

## Appendix A. Agency Coordination

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## **Agency Coordination**

This appendix contains a record of communications to and from representatives of federal, state, tribal, and local agencies and stakeholders. It includes copies of agency letters and responses (when appropriate) received during the preparation of the DEIS and prior to the issuance of the DEIS. Letters and responses are grouped by federal, state, tribal, and local agency/stakeholder and then are organized in chronological order.

Additional input was received from jurisdictions since preparation of the administrative DEIS that underwent review by FHWA and cooperating agencies. While this more recent input was not included in the DEIS, it was considered in the FEIS and is included in this appendix to the FEIS and ROD.

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**Department of Energy**  
Western Area Power Administration  
Desert Southwest Customer Service Region  
P.O. Box 6457  
Phoenix, AZ 85005-6457

**OCT - 6 2010**

Ms. Rebecca Swiecki  
ADOT Environmental Planning Group  
Arizona Department of Transportation  
206 South 17<sup>th</sup> Avenue  
Phoenix, AZ 85007-3213

Dear Ms. Swiecki:

Thank you for your letter and its enclosures which provided information on the proposed North-South Corridor Study. This study will identify a transportation corridor across lands located in Pinal County, Arizona.

It appears that the transportation corridor study area might involve several Western Area Power Administration (Western) transmission line rights-of-way, including a Bureau of Reclamation-owned facility. Western operates and maintains this line for the Bureau of Reclamation; however, the Bureau is the easement owner. The contact for the Reclamation-owned facility is Mr. Steven W. Bott, Water and Lands Division, Bureau of Reclamation, 6150 West Thunderbird Road, Glendale, Arizona 85306-4001.

Western has concerns with any activities that are under the conductors or near the transmission line towers, including landscaping, lighting, change in topography, excavation, fencing, vegetation encroachment, erosion, and any impacts to sensitive natural and cultural resources since these activities can impact the safe, reliable, and environmentally sound operation and maintenance of our high-voltage power system. Access to Western's towers, as well as to the mid-span areas within the easement area, is critical and must be maintained.

Western may be interested in participating as a co-operating agency in the NEPA process, based upon the Council on Environmental Quality's emphasis on agencies becoming co-operating agencies where they have jurisdiction (40 CFR 1501.6). As a co-operating agency, Western would strengthen the environmental review by providing technical expertise for transmission system operation and maintenance, environmental concerns, and in other areas. Western's involvement would ensure the process also satisfies our agency-specific requirements regarding possible impacts to the reliable operation of our high-voltage power system.

We request that, as plans for the roadway corridor are further developed, and Western's easement areas will be involved, you submit the plans to this office for review. We will need to review more detailed plans to adequately evaluate the impacts, if any, on Western's facilities.

Please indicate the Sections, Townships, and Ranges this corridor will specifically involve. If the proposed crossing or use of the right-of-way is compatible with Western's rights and needs, a License Agreement will be issued to cover the crossing/use of the rights-of-way.

Should any additional service be required of Western on the proposed use of the right-of-way, a written request will need to be addressed to the Assistant Regional Manager for Power Marketing at the above address. A Letter Agreement will be prepared to provide the advanced funds for Western to perform the needed service.

If additional land-related information is needed, please contact me at (602) 605-2564.

Sincerely,



Jo Penunuri  
Realty Specialist

cc: Arizona Department of Transportation  
c/o Ms. Pamela Cecere  
HDR Engineering, Inc.  
3200 East Camelback Road, Suite 350  
Phoenix, AZ 85018

Mr. Steven W. Bott  
Water and Lands Division  
Bureau of Reclamation  
6150 West Thunderbird Road  
Glendale, AZ 85306-4001



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
**REGION IX**  
**75 Hawthorne Street**  
**San Francisco, CA 94105-3901**

November 2, 2010

Mary Frye  
Environmental Coordinator  
Federal Highway Administration  
Arizona Division Office  
4000 North Central Avenue, Suite 1500  
Phoenix, Arizona 85012

**Subject:** Scoping Comments and Response to Cooperating Agency Invitation for the Proposed North-South Corridor Project, Pinal County, Arizona

Dear Ms. Frye:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice of Intent (NOI) published on September 20, 2010 requesting comments on the Federal Highway Administration's (FHWA) decision to prepare an Environmental Impact Statement (EIS) for the proposed North-South Corridor project in Pinal County, Arizona. Additionally, EPA participated in an Agency Scoping Meeting for the project on October 5, 2010. As described in the NOI, the proposed action consists of selecting the most appropriate location for a future 40 mile facility, extending from US 60 in the vicinity of Apache Junction to I-10 in the vicinity of Eloy and Marana. Our comments at this stage are provided to assist in preparation of the Draft EIS (DEIS) and are pursuant to National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

Additionally, FHWA has requested that EPA become a Cooperating Agency for the North-South Corridor project in an October 18, 2010 letter. EPA accepts FHWA's invitation to become a Cooperating Agency (as defined in NEPA). As a Cooperating Agency, EPA will provide comments on the Purpose and Need, Range of Alternatives, Draft EIS, and at other milestones where we believe we can contribute to avoidance and minimization of potential impacts to resources during the development of the EIS. We look forward to working with FHWA to ensure that our early coordination assists both of our agencies in meeting our statutory missions. EPA's participation as a Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final EISs pursuant to Section 309 of the Clean Air Act.

## **Purpose and Need**

The DEIS for the proposed project should clearly identify the underlying purpose and need that is the basis for proposing the range of alternatives (40 CFR 1502.13). The purpose and need statement should concisely identify why the project is being proposed and should focus on the desired outcomes of the project (e.g. improve regional mobility) rather than prescribing a predetermined solution (e.g. provide new fully access-controlled facility). Specifically, the need for the proposed improvements must be articulated and justified with consideration of the existing and planned facilities in the area.

The projections of future growth and travel increases used to identify the need for the proposed project should be presented along with the assumptions that were used for land use and travel demand forecasting. The DEIS should also incorporate estimates of the magnitude of induced travel into any travel demand modeling and impact analysis ([www.fhwa.dot.gov/steam/doc.htm](http://www.fhwa.dot.gov/steam/doc.htm)).

## **Range of Alternatives**

The DEIS for this project should explore and objectively evaluate a full range of alternatives, including, but not limited to, the No Build alternative, improvements to existing facilities, and alternatives that incorporate transit options. The No Build alternative must be evaluated as a bench mark against which to compare both the performance and environmental consequences of the other project alternatives. EPA recommends that alternatives be evaluated that incorporate improvements to existing facilities such as Ironwood Road, Hunt Highway, and State Route 87. Additionally, EPA recommends that Alternatives be focused in areas to the west of the CAP canal, where feasible, in order to minimize impacts from further growth-inducement and habitat fragmentation that may result from the proposed project.

EPA recommends coordination with the Federal Transit Administration (FTA) and Valley Metro Rail (METRO) in the design and analysis of potential transit options for inclusion in the range of alternatives, including the proposed Phoenix-Tucson Intercity Rail. In exploring the option to enhance transit access, that DEIS should clearly identify what forms of transit facilities are currently in operation and the plans for future expansion. Furthermore, the DEIS should identify activities that can be undertaken by FHWA, Arizona Department of Transportation (ADOT), and/or other responsible agencies, such as FTA and METRO, to enhance transit ridership and effectively increase overall mobility throughout the region.

Finally, as further described below, there may be a need for a Clean Water Act Section 404 Individual Permit for fill of waters of the U.S. during NEPA analyses for the project. Compliance with the CWA Section 404(b)(1) Guidelines will require that a reasonable range of alternatives be evaluated before determining the Least Environmentally Damaging Practicable Alternative (LEDPA), which is the only alternative that can be permitted pursuant to the Guidelines.

## **Impacts to Aquatic Resources**

Given the proximity to important aquatic resources, including the Gila River, CAP Canal, and McClellan Wash, this project may involve the discharge of dredged or fill material into jurisdictional waters. Discharges of dredged or fill material into waters of the U.S. require



authorization by the U.S. Army Corps of Engineers (Corps) under CWA Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the U.S.

The purpose of the Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the U. S. These goals are achieved, in part, by controlling discharges of dredged or fill material (40 CFR 230.1(a)). Fundamental to the Guidelines is the principle that dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that there is no less environmentally damaging practicable alternative that achieves an applicant's project purpose. In addition, no discharge can be permitted if it will cause or contribute to significant degradation of the waters of the U.S., cause or contribute to a violation of a State water quality standard, or jeopardize a federally listed species. FHWA will have to demonstrate that potential impacts to waters of the U. S have been avoided and minimized to the maximum extent practicable prior to obtaining a CWA Section 404 permit (40 CFR 230.10(a) and 230.10(d)).

*Recommendations:*

- A Clean Water Act jurisdictional delineation should be completed and submitted to the Corps for verification prior to release of the DEIS. This data should then be incorporated into the DEIS so that an adequate assessment of existing conditions and the environmental consequences of each proposed alternative can be made.
- Demonstrate that all potential impacts to waters and wetlands of the U.S. have been avoided and minimized to the greatest extent possible. Typically, transportation projects can accomplish this by using spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage. If these resources cannot be avoided, the analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Include a systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable. All drainage crossings should be designed so that wildlife movement is possible. We recommend that FHWA and ADOT coordinate with Arizona Department of Game and Fish regarding appropriate crossing features.
- Incorporate a buffer zone for the Gila River in the design of alternatives to adequately protect the river from indirect impacts.
- Temporary and permanent impacts to waters of the U.S. for each alternative studied should be estimated, including acres of waters impacted. For each alternative, the DEIS should report these numbers in table form for each impacted water and wetland feature.
- Quantify the benefits from measures and modifications designed to avoid and minimize impacts to wetland and water resources for each alternative studied and include this in the DEIS; for example, number of stream crossings avoided, acres of waters of the U.S. avoided, etc.

Additionally, FHWA bears the burden for clearly demonstrating that the preferred alternative for the final route is the LEDPA that achieves the overall project purpose while not causing or contributing to significant degradation of the aquatic ecosystem. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, secondary, and cumulative impacts to jurisdictional waters resulting from each alternative considered. To ensure the alternatives analysis serves its intended purpose as a planning and screening tool, EPA encourages FHWA to discuss project alternatives with the Corps and EPA early in the planning process.

***Waters Assessment***

The waters assessment for each alternative should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. EPA recommends that FHWA present adequate data in the DEIS to provide decision-makers with enough information to compare impacts and make a determination of which alternative will have fewer impacts to aquatic resources.

*Recommendations:*

- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize and assess the functional condition of waters and adjacent riparian areas. This assessment should take into account characteristics such as vegetation density, evidence of ponding, buffer width, soil structure, gradient, etc.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Analyze the potential water quality impact and potential effects to designated uses.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

**Air Quality**

The project is located in an area that is designated as non-attainment for 8-hour Ozone and proposed non-attainment for particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Because of the area's non-attainment status, it is important to reduce emissions of ozone precursors and particulate matter from this project to the maximum extent.

*Recommendations:*

- **Ambient Conditions:** The DEIS should include a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), the area's attainment or nonattainment status for all NAAQS, and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each fully evaluated alternative. The DEIS should include estimates of all criteria pollutant

emissions and diesel particulate matter (DPM). EPA also recommends that the DEIS disclose the available information about the health risks associated with vehicle emissions and how the proposed project will affect current emission levels.

- **Relevant Requirements:** The DEIS should describe any applicable local, state, or federal requirements. The DEIS should describe applicable requirements for Federal Actions that require FHWA funding or approval and are subject to the Transportation Conformity requirements in 40 CFR part 93, subpart A and for Federal Actions that are subject to the General Conformity requirements in 40 CFR part 93, subpart B.
- **Conformity:** The DEIS should ensure that the emissions from both the construction and the operational phases of the project conform to the approved State Implementation Plan and do not cause or contribute to violations of the NAAQS. To meet the transportation conformity requirements, the DEIS should demonstrate that the project is included in a conforming transportation plan and transportation improvement program.
- **Traffic:** The DEIS should describe how any traffic estimates were developed and how these traffic estimates relate to regional transportation estimates included in the regional transportation plan. Any supporting documents on which the conclusions of the project's impacts to air quality are based, such as traffic data and other air analyses, should be included in the DEIS.

### ***Construction***

FHWA should include a Construction Emissions Mitigation Plan in the DEIS and adopt this plan in the Record of Decision (ROD). In addition to all applicable local, state, or federal requirements, EPA recommends that the following mitigation measures be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter (PM) and other toxics from construction-related activities:

#### *Recommendations:*

Due to the rising PM<sub>10</sub> concentrations in Pinal County, EPA recommends that the best available control measures (BACM) for this pollutant be implemented at all times. We further recommend that the following additional measures be incorporated into a Construction Emissions Mitigation Plan:

#### *Fugitive Dust Source Controls:*

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earthmoving equipment to 10 mph

#### *Mobile and Stationary Source Controls:*

- Reduce use, trips, and unnecessary idling from heavy equipment.
- Employ periodic, unscheduled inspections to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.

- Maintain and tune engines per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies.
- Prohibit any tampering with engines and require continuing adherence to manufacturer's recommendations.
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal or State Standards. Tier 4 engines should be used for project construction equipment to the maximum extent feasible<sup>1</sup>. Lacking availability of non-road construction equipment that meets Tier 4 engine standards, FHWA should commit to using the best available emissions control technologies on all equipment.
- Utilize EPA-registered particulate traps and other appropriate controls where suitable to reduce emissions of diesel particulate matter and other pollutants at the construction site.

*Administrative controls:*

- Identify all commitments to reduce construction emissions and update the air quality analysis to reflect additional air quality improvements that would result from adopting specific air quality measures.
- Identify where implementation of mitigation measures is rejected based on economic infeasibility.
- Prepare an inventory of all equipment prior to construction and identify the suitability of add-on emission controls for each piece of equipment before groundbreaking. (Suitability of control devices is based on: whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused to the construction equipment engine, or whether there may be a significant risk to nearby workers or the public.) Where appropriate, use alternative fuels such as natural gas and electric.
- Develop a construction traffic and parking management plan that minimizes traffic interference and maintains traffic flow.
- Identify sensitive receptors in the project area, such as children, elderly, and infirm, and specify the means by which you will minimize impacts to these populations. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

***Greenhouse Gas Emissions***

Arizona has one of the highest greenhouse gas (GHG) emissions growth-rates of any state, with transportation being the greatest contributor to these emissions. As such, EPA recommends that the DEIS include a quantitative analysis of the GHG emissions that will result from implementation of the project and discuss the full implication of those emissions on the greater Phoenix metropolitan area. In addition, we recommend that the DEIS identify all measures that will be taken to minimize GHG emissions and promote initiatives to reduce the

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<sup>1</sup> Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - < 75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and  $\geq$  750 hp 2011- 2015).

