMENT SHALL CONDUCT ANY TIER 2 ENVIRONMENTAL AND ENGINEERING STUDY  
12 THAT IS REQUIRED FOR CONSTRUCTION OF INTERSTATE 11.

13 Sec. 2. Legislative findings

14 The legislature finds that:

15 1. A pending lawsuit should not stall the entire Interstate 11  
16 corridor. In 2022, conservation and community groups filed a federal  
17 lawsuit challenging the tier 1 environmental impact statement under the  
18 national environmental policy act, alleging insufficient analysis of  
19 impacts to sensitive desert lands and wildlife corridors in southern  
20 Arizona.

21 2. The lawsuit has unnecessarily frozen progress on the corridor  
22 statewide, even in areas not directly implicated by the lawsuit, delaying  
23 congestion relief, safety improvements and economic development.

24 3. Advancing the tier 2 study for the rest of the corridor is a  
25 lawful and practical solution. This advancement demonstrates independent  
26 utility, serves existing and projected transportation demand and can  
27 function regardless of future decisions on southern alignments.

28 4. The rest of the corridor is environmentally distinct from the  
29 contested portions of the corridor and does not raise the same land-use or  
30 protected-resource concerns at issue in the lawsuit.

31 5. Segmenting the project is consistent with federal highway  
32 administration precedent and long-standing national environmental policy  
33 act practice, allowing discrete projects to advance when the segments  
34 stand on separate merit.

35 6. Moving forward with tier 2 does not undermine the ongoing  
36 litigation. It simply ensures this state can continue responsible,  
37 incremental planning where legally permissible.

38 7. Interstate 11 is critical to Arizona's economic future,  
39 improving freight movement, supporting regional growth, enhancing  
40 interstate commerce and increasing safety for rapidly growing communities.