Project's overall carbon footprint. Examples of such initiatives can be found in Arizona's Climate Change Action Plan (<http://www.azclimatechange.gov/download/O40F9298.pdf>) and include, (1) implementing transportation policies to promote smart growth planning, (2) promoting multi-modal transit, and (3) providing incentives for accelerated replacement of high-emitting diesel vehicles, among others.

### **Growth-related Indirect Impact Analysis**

EPA is concerned about the potential indirect impacts (40 CFR Part 1508.8(b)) of this project related to growth-inducement. Improved access to undeveloped areas may affect the location and timing of growth on surrounding lands, leading to indirect impacts to air quality, waters, biological resources, etc. Growth-inducement may also lead to an increased loss of farmlands which have already been heavily impacted by extensive development in the area. The project would benefit from analysis of growth-related impacts early in project development. A growth-related impact analysis assists with compliance requirements of NEPA by considering environmental consequences as early as possible and providing a well-documented and sound basis for government decision making.

#### *Recommendations:*

- Use the Guidance for Preparers of Growth-related, Indirect Impact Analyses ([http://www.dot.ca.gov/ser/Growth-related\\_IndirectImpactAnalysis/gri\\_guidance.htm](http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm)) which was coauthored by FHWA, Caltrans, and EPA and is applicable to impact analyses for projects outside of California.
- Identify if the project will affect the location and/or timing of planned growth in the area. Specifically, the analysis should identify the potential resources that may be affected by the increased "zone of influence" associated with interchanges and impacting resources outside of the right-of-way.
- Identify the types of resources that are likely to occur in geographic areas that may be affected by growth. If it is determined that there will be no, or insignificant, impacts to resources of concern, then document the analysis process and report the results. EPA recommends following the Step-by-Step Approach for Conducting the Analysis in Chapter 6 of the above-referenced Guidance.
- Include a discussion of mitigation strategies to reduce impacts if adverse impacts cannot be avoided or minimized. Section 6.3 of the Guidance provides an approach to address mitigation for growth-related impacts.
- Include a discussion of how the project could be integrated with smart growth and sustainability principles, such as those recommended in the International City/County Management Association's report regarding smart growth in rural communities ([http://icma.org/en/icma/knowledge\\_network/documents/ki/Document/301483/Putting\\_Smart\\_Growth\\_to\\_Work\\_in\\_Rural\\_Communities](http://icma.org/en/icma/knowledge_network/documents/ki/Document/301483/Putting_Smart_Growth_to_Work_in_Rural_Communities)) and in the HUD/DOT/EPA Partnership for Sustainable Communities (<http://www.epa.gov/smartgrowth/partnership/>). In particular, the DEIS should include discussion of actions that can be taken during project development to foster the implementation of smart growth strategies in the project area, including limiting the number of exits in rural areas, increasing distance between

exits, and working with transit providers to ensure multi-modal opportunities are available between small communities and job centers. Additionally, we urge FHWA to coordinate with local municipalities in the pursuit of zoning ordinances that encourage smart growth, thus reducing the project's potential for impacts related to growth-inducement.

### **Cumulative Impact Analysis**

Cumulative impacts are defined in CEQ's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). These actions include both transportation and non-transportation activities. The cumulative impact analysis should consider non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.

The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resource protection (CEQ's Forty Most Frequently Asked Questions #19).

#### *Recommendations:*

- Conduct a thorough cumulative impact assessment that includes a complete list of reasonably foreseeable actions, including non-transportation projects.
- EPA recommends the use of the June 2005 *Guidance for Preparers of Cumulative Impacts Analysis* developed jointly by Caltrans, FHWA, and EPA [[http://www.dot.ca.gov/ser/cumulative\\_guidance/purpose.htm](http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm)]. The guidance will assist in identifying cumulative impacts and preparing an analysis that is sound, well documented, and compliant with CWA Section 404(b)(1) Guidelines. As included in the above-referenced Guidance, the DEIS should include the following eight steps for identifying and assessing cumulative impacts:

1) Identify the resources to consider in the cumulative impact analysis by gathering input from knowledgeable individuals and reliable information sources. This process is initiated during project scoping and continues throughout the NEPA analysis.

2) Define the geographic boundary or Resource Study Area (RSA) for each resource to be addressed in the cumulative impact analysis.

3) Describe the current health and the historical context of each resource.

4) Identify the direct and indirect impacts of the proposed project that might contribute to a cumulative impact on the identified resources.

5) Identify the set of other current and reasonably foreseeable future actions or projects and their associated environmental impacts to include in the cumulative impact analysis

6) Assess the potential cumulative impacts.

- 7) Report the results of the cumulative impact analysis.
- 8) Assess the need for mitigation and/or recommendations for actions by other agencies to address a cumulative impact.

- Identify potential large, landscape-level regional impacts, as well as potential large-scale mitigation measures.

### **Environmental Justice and Community Outreach**

The DEIS should identify whether the proposed alternatives may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts. Executive Order 12898 addresses Environmental Justice in minority and low income populations, and the Council on Environmental Quality has developed guidance concerning how to address Environmental Justice in the environmental review process (<http://ceq.hss.doe.gov/nepa/regs/ej/justice.pdf>). Community involvement activities supporting the project should include opportunities for incorporating public input, especially in Environmental Justice communities, into the facility design process to promote context sensitive design.

#### *Recommendations:*

- Identify whether the proposed alternatives may disproportionately and adversely affect low-income or minority populations and provide appropriate mitigation measures for any adverse impacts. Assessment of the project's impacts should reflect consultation with affected populations and mitigation measures should be considered where feasible to avoid, mitigate, minimize, rectify, reduce, or eliminate impacts associated with a proposed project (See 40 C.F.R. § 1508.20). Mitigation measures identified in the DEIS should reflect the needs and preferences of the affected low-income and minority populations to the extent practicable.
- Document the process used for community involvement and communication, including all measures to specifically outreach to potential environmental justice communities. Include an analysis of results achieved by reaching out to these populations. EPA has developed a model plan for public participation that may assist FHWA in this effort. *The Model Plan for Public Participation*, EPA OECA, February 2000, is available at: <http://www.epa.gov/compliance/ej/resources/publications/nejac/model-public-part-plan.pdf>

### **Protection of Historic and Cultural Resources**

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the effects of their actions on historic properties, which include buildings, structures, objects, sites, districts, and archaeological resources.

#### *Recommendations:*

- Assess potential impacts to historical, archaeological, and cultural resources and coordinate with affected Tribes and other interested parties.
- Clearly document the methodology used for determining the potential impacts to cultural and historic resources.

- Address what mitigation techniques will be used should sensitive resources be discovered, including recording or removal of materials, and/or changes in project design.
- Identify the status of any Memorandum of Understanding with the State Historic Preservation Officer regarding the project.

### **Biological Resources**

Several special-status wildlife species have the potential to occur within the project area including the Desert Tortoise (*Gopherus agassizii*) and Tucson Shovelnose Snake (*Chionactis occipitalis klauberi*), among others. EPA recommends early coordination with the Arizona Department of Game and Fish and U.S. Fish and Wildlife Service in order to avoid and minimize project impacts to biological resources to the greatest extent possible.

#### *Recommendations:*

- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.
- Include the status of the Endangered Species Act Section 7 consultation process.
- Describe efforts to avoid and/or minimize impacts to species and their associated habitats.
- In accordance with Executive Order 13112 on Invasive Species, identify proposed methods to minimize the spread of invasive species and use native plant and tree species where revegetation is planned. Commit to saving removed native soils for use in revegetation projects.
- Clearly demonstrate compliance with Section 4(f) (49 U.S.C. 303).

EPA appreciates the opportunity to provide comments on the preparation of the DEIS, and looks forward to coordinating as a Cooperating Agency in the development of the DEIS. Once the DEIS is released for public review, please send one hard copy and one electronic copy to the address above (mail code: CED-2). Please feel free to direct any questions you may have concerning our comments to me at (415) 972-3370 or meek.clifton@epa.gov.

Sincerely,



Clifton Meek, Life Scientist  
Environmental Review Office

Cc: Rebecca Swiecki, ADOT  
Kathleen Tucker, U.S. Army Corps of Engineers  
Greg Beatty, U.S. Fish and Wildlife Service  
Dana Warnecke, Arizona Department of Game and Fish





## DEPARTMENT OF THE ARMY

US Army Corps of Engineers  
Los Angeles District, Phoenix Office  
3636 N. Central Ave., Suite 900  
Phoenix, AZ 85012

November 3, 2010

REPLY TO

ATTENTION OF

Office of the Chief  
Regulatory Division

Mr. Robert Hollis  
Division Administrator  
Federal Highway Administration  
4000 North Central Ave, Ste 1500  
Phoenix, AZ 85012-3500

File Number: SPL-2010-122-KAT

Dear Mr. Hollis:

I am responding to your letter dated October 18, 2010 requesting the Corps of Engineers (Corps) to become a participating and cooperating agency in the development of the Environmental Impact Statement for the North-South Corridor located in Pinal County (999 PN 000 H7454 01L). Based on the description in your letter, this project has the potential to cross numerous washes, including the Gila River that may require Clean Water Act Section 404 permitting and review by the Corps.

The Corps accepts the invitation to be a participating and cooperating agency for this project. Thus the Corps will provide input on defining purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternative analysis. The Corps will participate in coordination meetings and joint field reviews as appropriate. Lastly the Corps will provide timely reviews and comments on pre-draft and pre-final environmental documents.

Thank you for this opportunity to participate in the development of this project. In regards to this project, please continue to coordinate with Kathleen Tucker of my staff at 602-640-5385 ext 254 or via e-mail at [kathleen.a.tucker@usace.army.mil](mailto:kathleen.a.tucker@usace.army.mil).

Sincerely,

A handwritten signature in cursive script that reads "Sallie McGuire".

Sallie D. McGuire  
Chief, Arizona Branch  
Regulatory Division

c: Mary E. Frye, FHWA Environmental Program Manager



# United States Department of the Interior

## BUREAU OF RECLAMATION

Phoenix Area Office  
6150 West Thunderbird Road  
Glendale, Arizona 85306-4001



IN REPLY REFER TO:  
PXAO-1500  
ENV-6.00

NOV - 4 2010

NOV 8 - 2010

Mr. Robert E. Hollis  
Division Administrator  
Federal Highway Administration  
4000 North Central Avenue, Suite 1500  
Phoenix, AZ 85012-3500

Dear Mr. Hollis:

The Bureau of Reclamation accepts your invitation to become a cooperating agency in the development of an Environmental Impact Statement (EIS) for the U.S. 60/Interstate 10 North-South Corridor study. The study area for the EIS encompasses portions of the Central Arizona Project, a Reclamation-owned facility that conveys Colorado River water to agricultural and municipal users in the Tucson and Phoenix areas. In addition, Reclamation is providing funds to the San Carlos Irrigation and Drainage District to rehabilitate San Carlos Irrigation Project (SCIP) facilities. The SCIP facilities deliver water to 50,546 acres of Indian farmland on the Gila River Indian Community and 50,000 acres of non-Indian farmland between Florence and Casa Grande through canals and laterals that originate at the Ashurst-Hayden Diversion Dam on the Gila River. Reclamation is preparing a Draft EIS for rehabilitation of the SCIP facilities (see 75 *Federal Register* 53332).

If you have any questions regarding this matter, please contact John McGlothlen by telephone at 623-773-6256, or by email at [jmcglothlen@usbr.gov](mailto:jmcglothlen@usbr.gov).

Sincerely,

Bruce D. Ellis, Chief  
Environmental Resource  
Management Division



## United States Department of the Interior

U.S. Fish and Wildlife Service  
Arizona Ecological Services Office  
2321 West Royal Palm Road, Suite 103  
Phoenix, Arizona 85021-4951  
Telephone: (602) 242-0210 Fax: (602) 242-2513



In reply refer to:  
AESO/SE  
22410-2011-TA-0039

February 18, 2011

Ms. Rebecca Swiecki  
Arizona Department of Transportation  
Environmental Planning Group  
206 South Seventeenth Avenue  
Phoenix, Arizona 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 99 PN 000 H7454 01L  
North-South Corridor Study

Dear Ms. Swiecki:

Thank you for your correspondence of October 13, 2010, received in our office October 18, 2010, requesting input on the Federal Highway Administration's (FHWA) and the Arizona Department of Transportation's (ADOT) intent to prepare an Environmental Impact Statement (EIS) for the proposed North-South Corridor Project in Pinal County, Arizona. We appreciate your patience and understanding as we worked through our internal procedures to provide you with an appropriate response.

Your correspondence indicated that the FHWA has requested that the U.S. Fish and Wildlife Service (FWS) become a Cooperating Agency for the North-South Corridor Project. FWS accepts FHWA's invitation to become a Cooperating Agency under the terms provided in your October 13, 2010 correspondence. This includes providing early and meaningful input on defining the project purpose and need, determining the range of alternatives considered, participating in coordination and interdisciplinary meetings as appropriate, and providing review and comments on pre-draft and pre-final National Environmental Policy Act (NEPA) documents reflecting our agency's views and concerns. Please be aware that FWS's participation as a Cooperating Agency does not constitute formal or informal approval of any part of this project under any statute administered by FWS, nor does it limit in any way FWS's independent review of the draft or final EISs under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1544) (Act).

The FWS encourages the FHWA and ADOT to fully consider the following issues and concerns as you develop the design concept report and associated NEPA documents. As this study and the development of the EIS progresses, the FWS will have additional comments and recommendations.

A linear project of the scope of the proposed north-south corridor has the potential to have significant effects to the natural resources located within the study area. Some areas of the proposed action occur within or adjacent to active and abandoned agricultural fields and developing commercial areas associated with I-10, SR-87, and SR-79. Impacts to listed and sensitive species in these types of areas are typically reduced. However, the project area also includes areas of natural, open desert supporting a diversity of vegetation and wildlife habitat. Of particular value to wildlife, including listed and sensitive species, is the Sonoran Desert scrub community and associated xeroriparian washes. The Sonoran Desert contains a highly diverse vegetation assemblage influenced by its unique climate and location. As a result, the Sonoran Desert supports a higher biodiversity than most other desert communities. Unique plant species, such as the saguaro (*Carnegiea gigantea*) and ironwood (*Olneya tesota*), provide a suite of habitat values for a wide range of wildlife species. Ironwood forests in the project area are equivalent to old-growth forests found elsewhere in the world. Desert washes within the Sonoran Desert support enhanced vegetation structure and diversity due to increased moisture availability. Wash systems support desert woodlands characterized by larger trees and higher vegetation cover than the surrounding desert. These desert riparian areas attract and support a disproportionate number and diversity of wildlife species. We recommend that, as the assessment of the proposed north-south corridor is conducted, you consider the need to maintain these rich desert communities. Of particular concern is the need to avoid habitat fragmentation and maintain habitat linkages throughout the project area to maintain and enhance habitat for listed and sensitive species.

For example, the project proposal falls within the range of the lesser long-nosed bat (*Leptonycteris curasoae yerbabuena*), a species listed as endangered under the Act. The lesser long-nosed bat forages on the flowers and fruits of the saguaro cactus during the crucial maternity season. A known lesser long-nosed bat maternity roost is located within 20 miles of the study area for this project. This bat species travels up to 40 miles one-way each night to obtain the necessary forage resources. The protection of saguaros and movement corridors between roost sites and foraging areas is important for the conservation of this species.

In addition, the project also includes habitat for the cactus ferruginous pygmy-owl (*Glaucidium brasilianum cactorum*; pygmy-owl), a species formerly listed as endangered under the Act. A final rule to remove the pygmy-owl from the Endangered Species list was published April 14, 2006. Therefore, the protective regulations of the Act no longer apply to the pygmy-owl. However, upon request, we continue to provide technical assistance related to the conservation of the pygmy-owl. Additionally, the FWS is currently evaluating a petition to relist the pygmy-owl. All recent nest locations for the pygmy-owl in Arizona have been in cavities in saguaros. In addition, pygmy-owls are most commonly found in desert woodlands, and large trees such as ironwood, mesquite, and blue palo verde provide important year-round thermal, foraging, and escape cover. The extra cover provided along desert washes is used by pygmy-owls for movements within home ranges, but also for dispersal across the landscape.

The area also provides potential habitat for the Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*) and the Sonoran desert tortoise (*Gopherus agassizii*). Both of these species are listed as candidate species under the Act. Candidate species are those where we believe there is sufficient information to list them under the Act, but lack the necessary resources to do so. The project area also supports potential habitat for the western burrowing owl (*Athene cunicularia hypugaea*), a sensitive species. The burrowing owl is a species that is experiencing rangewide declines and is a covered species in three habitat conservation plans being developed in adjacent Pima County. This species is known to inhabit open areas with sparse vegetation, including agricultural areas. Burrowing owl habitat is found throughout the project area.

Current data on the occurrence of these species in the project area is limited. We recommend that surveys to determine occupancy and distribution of these species be included as an element of the north-south corridor evaluation. This type of data will be particularly useful in helping to determine the location of the proposed roadway.


Habitat fragmentation is an ongoing threat to the conservation of listed and sensitive species. Habitat linkages that allow for movements across the landscape are essential to wildlife for foraging, dispersal, breeding, and other life history activities. Locating the proposed roadway in areas that have existing structures (roadways, utility corridors, irrigation canals, etc.) and areas that have already been subjected to disturbance will reduce habitat fragmentation. Several important landscape-level wildlife linkages have been identified within Arizona, and specifically within the study area for this project. ADOT and FHWA have participated in the development and implementation of these linkage studies and we recommend that efforts to incorporate these data be made as part of the north-south corridor study. Elements can also be incorporated into the actual design of the proposed roadway that will allow for wildlife permeability, as well as reduce potential vehicle collisions with wildlife.

This letter is not intended to express any requirement of, or conditions necessary for compliance with, the Endangered Species Act. Our comments are provided to you as technical assistance and early input with regard to how effects to wildlife resources from the proposed north-south corridor can be minimized, but they do not constitute legal requirements. If there is a Federal nexus for this project, the Federal action agency will make a determination on the effects of the action on listed species and whether section 7 consultation, pursuant to the Act, is required.

If you have any questions regarding our comments, or need any additional information, please contact Scott Richardson at 520-670-6150 (x242).

Thank you for your consideration of endangered species.

Sincerely,

  
for Steven L. Spangle  
Field Supervisor

Ms. Rebecca Swiecki

4

cc (hard copy):

Habitat Branch Chief, Arizona Game and Fish Department, Phoenix, AZ

cc (email):

Assistant Field Supervisor, Fish and Wildlife Service, Tucson, AZ

Regional Supervisor, Arizona Game and Fish Department, Tucson, AZ

(Attn: John Windes)

W:\Scott Richardson\ADOT.FHWA.North\_South Corridor Study.Coop Agency Invite.12\_2010.doc:egg



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

JUL 17 2013

1200 New Jersey Avenue, SE  
Washington, DC 20590

Ms. Rebecca Swiecki  
Federal Highway Administration  
4000 N. Central Avenue, Suite 1500  
Phoenix, Arizona 85012-3500

Subject: Cooperating Agency Invitation; North-South Corridor Study, Pinal County, Arizona

Dear Ms. Swiecki:

The Federal Railroad Administration (FRA) received your transmittal from October 13, 2010. Thank you for inviting FRA to act as a cooperating agency with the Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) in the development of the Environmental Impact Statement (EIS) for the North-South Corridor Study in Pinal County, Arizona.

FRA requests cooperating agency status on this EIS. FRA has an interest in the North-South Corridor Study as decisions for the roadway alignments, environmental studies (economic impacts, cultural, hazardous materials, air, invasive species, endangered species, socioeconomics and water) and evaluation of the alternatives in the Study Corridor could impact the Arizona Passenger Rail Corridor Study: Tucson to Phoenix Project. FRA and the Federal Transit Administration are funding the Arizona Passenger Rail Corridor Study, for which FHWA is a cooperating agency.

In accordance with 40 CFR 1501.6, as a cooperating agency, FRA anticipates being afforded the opportunity to participate in NEPA coordination meetings, raise concerns about technical studies, provide information on alternatives/mitigation, and review/provide comments on pre-draft/pre-final documents relation to environmental issues of concern.

Ms. Andrea Martin, Environmental Protection Specialist in the Office of Railroad Policy and Development, of my staff is hereby designated as the primary point of contact for the Project. Ms. Martin can be reached at (202) 493-6201 or email [andrea.martin@dot.gov](mailto:andrea.martin@dot.gov).

We look forward to working with FHWA and ADOT on this Project.

Sincerely,

David Valenstein  
Division Chief, Environment and Systems Planning  
Federal Railroad Administration

CC: Michael Kies, ADOT Multimodal Planning



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue

Suite 1500

Phoenix, Arizona 85012-3500

Phone: (602) 379-3646

Fax: (602) 382-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

October 1, 2013

RECEIVED

OCT 02 2013

URBAN PROJECT MANAGEMENT GROUP

In Reply Refer To:  
STP-999-A(365)X

HOP-AZ

STP-999-A(365)X

TRACS No. 999 PN 000 H7454 01L

North-South Corridor Study

Cooperating Agency Invitation

Mr. David Valenstein  
Division Chief, Environment and Systems Planning  
Federal Railroad Administration  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Cooperating Agency Invitation; North-South Corridor Study, Pinal County, Arizona

Dear Mr. Valenstein:

In response to your letter received July 17, 2013, the Federal Highway Administration (FHWA), as the lead federal agency, and the Arizona Department of Transportation (ADOT), as the project sponsoring agency, recognize the Federal Railroad Administration's as a cooperating agency with the FHWA and ADOT in the development of the Environmental Impact Statement (EIS) for the North-South Corridor.

In accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of NEPA and pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), cooperating agencies are responsible to identify as early as practicable, any issues of concern regarding the project's potential impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of this project should include the following activities as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in regular coordination meetings, quarterly interdisciplinary team meetings, and joint field reviews, as appropriate.
3. Timely review and comment on pre-draft and pre-final NEPA documents to reflect views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.



The Alternatives Selection Report may be obtained from the following link (please note the link requires an email address to access but it is not password protected).

- **Alterative Selection Report**  
<https://kimley-horn.securevdr.com/d/s1b9a31734de432d9>,  
link to the North-South Corridor Study Draft Final Alternatives Selection Report (dated March 2013) and the North-South Corridor Study Draft Alternatives Selection Report, November 2012 Comment Log (dated March 20, 2013).

The draft Purpose and Need may be obtained from the ADOT project website from the following link.

- **Draft Purpose and Need**  
[http://www.azdot.gov/Highways/Projects/NorthSouthCorridorStudy/PDF/PNS\\_Draft\\_v1-6.pdf](http://www.azdot.gov/Highways/Projects/NorthSouthCorridorStudy/PDF/PNS_Draft_v1-6.pdf),  
link to the North-South Corridor Study Draft Purpose and Need (December 2011)

You have indicated that Ms. Andrea Martin, Environmental Protection Specialist in the Office of Railroad Policy and Development, is designated as the contact for the project. Ms. Martin is identified in the attached Coordination Plan as the primary point of contact. For conflict resolution, would you please provide the titles to complete the cooperating agency conflict resolution contact matrix (refer to Exhibit 1 on following page).

If you have any questions or would like to discuss the study or our agencies' respective roles in more detail, please contact David Cremer, FHWA Environmental Coordinator at (602) 382-8976 or email [david.cremer@dot.gov](mailto:david.cremer@dot.gov), or Joanie Cady, ADOT Environmental Planner III, at 602-712-8633. Thank you for your cooperation and interest in this study.

Sincerely,

David Cremer

Karla S. Petty  
Division Administrator

Enclosure

cc:

Trent Kelso (Mail Drop EM01)  
Jennifer Greutz (Mail Drop 118A)  
Joanie Cady (Mail Drop EM02)  
DCremer  
DCremer:cdm

Exhibit 1. Cooperating agency conflict resolution contact matrix

| Management Level   | ADOT   | FHWA   | FRA                                 | U.S. ACE  | U.S. DOI BOR   | U.S. EPA                                       | U.S. F&WS                          | WAPA                  |
|--|--|--|-------------------------------------|---|--|--|------------------------------------|-----------------------|
| <i>Tier 1</i><br>Project Manager                             | Environmental Planner<br>Project Manager                     | Environmental Program Manager<br>Area Engineer | Environmental Protection Specialist | ADOT Liaison to U.S. Army Corps of Engineers Regulatory | Chief of Environmental Resources Management Division | Environmental Resources Specialist             | Field Manager                      | Environmental Manager |
| <i>Tier 2</i><br>Manager at Area, District, or Section Level | Predesign Section Manager                                    | Major Projects Manager                         |                                     | Chief of Arizona Regulatory Branch                      | Area Manager   | Transportation Team Supervisor                 | Field Supervisor                   | Not applicable        |
| <i>Tier 3</i><br>Manager at Regional or Deputy Level         | Deputy State Engineer/<br>Development<br>ITD* State Engineer | Senior Engineering Manager                     |                                     | Chief of Regulatory Los Angeles Division                | Deputy Regional Director                             | Division Director for Community and Ecosystems | Southwest Deputy Regional Director | Regional Manager      |
| <i>Tier 4</i><br>Administrator, Director, or Commander       | Director   | Division Administrator                         |                                     | Commander/<br>District Engineer                         | Regional Director                                    | Regional Administrator                         | Regional Director                  | Administrator         |

\* Intermodal Transportation Division



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
Phone: (602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

July 29, 2015

In Reply Refer To:

STP-999-A(365)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Mr. Bill Walker, Southwest Region Director  
Bureau of Indian Affairs,  
1001 Indian School Road, NW  
Albuquerque, New Mexico 87104

Dear Mr. Walker:

We received a request from the Bureau of Indian Affairs, San Carlos Irrigation Project (BIA-SCIP) to become a cooperating agency for the North-South Corridor Study. This letter serves as your invitation to become a cooperating agency on the North-South Corridor Study.

The Federal Highway Administration (FHWA), as the lead federal agency, and the Arizona Department of Transportation (ADOT), as the project sponsoring agency have initiated an Environmental Impact Statement (EIS) and Location/Design Concept Report for the North-South Corridor. The proposed North-South Corridor study area begins at the United States 60 (US 60), in the vicinity of the city of Apache Junction and extends south for approximately 45 miles to connect to Interstate 10 (I-10), in the vicinity of the city of Eloy and town of Marana. In May 2015, the proposed State Route 24 (SR 24) freeway (from the North-South Corridor to the facility's planned extension at Ironwood Drive) will be part of the project. Attached are figures showing the project location, study area, and published Notice of Intent (NOI).

The EIS will consider and assess a reasonable range of alternatives, including the no-build alternative. Issues to be analyzed in depth in the EIS will include the project's impacts on cultural resources, biological resources, water quality, recreational resources, noise impacts and air quality; as well as other social, economic, and environmental impacts.

We extend the Bureau of Indian Affairs, Southwest Region, an invitation to become a cooperating agency in the development of the EIS for the subject project in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). A separate invitation has been extended to the BIA-SCIP Acting Environmental Coordinator, Mr. Beau Goldstein.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), cooperating agencies are responsible to identify as early as practicable, any issues of concern regarding the project's potential impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed

for the project. We suggest that your agency's role in the development of this project should include the following activities as they relate to your area of expertise:

1. Provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in monthly coordination meetings, quarterly interdisciplinary team meetings, and joint field reviews, as appropriate.
3. Timely review and comment on pre-draft and pre-final NEPA documents to reflect views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

In order to ensure continued project progress, please provide a written response indicating the BIA Southwest Region's acceptance or denial of this invitation within 30 days from the receipt of this letter. If you accept, please identify the appropriate contact person within your organization for future coordination. If your agency declines, the response should state the reason(s) for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any federal agency that chooses to decline the invitation to be a cooperating agency must specifically state in its response that it:

- has no jurisdiction or authority with respect to the study;
- has no expertise or information relevant to the study; and
- does not intend to submit comments on the project.

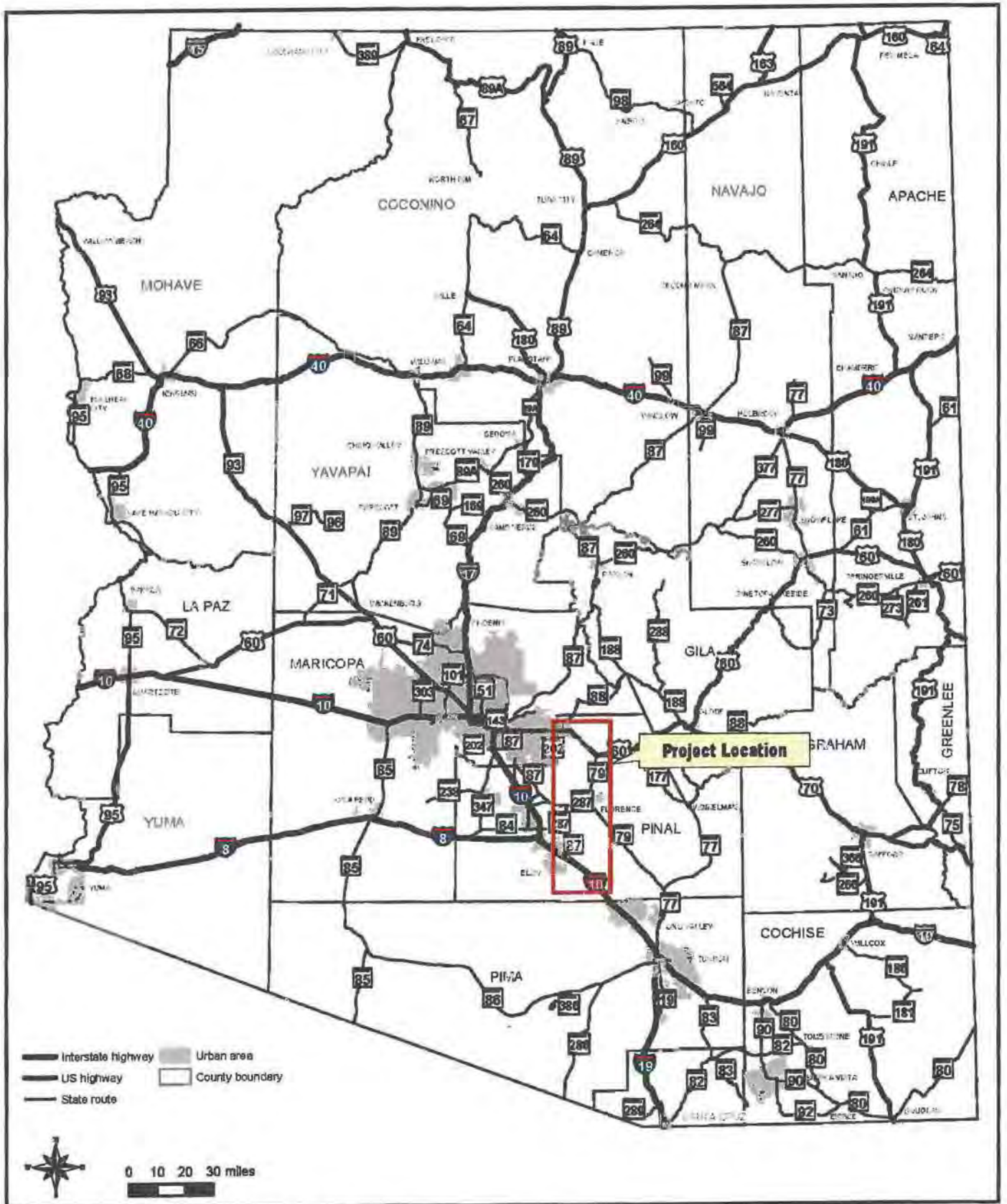
Declining or accepting this invitation will not affect the offer of coordinating agency previously extended to the BIA-SCIP. If you have any questions or would like to discuss the study or our agencies' respective roles in more detail, please contact Aryan Lirange, Senior Urban Engineer, at 602-382-8973 or [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov). Thank you for your participation and interest in this study.

Sincerely,



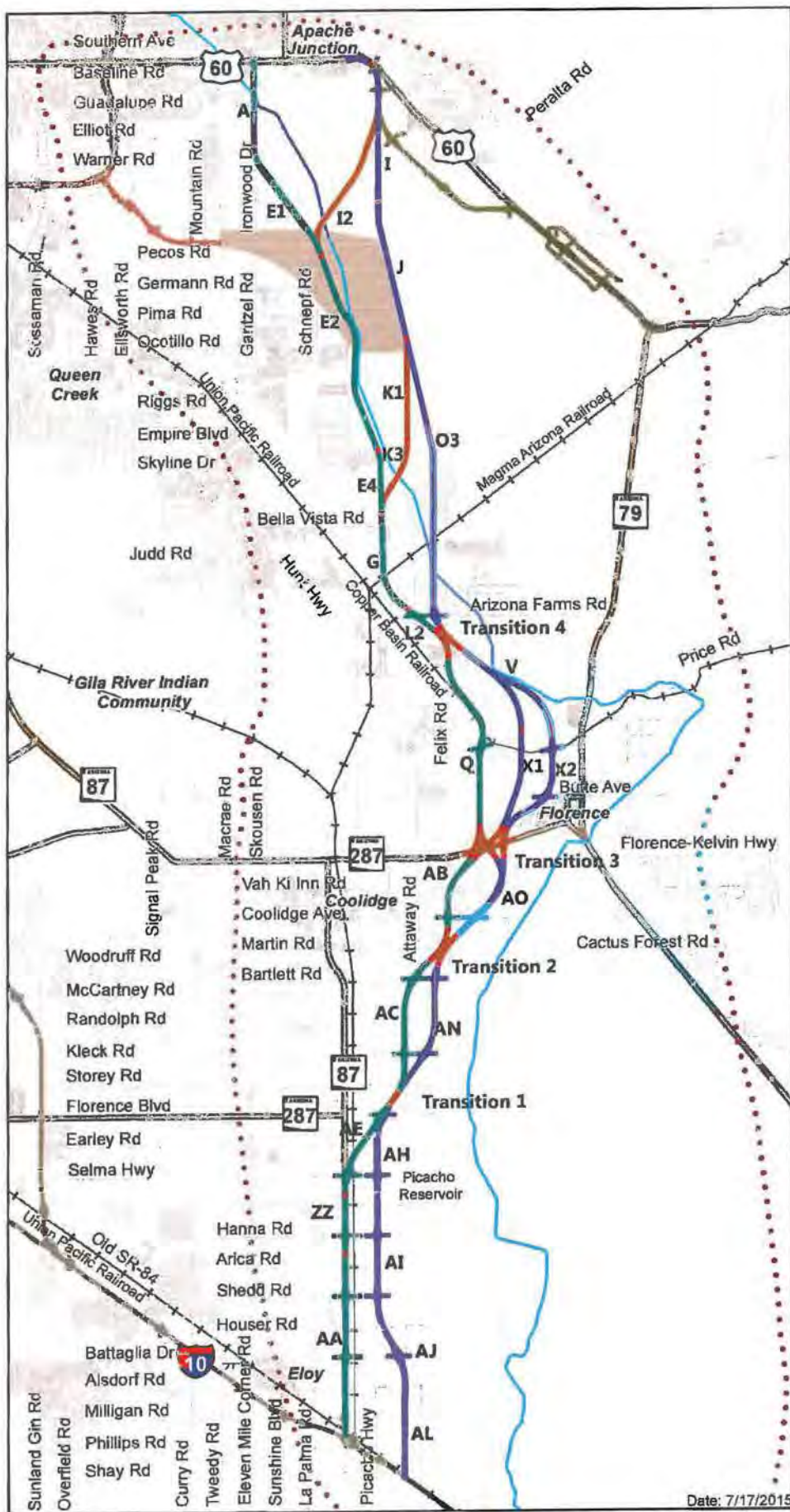
Karla S. Petty  
Division Administrator

Enclosures



**Figure 1. Project location in state**

Federal Aid No. STP-999-A(BBM)  
 ADOT Project No. 999 PN 000 H7454 01L  
 North-South Corridor Study



**Alternatives**

- East Alternative
- Transitions
- West Alternative
- Railroads
- CAP canal
- Interstate highway
- U.S./State highways and freeways
- Local roadway
- US 60 - approved alignment
- SR 24 - approved alignment
- SR 24 study area (Pinal County extension)
- North-South corridor study area

0 1 2 4 6  
Miles

NORTH

Figure 2 - Recommended Alternatives for Detailed Study

Dated: September 14, 2010.

**Willem H. Brakel,**  
Director, Office of Environmental Policy,  
Department of State.

[FR Doc. 2010-23425 Filed 9-17-10; 8:45 am]

BILLING CODE 4710-08-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35407]

#### GNP Rly, Inc.—Acquisition and Operation Exemption—Redmond Spur and Woodinville Subdivision

**AGENCY:** Surface Transportation Board, DOT.

**ACTION:** Notice of exemption, request for comments.

**SUMMARY:** On August 24, 2010, GNP Rly, Inc. (GNP), a Class III rail carrier, filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10902 to acquire and resume rail service over 2 segments of railbanked railroad right-of-way (ROW) totaling 9.1 miles, consisting of: (1) A ROW extending from milepost 0.0, at Woodinville, Wash., to approximately milepost 7.30 at Redmond, Wash. (Redmond Spur); and (2) a ROW extending from milepost 23.8 to milepost 22.0, at or near Woodinville (Woodinville Subdivision).<sup>1</sup> The petition for exemption was filed concurrently with GNP's petition to vacate in part the NITUs issued for the Redmond Spur and a longer segment of the Woodinville Subdivision (extending from milepost 23.8 to milepost 11.25). Those NITUs permitted railbanking/interim trail use negotiations under the Trails Act, 16 U.S.C. 1247(d). The Board seeks comments from interested persons on GNP's request to resume rail service and partially vacate the NITUs.

**DATES:** Written comments must be filed with the Board by October 20, 2010. Replies must be filed by November 19, 2010.

**ADDRESSES:** Comments may be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the E-FILING link on the Board's Web site, at <http://www.stb.dot.gov>. Any person

<sup>1</sup> These segments were the subjects of abandonment proceedings and notices of interim trail use (NITUs) in *BNSF Railway Company—Abandonment Exemption—in King County, Wash.*, AB 6 (Sub-No. 463X) and *BNSF Railway Company—Abandonment Exemption—in King County, Wash.*, AB 6 (Sub-No. 465X).

submitting a filing in the traditional paper format should send an original and 10 copies to: Surface Transportation Board, Attn: Docket No. FD 35407, 395 E Street, SW., Washington, DC 20423-0001.

In addition, send one copy of any comments to: (1) John Heffner, 1750 K Street, NW., Suite 200, Washington, DC 20006; (2) Charles A. Spitulnik, Kaplan Kirsch & Rockwell LLP, 1001 Connecticut Avenue, NW., Suite 800, Washington, DC 20036; (3) Craig Watson, Port of Seattle, Pier 69, P.O. Box 1209, Seattle, WA 98111; and (4) Kristy Clark, BNSF Railway Company, 2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

**FOR FURTHER INFORMATION CONTACT:** Julia Farr at 202-245-0359. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

**SUPPLEMENTARY INFORMATION:** On August 24, 2010, GNP filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10902 to acquire the "residual common carrier rights and obligations," including the right to reinstate rail service over the Redmond Spur and a portion of the Woodinville Subdivision. These segments are currently subject to an interim trail use agreement between BNSF Railway Company (BNSF) and King County, a political subdivision of the State of Washington. The Port of Seattle (Port) owns the real estate associated with the lines, which it acquired from BNSF.<sup>2</sup> In *King County, Wash.—Acquisition Exemption—BNSF Railway Company*, FD 35148 (STB served Sept. 18, 2009), the Board granted the request by King County for exemption from 49 U.S.C. 10901 to acquire BNSF's rights and obligations, including the right to reinstate rail service in the future.

GNP's petition presents this issue: Under what circumstances will the Board grant a carrier's request to vacate a NITU to permit reactivation of rail service, when the petitioning carrier does not own or have any other interest in the ROW? An interim trail use arrangement is subject to being cut off at any time by the reinstatement of service. Here, the abandoning railroad (BNSF) has transferred its rights and obligations, including the right to reinstate rail service, to King County (the trail sponsor), and a different carrier, GNP, seeks to reinstate service.

GNP states that 2 customers have requested service: Drywall Distributors, a supplier of drywall products, which

<sup>2</sup> *The Port of Seattle—Acquis. Exemption—Certain Assets of BNSF Ry.*, FD 35128 (STB served June 20, 2008).

anticipates receiving 40 carloads per year; and Building Specialties, a distributor of building products, located in the industrial park formerly served by BNSF, which also anticipates receiving 40 carloads per year. GNP includes a statement in support of its petition from Wallace/Knutson L.L.C., owner of the industrial park located on the Redmond Spur. In anticipation of reactivation of rail service on the Redmond Spur, Wallace/Knutson L.L.C. has leased to GNP an unused rail spur that crosses the industrial park and connects to the Redmond Spur.

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 15, 2011.

Decided: September 14, 2010.

By the Board.

**Rachel D. Campbell,**  
Director, Office of Proceedings.  
**Kulanie L. Cannon,**  
Clearance Clerk.

[FR Doc. 2010-23370 Filed 9-17-10; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Pinal County, AZ

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed transportation project in Pinal County, Arizona.

**FOR FURTHER INFORMATION CONTACT:** Kenneth H. Davis, Senior Engineering Manager for Operations, Federal Highway Administration, 4000 N. Central Avenue, Suite 1500, Phoenix, Arizona 85012-1906, Telephone (602) 382-8970, Fax (602) 382-8998, e-mail: [Ken.davis@dot.gov](mailto:Ken.davis@dot.gov); or Mary Frye, Environmental Coordinator, Federal Highway Administration, Arizona Division, 4000 N. Central Avenue, Suite 1500, Phoenix, Arizona 85012-1906, Telephone (602) 382-8979, Fax (602) 382-8998, e-mail: [Mary.Frye@dot.gov](mailto:Mary.Frye@dot.gov).

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Arizona Department of Transportation (ADOT), will prepare an environmental impact statement (EIS) on a proposed 40-mile-long project along a new route located between US 60 on the north and Interstate 10 (I-10) on the south. The

project is considered necessary to achieve a transportation objective identified in Pinal County's 2008 Regionally Significant Routes for Safety and Mobility. The project would address current and future transportation needs in an area that currently exceeds existing road capacity and is expected to continue to worsen with the projected increase in traffic demand associated with regional growth.

The proposed project evaluation will include, but not be limited to, potential impacts to adopted local and regional land use plans, Tribal lands, the existing and proposed Maricopa, Pinal, and Pima County regional transportation network, Central Arizona Project canals, railroads, residential and commercial development, cultural resources, Threatened and Endangered species, jurisdictional waters of the United States, air and noise quality, hazardous materials, and secondary and cumulative impacts. A full range of reasonable alternatives will be evaluated, including taking no action, using alternative transportation modes, making transportation system management improvements, a combination of arterial and freeway improvements, a new freeway, and combinations of these alternatives.

The EIS will conform to the environmental review process established in Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Section 6002 environmental review process requires the following activities: the identification and invitation of cooperating and participating agencies; the development of a coordination plan and management plan; and provision of opportunities for additional agency and public comment on the project's purpose and need, alternatives and methodologies for assessing alternatives. Additionally, the public hearing following the release of the draft EIS will also be provided. Public notice advertisements and direct mailings will notify interested parties of the time and place of public meetings and public hearing. A formal agency scoping meeting is planned between federal, state, city, county, and Tribal stakeholders.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, including the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, U.S. Department of the Interior Bureau of Reclamation, Federal Emergency Management Agency, U.S.

Department of the Interior Bureau of Land Management, U.S. Department of Agriculture Natural Resources Conservation Service, Federal Aviation Administration, Federal Transit Administration, U.S. Department of Energy Western Area Power Administration, Arizona Game and Fish Department, Arizona State Land Department, Arizona Department of Environmental Quality, Arizona State Parks, Arizona Department of Emergency and Military Affairs, Arizona Department of Public Safety, Arizona Department of Corrections, Arizona Attorney General's Office, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, Ak-Chin Indian Community, Tohono O'odham Nation, Hopi Tribe, Pascua Yaqui Tribe, San Carlos Apache Nation, White Mountain Apache Tribe, Yavapai-PreScott Indian Tribe, Yavapai-Apache Nation, Salt River Project, Phoenix-Mesa Gateway Airport Authority, Town of Florence, City of Coolidge, City of Eloy, City of Queen Creek, Town of Gilbert, City of Mesa, City of Apache Junction, City of Casa Grande, Town of Marana, Pima County, Maricopa Association of Governments, Pima Association of Governments, Pinal County, Central Arizona Project, and Central Arizona Association of Governments. Letters will also be sent to interested parties, including the Union Pacific Railroad, San Carlos Irrigation District and Resolution Copper Mining.

To insure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments, suggestions, or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program No. 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 10, 2010.

**Kenneth H. Davis,**

*Senior Engineering Manager for Operations, Federal Highway Administration, Arizona Division Office, Phoenix, Arizona.*

[FR Doc. 2010-23296 Filed 9-17-10; 8:45 am]

BILLING CODE 4910-22-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2010-41]

#### Petitions for Exemption; Summary of Petitions Received

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Notice of petitions for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before October 12, 2010.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2010-0287 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For more information on the rulemaking process, see the **SUPPLEMENTARY INFORMATION** section of this document.

**Privacy:** We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
Phone: (602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

July 29, 2015

In Reply Refer To:

STP-999-A(365)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Mr. Beau J. Goldstein, RPA  
Bureau of Indian Affairs,  
San Carlos Irrigation Project, Acting Environmental Coordinator  
PO Box 250  
Coolidge, Arizona 85228

Dear Mr. Goldstein:

We received your request for the Bureau of Indian Affairs, San Carlos Irrigation Project (BIA-SCIP) to become a cooperating agency for the North-South Corridor Study. This letter serves as your invitation to become a cooperating agency on the North-South Corridor Study.

The Federal Highway Administration (FHWA), as the lead federal agency, and the Arizona Department of Transportation (ADOT), as the project sponsoring agency have initiated an Environmental Impact Statement (EIS) and Location/Design Concept Report for the North-South Corridor. The proposed North-South Corridor study area begins at United States 60 (US 60), in the vicinity of Apache Junction and extends south for approximately 45 miles to connect to Interstate 10 (I-10), in the vicinity of Eloy and Marana. In May 2015, the project team decided to include the proposed State Route 24 (SR 24) freeway (from the North-South Corridor to the facility's planned extension at Ironwood Drive) as part of the project. Attached are figures showing the project location, study area, and published Notice of Intent (NOI).

The EIS will consider and assess a reasonable range of alternatives, including the no-build alternative. Issues to be analyzed in depth in the EIS will include the project's impacts on cultural resources, biological resources, water quality, recreational resources, noise impacts and air quality; as well as other social, economic, and environmental impacts.

We extend the Bureau of Indian Affairs, San Carlos Irrigation Project, an invitation to become a cooperating agency in the development of the EIS for the subject project in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's Regulations for Implementing the Procedural Provision of the National Environmental Policy Act (NEPA). A separate invitation has been extended to the BIA Southwest Region Director, Mr. Bill Walker.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), cooperating agencies are responsible to identify as early as practicable, any issues of concern regarding the project's potential impacts that could

substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of this project should include the following activities as they relate to your area of expertise:

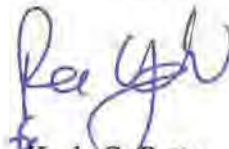
1. Provide meaningful and early input on defining the project purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
2. Participate in monthly coordination meetings, quarterly interdisciplinary team meetings, and joint field reviews, as appropriate.
3. Timely review and comment on pre-draft and pre-final NEPA documents to reflect views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

In order to ensure continued project progress, please provide a written response indicating BIA-SCIP's acceptance or denial of this invitation within 30 days from the receipt of this letter. If you accept, please identify the appropriate contact person within your organization for future coordination. If your agency declines, the response should state the reason(s) for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any federal agency that chooses to decline the invitation to be a cooperating agency must specifically state in its response that it:

- Has no jurisdiction or authority with respect to the study;
- Has no expertise or information relevant to the study; and
- Does not intend to submit comments on the project.

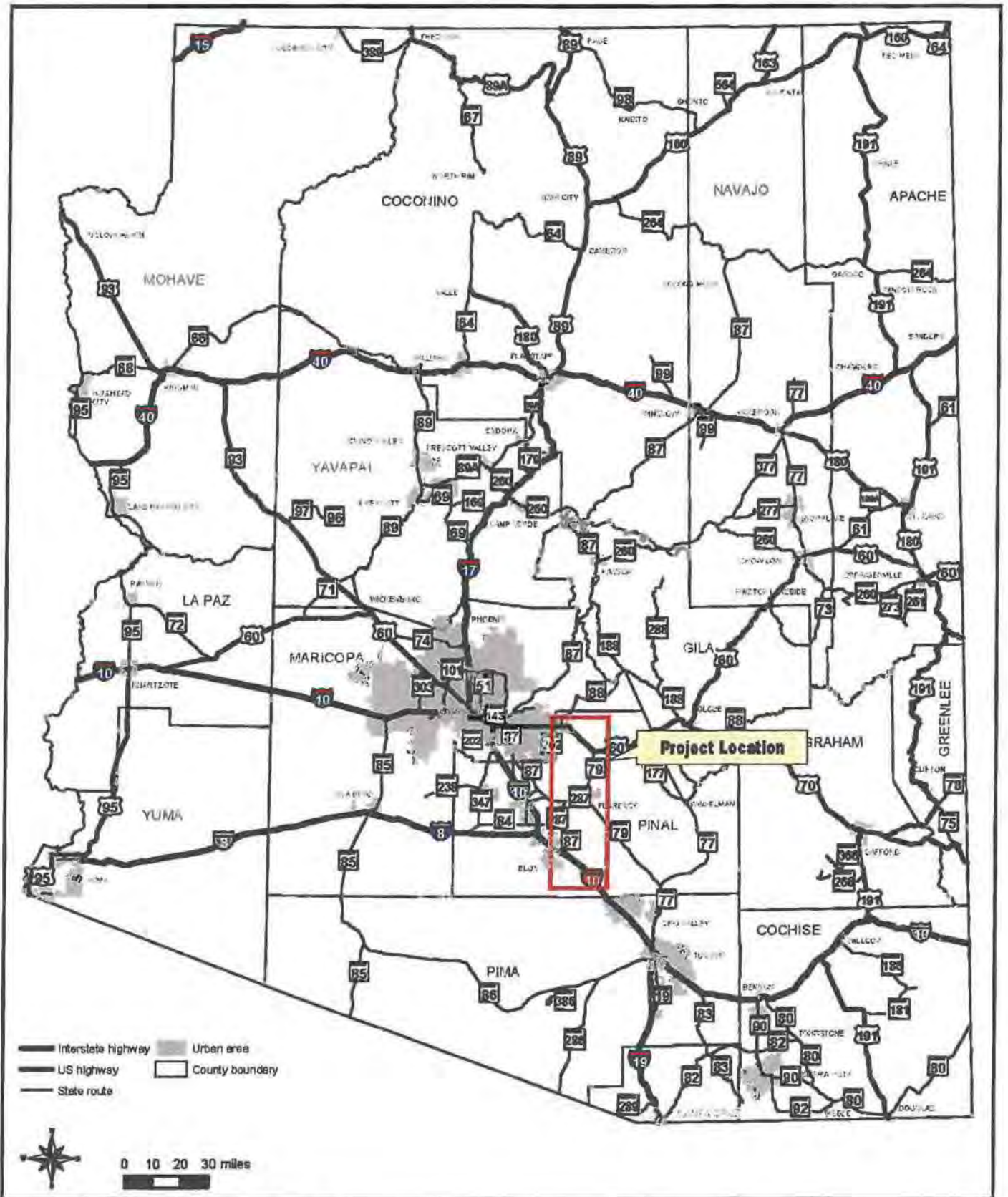
If you have any questions or would like to discuss the study or our agencies' respective roles in more detail, please contact Aryan Lirange, Senior Urban Engineer, at 602-382-8973 or [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov). Thank you for your participation and interest in this study.

Sincerely,



Karla S. Petty  
Division Administrator

Enclosures



**Figure 1. Project location in state**

Federal Aid No. STP-999-A(BBM)  
 ADOT Project No. 999 PN 000 H7454 01L  
 North-South Corridor Study

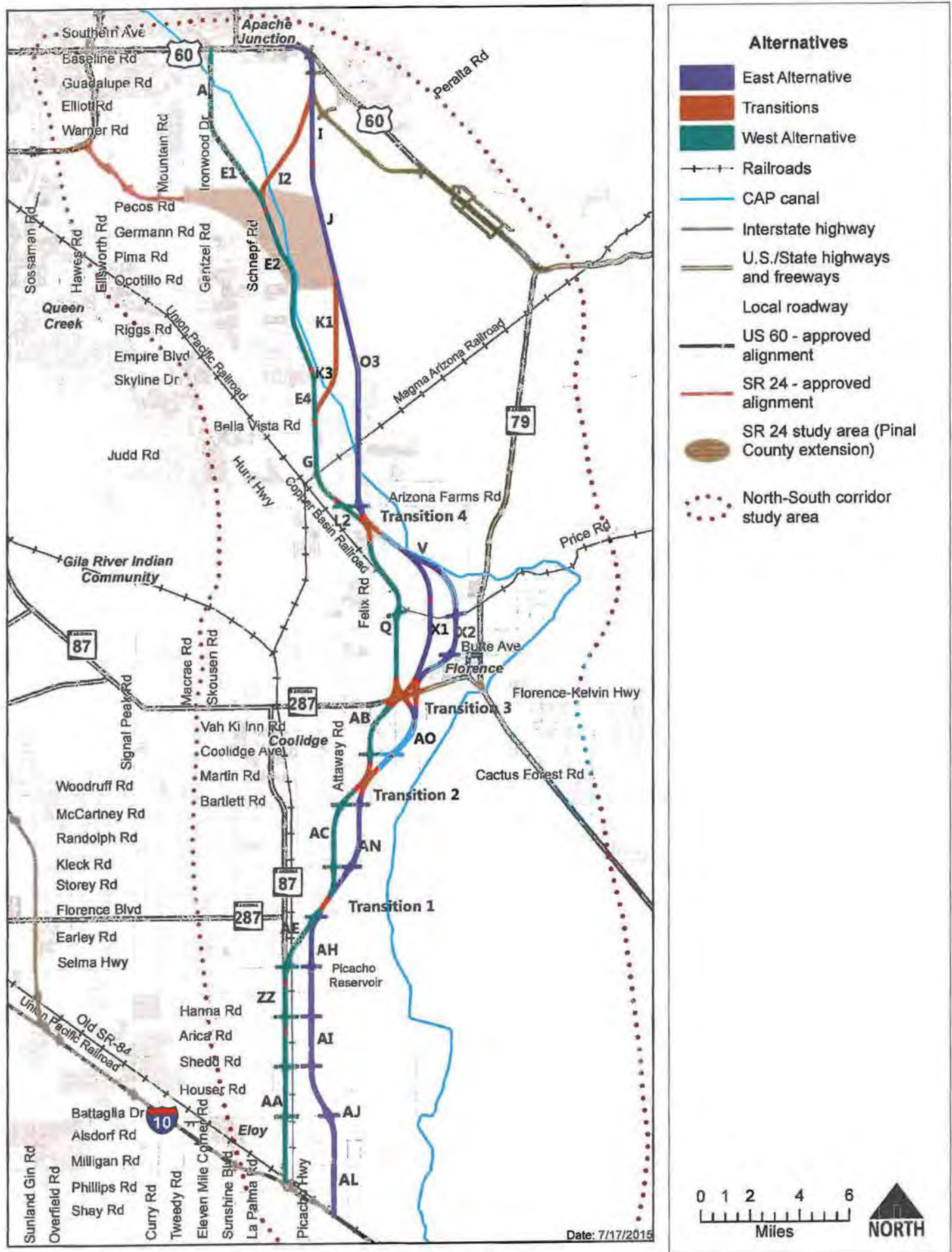


Figure 2 - Recommended Alternatives for Detailed Study

Dated: September 14, 2010.

Willem H. Brakel,  
Director, Office of Environmental Policy,  
Department of State.

[FR Doc. 2010-23425 Filed 9-17-10; 8:45 am]

BILLING CODE 4710-06-P

## DEPARTMENT OF TRANSPORTATION

### Surface Transportation Board

[Docket No. FD 35407]

#### GNP Rly, Inc.—Acquisition and Operation Exemption—Redmond Spur and Woodinville Subdivision

AGENCY: Surface Transportation Board, DOT.

ACTION: Notice of exemption, request for comments.

**SUMMARY:** On August 24, 2010, GNP Rly, Inc. (GNP), a Class III rail carrier, filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10902 to acquire and resume rail service over 2 segments of railbanked railroad right-of-way (ROW) totaling 9.1 miles, consisting of: (1) A ROW extending from milepost 0.0, at Woodinville, Wash., to approximately milepost 7.30 at Redmond, Wash. (Redmond Spur); and (2) a ROW extending from milepost 23.8 to milepost 22.0, at or near Woodinville (Woodinville Subdivision).<sup>1</sup> The petition for exemption was filed concurrently with GNP's petition to vacate in part the NITUs issued for the Redmond Spur and a longer segment of the Woodinville Subdivision (extending from milepost 23.8 to milepost 11.25). Those NITUs permitted railbanking/ interim trail use negotiations under the Trails Act, 16 U.S.C. 1247(d). The Board seeks comments from interested persons on GNP's request to resume rail service and partially vacate the NITUs.

**DATES:** Written comments must be filed with the Board by October 20, 2010. Replies must be filed by November 19, 2010.

**ADDRESSES:** Comments may be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions at the E-FILING link on the Board's Web site, at <http://www.stb.dot.gov>. Any person

submitting a filing in the traditional paper format should send an original and 10 copies to: Surface Transportation Board, Attn: Docket No. FD 35407, 395 E Street, SW., Washington, DC 20423-0001.

In addition, send one copy of any comments to: (1) John Heffner, 1750 K Street, NW., Suite 200, Washington, DC 20006; (2) Charles A. Spitulnik, Kaplan Kirsch & Rockwell LLP, 1001 Connecticut Avenue, NW., Suite 800, Washington, DC 20036; (3) Craig Watson, Port of Seattle, Pier 69, P.O. Box 1209, Seattle, WA 98111; and (4) Kristy Clark, BNSF Railway Company, 2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

**FOR FURTHER INFORMATION CONTACT:** Julia Farr at 202-245-0359. Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1-800-877-8339.

**SUPPLEMENTARY INFORMATION:** On August 24, 2010, GNP filed a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10902 to acquire the "residual common carrier rights and obligations," including the right to reinstate rail service over the Redmond Spur and a portion of the Woodinville Subdivision. These segments are currently subject to an interim trail use agreement between BNSF Railway Company (BNSF) and King County, a political subdivision of the State of Washington. The Port of Seattle (Port) owns the real estate associated with the lines, which it acquired from BNSF.<sup>2</sup> In *King County, Wash.—Acquisition Exemption—BNSF Railway Company*, FD 35148 (STB served Sept. 18, 2009), the Board granted the request by King County for exemption from 49 U.S.C. 10901 to acquire BNSF's rights and obligations, including the right to reinstate rail service in the future.

GNP's petition presents this issue: Under what circumstances will the Board grant a carrier's request to vacate a NITU to permit reactivation of rail service, when the petitioning carrier does not own or have any other interest in the ROW? An interim trail use arrangement is subject to being cut off at any time by the reinstatement of service. Here, the abandoning railroad (BNSF) has transferred its rights and obligations, including the right to reinstate rail service, to King County (the trail sponsor), and a different carrier, GNP, seeks to reinstate service. GNP states that 2 customers have requested service: Drywall Distributors, a supplier of drywall products, which

anticipates receiving 40 carloads per year; and Building Specialties, a distributor of building products, located in the industrial park formerly served by BNSF, which also anticipates receiving 40 carloads per year. GNP includes a statement in support of its petition from Wallace/Knutsen L.L.C., owner of the industrial park located on the Redmond Spur. In anticipation of reactivation of rail service on the Redmond Spur, Wallace/Knutsen L.L.C. has leased to GNP an unused rail spur that crosses the industrial park and connects to the Redmond Spur.

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by June 15, 2011.

Decided: September 14, 2010.

By the Board.

Rachel D. Campbell,  
Director, Office of Proceedings.

Kulunie L. Cannon,

Clearance Clerk.

[FR Doc. 2010-23370 Filed 9-17-10; 8:45 am]

BILLING CODE 4915-01-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

#### Environmental Impact Statement; Pinal County, AZ

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of Intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an Environmental Impact Statement will be prepared for a proposed transportation project in Pinal County, Arizona.

**FOR FURTHER INFORMATION CONTACT:** Kenneth H. Davis, Senior Engineering Manager for Operations, Federal Highway Administration, 4000 N. Central Avenue, Suite 1500, Phoenix, Arizona 85012-1906. Telephone (602) 382-8970, Fax (602) 382-8998, e-mail: [Ken.davis@dot.gov](mailto:Ken.davis@dot.gov); or Mary Frye, Environmental Coordinator, Federal Highway Administration, Arizona Division, 4000 N. Central Avenue, Suite 1500, Phoenix, Arizona 85012-1906, Telephone (602) 382-8979, Fax (602) 382-8998, e-mail: [Mary.Frye@dot.gov](mailto:Mary.Frye@dot.gov).

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Arizona Department of Transportation (ADOT), will prepare an environmental impact statement (EIS) on a proposed 40-mile-long project along a new route located between US 60 on the north and Interstate 10 (I-10) on the south. The

<sup>1</sup> These segments were the subjects of abandonment proceedings and notices of interim trail use (NITUs) in *BNSF Railway Company—Abandonment Exemption—in King County, Wash.*, AB 6 (Sub-No. 463%) and *BNSF Railway Company—Abandonment Exemption—in King County, Wash.*, AB 6 (Sub-No. 465%).

<sup>2</sup> *The Port of Seattle—Acquis. Exemption—Certain Assets of BNSF Ry.*, FD 35128 (STB served June 20, 2009).

project is considered necessary to achieve a transportation objective identified in Pinal County's 2008 Regionally Significant Routes for Safety and Mobility. The project would address current and future transportation needs in an area that currently exceeds existing road capacity and is expected to continue to worsen with the projected increase in traffic demand associated with regional growth.

The proposed project evaluation will include, but not be limited to, potential impacts to adopted local and regional land use plans, Tribal lands, the existing and proposed Maricopa, Pinal, and Pima County regional transportation network, Central Arizona Project canals, railroads, residential and commercial development, cultural resources, Threatened and Endangered species, jurisdictional waters of the United States, air and noise quality, hazardous materials, and secondary and cumulative impacts. A full range of reasonable alternatives will be evaluated, including taking no action, using alternative transportation modes, making transportation system management improvements, a combination of arterial and freeway improvements, a new freeway, and combinations of these alternatives.

The EIS will conform to the environmental review process established in Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Section 6002 environmental review process requires the following activities: the identification and invitation of cooperating and participating agencies; the development of a coordination plan and management plan; and provision of opportunities for additional agency and public comment on the project's purpose and need, alternatives and methodologies for assessing alternatives. Additionally, the public hearing following the release of the draft EIS will also be provided. Public notice advertisements and direct mailings will notify interested parties of the time and place of public meetings and public hearing. A formal agency scoping meeting is planned between federal, state, city, county, and Tribal stakeholders.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, and local agencies, including the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency, U.S. Department of the Interior Bureau of Reclamation, Federal Emergency Management Agency, U.S.

Department of the Interior Bureau of Land Management, U.S. Department of Agriculture Natural Resources Conservation Service, Federal Aviation Administration, Federal Transit Administration, U.S. Department of Energy Western Area Power Administration, Arizona Game and Fish Department, Arizona State Land Department, Arizona Department of Environmental Quality, Arizona State Parks, Arizona Department of Emergency and Military Affairs, Arizona Department of Public Safety, Arizona Department of Corrections, Arizona Attorney General's Office, Gila River Indian Community, Salt River Pima-Maricopa Indian Community, Ak-Chin Indian Community, Tohono O'odham Nation, Hopi Tribe, Pascua Yaqui Tribe, San Carlos Apache Nation, White Mountain Apache Tribe, Yavapai-Prescott Indian Tribe, Yavapai-Apache Nation, Salt River Project, Phoenix-Mesa Gateway Airport Authority, Town of Florence, City of Coolidge, City of Eloy, City of Queen Creek, Town of Gilbert, City of Mesa, City of Apache Junction, City of Casa Grande, Town of Marana, Pima County, Maricopa Association of Governments, Pima Association of Governments, Pinal County, Central Arizona Project, and Central Arizona Association of Governments. Letters will also be sent to interested parties, including the Union Pacific Railroad, San Carlos Irrigation District and Resolution Copper Mining.

To insure that the full range of issues related to this proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments, suggestions, or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

(Catalog of Federal Domestic Assistance Program No. 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: September 10, 2010.

**Kenneth H. Davis,**

*Senior Engineering Manager for Operations, Federal Highway Administration, Arizona Division Office, Phoenix, Arizona.*

[FR Doc. 2010-23296 Filed 9-17-10; 8:45 am]

BILLING CODE 4210-22-M

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

[Summary Notice No. PE-2010-41]

#### Petitions for Exemption; Summary of Petitions Received

**AGENCY:** Federal Aviation Administration (FAA), DOT.  
**ACTION:** Notice of petitions for exemption received.

**SUMMARY:** This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of any petition or its final disposition.

**DATES:** Comments on petitions received must identify the petition docket number involved and must be received on or before October 12, 2010.

**ADDRESSES:** You may send comments identified by Docket Number FAA-2010-0287 using any of the following methods:

- *Government-wide rulemaking Web site:* Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.

- *Mail:* Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- *Fax:* Fax comments to the Docket Management Facility at 202-493-2251.

- *Hand Delivery:* Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For more information on the rulemaking process, see the **SUPPLEMENTARY INFORMATION** section of this document.

**Privacy:** We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

**LaBianca, Michael**

---

**From:** Victor Yang <VYang@azdot.gov>  
**Sent:** Monday, August 31, 2015 8:23 AM  
**To:** LaBianca, Michael  
**Subject:** FW: STP-999-A(365); North-South Corridor Study

Filing...

---

**From:** [Aryan.lirange@dot.gov](mailto:Aryan.lirange@dot.gov) [<mailto:Aryan.lirange@dot.gov>]  
**Sent:** Friday, August 28, 2015 9:52 AM  
**To:** Victor Yang; [Rebecca.Yedlin@dot.gov](mailto:Rebecca.Yedlin@dot.gov); Joanie Cady  
**Cc:** Alan Hansen; [beau.goldstein@bia.gov](mailto:beau.goldstein@bia.gov)  
**Subject:** FW: STP-999-A(365); North-South Corridor Study

FYI. In lieu of a format hard copy reply, please mark 8/28/15 as the EIS cooperating agency response date for SCIP.

*Aryan*

Arizona FHWA  
(eMail) [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)  
(602) 382 8973 | cell (602) 999 2921

**From:** Goldstein, Beau [<mailto:beau.goldstein@bia.gov>]  
**Sent:** Friday, August 28, 2015 9:45 AM  
**To:** Lirange, Aryan (FHWA)  
**Subject:** STP-999-A(365); North-South Corrdior Study

Good morning-

SCIP will be accepting the invitation to be a cooperating agency. Encroachment Permits may be required to cross SCIP canals.

I'm emailing to let you know because the 30 day response period is almost done, and I have not yet prepared an official response. The SCIP Project Manager will respond via mail as soon as we can.

Thank you,

Beau J. Goldstein, RPA  
BIA SCIP, Acting Environmental Coordinator  
BIA WRO, Contractor  
Mobile 602.758.9335

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Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Bureau of Indian Affairs, San Carlos Irrigation Project wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] \_\_\_\_\_ wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_ does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a Cooperating Agency will be designated a Participating Agency for the project.]**

Date:

11/2/16

Name of Organization: San Carlos Irrigation Project  
Agency contact for this project: Beau Goldstein  
Address: 13805 N Arizona Ave, Coolidge, AZ 85128  
Email Address: beau.goldstone@bia.gov  
Phone Number: 602-7589335 (mobile)

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)



# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] \_\_\_\_\_ wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or:

No, the [complete agency name] USDA  
Natural Resources Conservation Service does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be listed as a stakeholder agency and continue to receive information on the project.

Date:

11/7/16

Name of Organization: Natural Resources Conservation Service  
Agency contact for this project: Cheryl Lambert, Environmental Coordinator  
or D Andre Yancey, State Soil Scientist  
Address: 230 N 1st Ave, Phoenix AZ 85003  
Email Address: Cheryl.Lambert@az.usda.gov  
or Dandre.Yancey@az.usda.gov  
Phone Number: 602-280-8787  
or 602 280-8817

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] \_\_\_\_\_,  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] BUREAU OF RECLAMATION,  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date: 11/8/2016

Name of Organization: BUREAU OF RECLAMATION  
Agency contact  
for this project: CAROL EVANS  
Address: 6150 W THUNDERBOLT RD GLENDALE, AZ 85306  
Email Address: CAEVANS@USBR.GOV  
Phone Number: (623) 773-6257

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)

# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] U.S. Army Corps of Engineers,  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] \_\_\_\_\_  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date:

11/8/16

Name of Organization:

U.S Army Corps of Engineers

Agency contact  
for this project:

Jesse Rice

Address:

3636 N. Central Ave Ste 900 Phoenix AZ 85012

Email Address:

jesse.m.rice@usace.army.mil

Phone Number:

602-230-6854

Please return to:

Aryan Lirange

Senior Urban Engineer

Federal Highway Administration

4000 N. Central Ave., Suite 1500

Phoenix, Arizona 85012

(602) 382-8973

[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang

Project Manager

Arizona Department of Transportation

205 S.17th Ave, MD605E

Phoenix AZ 85007

(602) 712-8715

[VYang@azdot.gov](mailto:VYang@azdot.gov)

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] \_\_\_\_\_ wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or,

No, the [complete agency name] Federal Transit Administration does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be listed as a stakeholder agency and continue to receive information on the project.

Date:

11/16/2016

Name of Organization:

Federal Transit Administration Region 9

Agency contact for this project:

Dominique M. Paukowitz

Address:

90 Seventh St, Suite 15-300

Email Address:

San Francisco, CA 94103

Phone Number:

415-734-9469

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] \_\_\_\_\_,  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] BIA, Western Region \_\_\_\_\_,  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date:

December 1, 2016

|                                     |   |
|-------------------------------------|---|
| Name of Organization:               | <u>BIA - Western Region</u>                           |
| Agency contact<br>for this project: | <u>Chip Lewis</u>                                     |
| Address:                            | <u>2600 N. Central Avenue, Phoenix, Arizona 85004</u> |
| Email Address:                      | <u>Chip.Lewis@bia.gov</u>                             |
| Phone Number:                       | <u>602-379-6750 EXT. 1257</u>                         |

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)

**North-South Corridor Study  
Cooperating Agencies Acceptance Form**

**North-South Corridor Study Tier 1 Environmental Impact Statement**

Yes, the [complete agency name] U.S. Fish and Wildlife Service  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] \_\_\_\_\_  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date:

December 5, 2016

Name of Organization:

U.S. Fish & Wildlife Service

Agency contact  
for this project:

Robert Lehman

Address:

9828 N 31st Ave, Suite C3, Phoenix, AZ 85051

Email Address:

robert.lehman@fws.gov

Phone Number:

602-242-0310

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)

# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Western Area Power Administration,  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] \_\_\_\_\_,  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date: 12.7.16

Name of Organization: Western Area Power Administration  
Agency contact  
for this project: Melissa Ardis  
Address: 12155 W. Alameda Parkway; Lakewood CO  
Email Address: Ardis@wapa.gov 80228  
Phone Number: 720-962-7260

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

**North-South Corridor Study  
Cooperating Agencies Acceptance Form**

**North-South Corridor Study Tier 1 Environmental Impact Statement**

Yes, the [complete agency name] Bureau of Land Management,  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS). Per terms of MOU AZ-931-0309 - 11/19/08

Or;

Thank you but, the [complete agency name] \_\_\_\_\_,  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date: 2/8/17

Name of Organization: BLM  
Agency contact  
for this project: Lane Cowger  
Address: 1 N Central Ave #800  
Email Address: lcowger@blm.gov  
Phone Number: 602-477-9612

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)



# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] V. S. ENVIRONMENTAL PROTECTION AGENCY  
wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] \_\_\_\_\_,  
wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and  
40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a  
Cooperating Agency will be designated a Participating Agency for the project.]**

Date: 2/27/2017

Name of Organization: V. S. ENVIRONMENTAL PROTECTION AGENCY  
Agency contact  
for this project: CLIFTON MEEK  
Address: 75 HAWTHORNE ST, ENF 4-2, SAN FRANCISCO, CA 94105  
Email Address: meck.clifton@epa.gov  
Phone Number: 415-972-3370

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)

**From:** [meek.clifton](mailto:meek.clifton@epa.gov)  
**To:** [Yedlin, Rebecca \(FHWA\)](mailto:Yedlin.Rebecca@dot.gov)  
**Subject:** FW: U.S. EPA North-South Corridor Cooperating Agency Acceptance  
**Date:** Monday, February 27, 2017 10:44:15 AM

---

Hi Rebecca-

See email exchange below regarding EPA's desire to remain a cooperating agency for the North-South corridor. I further confirmed our desire to remain a cooperating agency in a separate set of emails with the consultants last month. Seems there has been some miscommunication. In light of this, shall I still go ahead and fill out the form you sent?

-----  
Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
75 Hawthorne Street, ENF 4-2  
San Francisco, CA 94105

phone: 415-972-3370, fax: 415-947-8026  
[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)

---

**From:** Lirange, Aryan (FHWA) [<mailto:Aryan.lirange@dot.gov>]  
**Sent:** Thursday, November 03, 2016 9:53 PM  
**To:** meek, clifton <[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)>; Victor Yang <[VYang@azdot.gov](mailto:VYang@azdot.gov)>  
**Cc:** Yedlin, Rebecca (FHWA) <[Rebecca.Yedlin@dot.gov](mailto:Rebecca.Yedlin@dot.gov)>; LaBianca, Michael (Michael.LaBianca@hdrinc.com) <[Michael.LaBianca@hdrinc.com](mailto:Michael.LaBianca@hdrinc.com)>; LaFata, Catherine (Cathy.LaFata@hdrinc.com) <[Cathy.LaFata@hdrinc.com](mailto:Cathy.LaFata@hdrinc.com)>  
**Subject:** RE: U.S. EPA North-South Corridor Cooperating Agency Acceptance

By email is fine, we will use your name and contact information below for correspondence. Thank you for replying.

*Aryan*

Arizona FHWA  
(eMail) [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)  
(602) 382 8973 | cell (602) 999 2921

---

**From:** meek, clifton [<mailto:meek.clifton@epa.gov>]  
**Sent:** Thursday, November 03, 2016 3:27 PM  
**To:** Lirange, Aryan (FHWA); Victor Yang  
**Cc:** Yedlin, Rebecca (FHWA)  
**Subject:** U.S. EPA North-South Corridor Cooperating Agency Acceptance

Hi Victor and Aryan-

Do I need to fill out and send back the cooperating agency acceptance form? I'd prefer to just let you know via email that EPA wishes to remain a cooperating agency for the North-South Corridor Study.

Will this suffice?

I continue to be the EPA contact for the project and all of my information is below.

Thanks,

Clifton

-----  
Clifton Meek, Life Scientist  
U.S. EPA, Region 9  
Environmental Review Section - Transportation Team  
75 Hawthorne Street, ENF 4-2  
San Francisco, CA 94105

phone: 415-972-3370, fax: 415-947-8026  
[meek.clifton@epa.gov](mailto:meek.clifton@epa.gov)



United States Department of the Interior  
NATIONAL PARK SERVICE  
Intermountain Region  
12795 West Alameda Parkway  
Lakewood, CO 80228



**FEB 08 2018**

VIA ELECTRONIC MAIL: NO HARD COPY TO FOLLOW

Memorandum

To: Rebecca Yedlin, Environmental Coordinator, Federal Highway Administration, Arizona Division

From: Sue Masica, Intermountain Regional Director, National Park Service

Subject: NPS Declines Cooperating Agency Status for Tier I Environmental Impact Statement North South Corridor Study in Arizona

Dear Ms. Yedlin:

The National Park Service (NPS) respectfully declines the opportunity to become a cooperating agency under the National Environmental Policy Act (NEPA) as defined by Title 40 CFR Section 1501.6 with the Federal Highway Administration (FHWA) for the Tier I Environmental Impact Statement for the North South Corridor Study project in Arizona. The NPS appreciates the opportunity to continue as a participating agency under Title 23 U.S.C. Section 139 (d)(3), working with FHWA and the Arizona Department of Transportation; however, the proposed project as described appears to pose only minimal, indirect impact to Casa Grande Ruins National Monument. As a participating agency, please coordinate project status and updates with Karl M. Pierce, Superintendent for Casa Grande Ruins National Monument.

If you have any questions, please contact Katherine Kraft, Acting NPS Intermountain Regional Environmental Protection Specialist, as the primary point of contact. She can be reached at 303-969-2455 or by email at [katherine\\_kraft@nps.gov](mailto:katherine_kraft@nps.gov).

Sue E. Masica

cc: Karl M. Pierce, Superintendent, Casa Grande Ruins National Monument  
Melissa Trenchik, Environmental Quality Program Chief, IMR  
David Hurd, Environmental Protection Specialist, IMR

## LaBianca, Michael

---

**From:** Cowger, Lane <lcowger@blm.gov>  
**Sent:** Thursday, October 31, 2019 1:47 PM  
**To:** LaBianca, Michael  
**Subject:** N/S comments

Michael,

To follow up on our brief conversation. BLM Arizona does not have any comments on the DEIS for the North-South Corridor project. We feel the comments we did have on the admin draft version of the document were adequately addressed and incorporated into the public DEIS.

Please ensure BLM remains on your project distribution list. We look forward to our continued cooperation on this project.

Thanks,

Lane Cowger  
Project Manager  
Bureau of Land Management- Arizona State Office  
One N Central Avenue, Suite 800  
Phoenix, AZ 85004  
602-417-9612  
[lcowger@blm.gov](mailto:lcowger@blm.gov)

**From:** [Duarte, Richard M.](#)  
**To:** [Schippers, Susanna](#); [Cecere, Pamela](#)  
**Subject:** FW: H7454 - Response to Cooperating Agency Invitation  
**Date:** Friday, April 01, 2011 9:54:01 AM

---

---

**From:** Rebecca Swiecki [mailto:RSwiecki@azdot.gov]  
**Sent:** Monday, October 18, 2010 5:22 AM  
**To:** 'mary.frye@dot.gov'  
**Cc:** Duarte, Richard M.  
**Subject:** FW: H7454 - Response to Cooperating Agency Invitation

fyi

---

**From:** ryoung@azstateparks.gov [mailto:ryoung@azstateparks.gov]  
**Sent:** Saturday, October 16, 2010 12:51 PM  
**To:** Rebecca Swiecki  
**Subject:** Response to Cooperating Agency Invitation

Rebecca,

In repose to your written invitation regarding: HOP AZ STP-999-A(BBM) TRACS No. 999 PN 000 H7454 O1L North-South Corridor Study Cooperating Agency Invitation, I will be participating in your request representing Arizona State Parks. Please feel free to correspond through the mailing address on record or preferably e-mail at [ryoung@azstateparks](mailto:ryoung@azstateparks).

Robert Young  
Park Manager  
Picacho Peak State Park  
520-466-3183  
Fax: 520-466-7442

---

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.



THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
 PHOENIX, AZ 85086-5000  
 (602) 942-3000 • WWW.AZGFD.GOV

GOVERNOR  
 JARIEL K. BREWER  
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 DIRECTOR  
 LARRY D. VOYLES  
 DEPUTY DIRECTORS  
 GARY R. HOVATTE  
 BOB BROSCHEID



November 8, 2010

Ms. Rebecca Swiecki, Environmental Project Manager  
 ADOT Environmental Planning Group  
 206 South Seventeenth Avenue  
 Phoenix, AZ 85007-3213

**RE: HOP AZ  
 STP-999-A(BBM)  
 TRACS No. 999 PN 000H745401L  
 North-South Corridor Study  
 Cooperating Agency Invitation**

Dear Ms. Swiecki:

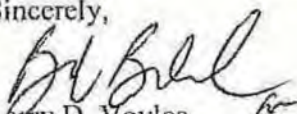
The Arizona Game and Fish Department (Department) has received your letter, dated October 13, 2010, inviting the Department to become a participating agency with the Federal Highway Administration in the development of the National Environmental Policy Act (NEPA) documentation and Environmental Impact Statement (EIS) for the North-South Corridor. The Department understands the North-South Corridor study is to identify a transportation corridor to connect US 60 with Interstate 10 in order to provide access to a rapidly growing portion of Pinal County and to improve regional mobility. The Department further understands the proposed North-South Corridor study begins at US 60 in the vicinity of Apache Junction, and ends south approximately 45 miles to connect to Interstate 10 in the vicinity of Eloy and Marana.

The Department accepts this invitation to become a cooperating/participating agency with the Federal Highway Administration on the North-South Corridor. For future correspondence and coordination please direct all information to the two Department contacts listed below:

Mr. Mike Demlong  
 Habitat Specialist – Region V  
 Arizona Game and Fish Department  
 555 N. Greasewood Road  
 Tucson, AZ 85745  
 Phone: 520-388-4447  
 Fax: 520-628-5080  
[mdemlong@azgfd.gov](mailto:mdemlong@azgfd.gov)

Ms. Dana Warnecke  
 Habitat Specialist – Region VI  
 Arizona Game and Fish Department  
 7200 E. University Avenue  
 Mesa, AZ 85207  
 Phone: 480-324-3547  
 Fax: 480-324-3596  
[dwarnecke@azgfd.gov](mailto:dwarnecke@azgfd.gov)

Sincerely,

  
 Larry D. Voyles  
 Director

**DEPARTMENTS OF THE ARMY AND THE AIR FORCE**  
**Joint Force Headquarters - Arizona**  
**5636 East McDowell Road**  
**Phoenix, Arizona 85008-3495**

November 10, 2010

Construction and Facilities Management Officer

Rebecca Swiecki  
Environmental Project Manager – ADOT Environmental Planning Group  
206 South Seventeenth Avenue  
Phoenix, Arizona 85007-3213

Dear Rebecca,

My office is in receipt of your North-South Corridor Study Cooperating Agency Invitation letter dated October 13, 2010. We appreciate the opportunity to be involved with this process as a cooperating agency, and look forward to participating in your agency's various meetings to address our concerns regarding this project. As an agency with limited land resources on which to train its soldiers, protecting the lands that we do have is very important to us. The outer limits of this project affect two of our training areas.

The first location that is potentially affected is the Rittenhouse Auxiliary Airfield (RAA) located at the NEC of Schnepf and Ocotillo Roads. While the North South Corridor does not include lands within this training area, any highway project within two miles of RAA would impact the National Guard's training capacity and ability to train for worldwide contingency missions and state emergency response. The close proximity of a highway degrades, if not eliminates, the areas' practical use for day and night helicopter training use. Light poles, power lines, cranes, general congestion and associated structures will negatively affect safe flight operations potentially resulting in the loss of the area as an important training asset. Due to increasingly diminishing training lands in the Phoenix area, it is unlikely to find a suitable replacement that offers the advantages and utility provided by the use of Rittenhouse Airfield.

The second location that is potentially affected is the Florence Military Reservation (FMR). This location is our second largest training site in the State. It appears from the depiction of the project's outer limits that some of the Federal Lands used by the State for training are included as the eastern most boundary for the corridor. This not only reduces the lands available to train soldiers, it may also affect existing and planned ranges in this area. Additionally, it appears that our munitions storage facility is encroached upon by the corridor's path through the training site. While better information would be needed to analyze the impact, munitions storage facilities have



explosive arcs that limit the development within a specific radius. The proximity of a public thoroughfare to this structure could limit the viability of its use.

The Construction and Facilities Management Office would be happy to coordinate any information that you may require for consideration during your investigations. Please feel free to contact Sandra Mallach, Director, Planning and Programming Office at 602.629.4395 or [Sandra.mallach@us.army.mil](mailto:Sandra.mallach@us.army.mil).

Again, thank you for the invitation, and we look forward to working with you.



STEVEN L. SMITH  
LTC, SC, AZARNG  
Construction and Facility  
Management Officer



Douglas A. Ducey  
Governor

Lisa A. Atkins  
Commissioner

## Arizona State Land Department

1616 West Adams, Phoenix, Arizona 85007  
(602) 542-4631

January 19, 2016

Victor Yang P.E.  
Arizona Department of Transportation  
Major Projects Group Manager  
Multimodal Planning Division  
205 S.17th Ave, MD605E  
Phoenix, AZ 85007

Re: Proposed Idaho Rd. Alignment for the North/South Freeway Corridor, Pinal County

Dear Mr. Yang,

Thank you for meeting with the Arizona State Land Department to inform us of ADOT's plan to reconsider Idaho Road as a potential alignment for the proposed North South Freeway. As we explained in that meeting, and at the subsequent Stakeholder meeting held May 14, 2015, the Department position regarding a preferred alignment remains unchanged. The Department's preferred alternative is the alignment that starts at the curve of US 60 in the vicinity of the Mountain View Road alignment and continues through Lost Dutchman Heights and Superstition Vistas. This is referred to as the "I" and "J" alignments in the Alternatives Selection Report.

We understand that there may be some confusion related to a 12 square mile project called Lost Dutchman Heights (also known as Portalis). The Department has been working a Master Plan for Lost Dutchman Heights since 2003. In 2006 we sold a 1,000 acre parcel from that area contingent on the purchaser placing 6.25 million dollars in an escrow account to fund the planning for the entire 12 square mile project area. (See attached Map) During the recession, the purchaser of the 1,000 acres defaulted on the sale, and the land was returned to the Department.

There are funds remaining in the escrow account and the Department is currently considering how it should continue the planning process and where the remaining funds could be best spent to obtain maximum value. The Project is not "defunct" as stated in the presentation at the July 14 Stakeholder meeting.

I hope this letter clarifies the Department's position on the proposed Idaho Road alignment. Should you have any questions or require additional information please do not hesitate to contact Michelle Green at 602-364-2502 or via e-mail at [mgreen@azland.gov](mailto:mgreen@azland.gov).

Sincerely,

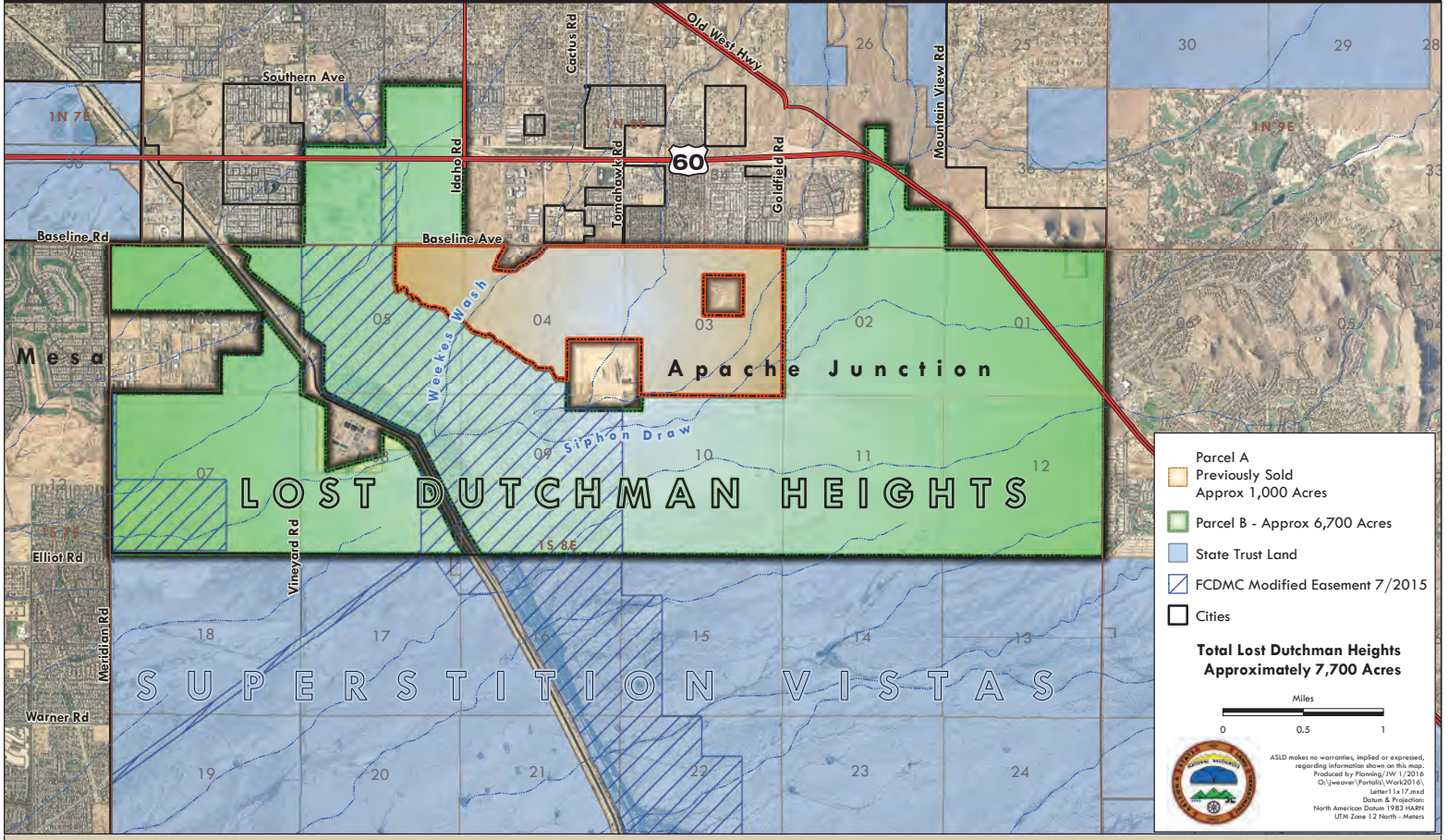
Lisa A. Atkins  
Commissioner

cc: Mark Edelman, Manager, Planning and Engineering Section  
Michelle Green, Project Manager, ASLD

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[www.AzLand.gov](http://www.AzLand.gov)

# LOST DUTCHMAN HEIGHTS



Parcel A  
 Previously Sold  
 Approx 1,000 Acres

Parcel B - Approx 6,700 Acres

State Trust Land

FCDMC Modified Easement 7/2015

Cities

**Total Lost Dutchman Heights  
 Approximately 7,700 Acres**

Miles  
 0 0.5 1

ASD makes no warranties, implied or expressed, regarding information shown on this map.  
 Produced by Planning/JW 1/2016  
 C:\jw\new\ParcelA\Work\2016\_Letter 1 1x17.mxd  
 Datum & Projection:  
 North American Datum 1983 NAD83  
 UTM Zone 12 North - Meters



THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

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DOUGLAS A. DUCEY

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JAMES R. AMMONS, YUMA  
JAMES S. ZIELER, ST. JOHNS  
ERIC S. SPARKS, TUCSON

**DIRECTOR**

LARRY D. VOYLES

**DEPUTY DIRECTOR**

TY E. GRAY



February 3, 2016

Mr. Victor Yang  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue  
MD 605E  
Phoenix, AZ 85007

Re: Preliminary Evaluation for the Arizona Department of Transportation's North-South Corridor Study Analysis

Dear Mr. Yang:

The North-South Corridor Study area is a new new transportation route designed to provide a continuous north-south route through central Pinal County. The Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) are studying the area between U.S. Route 60 in Apache Junction and Interstate 10 near Eloy and Picacho. The purpose of the study is to identify and evaluate a possible route to provide a connection between these two areas. The North-South Corridor Study will result in the preparation of a Location/Design Concept Report (L/DCR) and an Environmental Impact Statement (EIS) for the proposed 45-mile-long transportation corridor.

The Arizona Game and Fish Department (Department) appreciates this opportunity to submit the results of our preliminary evaluation of the potential impacts to wildlife and wildlife habitat along the North-South Corridor Study area (North-South Corridor). In addition to identifying potential impacts to sensitive resources along the corridor alternatives, this evaluation has also allowed us to identify data needs and mitigation opportunities along these alternative routes.

#### **METHODOLOGY**

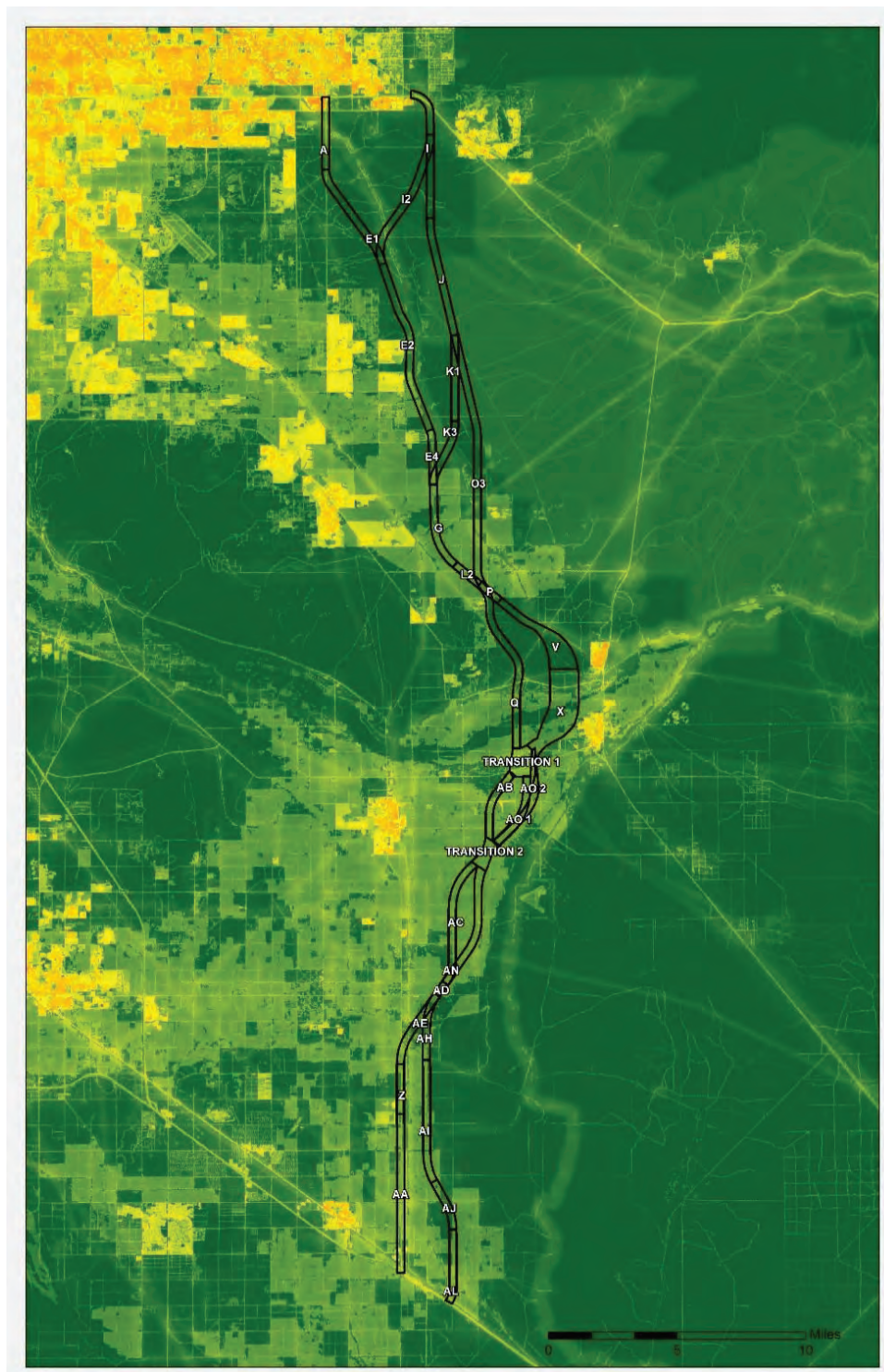
The Department recognizes that use of Geographic Information Systems (GIS) and geospatial data can be powerful tools for wildlife conservation and planning. In addition to web-based tools such as HabiMap Arizona ([www.habimap.org](http://www.habimap.org)) and the Online Environmental Review Tool ([www.azgfd.gov/hgis](http://www.azgfd.gov/hgis)), site-specific project evaluation and analysis may require additional data. The Department has been developing a repeatable and standardized approach that facilitates the incorporation of relevant geospatial datasets in order to identify potential impacts of projects on wildlife and habitat resources and wildlife-related recreation. Our goal is to provide a general assessment of the potential effects of the various alternatives identified by the ADOT. We will enhance this initial assessment as additional data and information become available throughout the project planning timeline.

Initially, the Department examined each segment for the potential impact of the infrastructure on the following wildlife/habitat/recreation resources in the area, and determined or identified:

- 1.) Vegetation/land cover
  - Potential impacts on the natural versus built environment
  - Amount of riparian resources that could be affected
- 2.) Hydrologic function
  - Amount of waterways that are potentially affected
  - Perennial water that could be affected
  - Amount of floodplain that might be affected
- 3.) Landscape connectivity
  - Known permeability concerns already in the area
  - Areas that are important for wildlife connectivity
- 4.) Landscape integrity
  - Level of disturbance in the area
  - Potential for a road corridor to fragment or isolate blocks of currently in-tact land
- 5.) Wildlife and wildlife habitat
  - Department concerns for the wildlife in the area, including: Species of Economic and Recreational Importance, Species of Greatest Conservation Need, Federal listed species and associated critical habitat, and key species habitat within the area
- 6.) Conservation and wildlife management lands
  - Any lands that have been acquired or are managed for conservation or wildlife considerations in the area
- 7.) Outdoor and wildlife-related recreation
  - Potential impacts of the road segments on hunting/fishing/wildlife viewing in the area, including access to surrounding lands

To adequately answer these questions, each segment of the North-South Corridor was attributed in GIS with the best available data. The results of these analyses are summarized in Table 1, and detailed in Attachments 2a and 2b. The method to populate the segments depends on the type and spatial resolution of the input data. For example, segments were assigned the maximum value among all the intersected 30 meter pixel raster data values from the HabiMap layers, and the landscape integrity data had both a maximum score and majority score attributed to give a clearer picture of the values within each segment (Figure 1). For other datasets, a length, area, or occurrence of overlapping features was attributed to the segments.

One aspect of the analysis worth noting is that the segments are not uniform in size, which may result in unintended disparity in output numbers. For example, the transition segments, and segments V and X, are of different widths than the standard 1,500-foot width of the other segments. Segments Q and O3 are particularly long, which could result in an under- or over-representation of underlying data when compared to other segments. These factors were considered in the summarized analysis results.



**Figure 1: North-South Corridor Segments and Landscape Integrity dataset**  
*Alignments in this figure are overlaid on top of the AGFD Landscape Integrity dataset.*

The Department evaluated each segment separately and categorized the potential impacts per segment as low, moderate, or high (Figure 2). Expert opinion of Department staff was relied upon for the ranking, based on the quantitative values in relation to other segments; i.e. if the number of linear feet of waterways per acre ranged between 0 and 16 among the segments, segments with 0-5 linear feet per acre were ranked low, segments with 6-10 linear feet per acre were ranked moderate, and segments with greater than 10 feet per acre were ranked high. While it is understood that a transportation corridor would require ground disturbance at any given location, the expected level of impact to sensitive resources would differ depending on its placement within the landscape (i.e. within dense urban development, adjacent to existing transportation facilities, within an agricultural area, or within native habitat currently un-bisected by a roadway or rail line). “New” transportation facilities would result in the highest amount of actual disturbance and fragmentation to habitat, while “expansion” segments, which fall adjacent to existing facilities, would result in less habitat fragmentation). Evaluation criteria values were weighted according to the potential degree of impact given current land use. Data sets, types, and sources used in analysis, and the analytical methods used, are described in Attachment 1.

## ANALYSIS RESULTS

In general, the western-most segments would result in fewer impacts to wildlife, habitat, and wildlife resources, than the segments to the east. Table 1 summarizes the results of the Department’s evaluation, including a segment by segment ranking, with discussion comments to provide context for the ranking. Each segment was given an overall ranking; a high rating indicates potential significant impacts to resources; a moderate rating indicates moderate to significant impacts to resources, with the potential to minimize or mitigate impacts; and a low rating indicates limited impacts to resources if appropriate mitigation measures are implemented. Datasets, types, and sources used in analysis, and the analytical methods used, are described in Attachment 1. The evaluation criteria results, showing the data associated with each segment and resource category, are detailed in Attachments 2a and 2b.

- Segments A, E1, and E2, are situated west of the CAP canal, which is an existing constraint to east-west wildlife movement in the area. When compared to segments I, I2, and J, which are situated east of the CAP canal, the segments to the west would result in fewer impacts to terrestrial wildlife movement through the area, and less overall habitat fragmentation. The same is true for western segments E4, G, and L2, when compared to eastern segments K1, K3, and O3. Additionally, the eastern segments (K1, K3, and O3) contain a greater amount of native desert habitat for key species of concern such as kit fox (*Vulpes macrotis*), Tucson shovel-nosed snake (*Chionactis occipitalis klauberi*), and the Sonoran desert tortoise (*Gopherus morafkai*).
- A data-driven comparison between Segment Q (western segment), and Segments P, V, and X (eastern segments), is difficult due to the significant size differences of the segments. Segment Q is a very long segment that is consistent with the typical 1,500-foot corridor width, while resources within P, V, and X would collectively be compared to resources within Segment Q, but the width of V and X are much greater than Q. Despite the quantitative comparison challenges, Segment Q would likely result in fewer impacts to

wildlife, habitat, and wildlife resources. A large portion of Q parallels an existing railway, thereby minimizing additional fragmentation of the native vegetation that acts as a linkage between the San Tan Mountains and open space and mountain ranges to the east.

- Transitions 1 and 1-2 are similar in length and would have similar overall impacts to wildlife and wildlife habitat when looking at a direct comparison; however, Transition 1-2 would only be employed to connect eastern Segments P/V/X and AO2. Given the previously-stated concerns about the eastern segments, the Transition 1 would contribute to fewer overall corridor impacts to wildlife and wildlife resources.
- As the corridor progresses south to Interstate 10, the western segments, including AC, AE, Z, and AA, are expected to have fewer overall impacts to wildlife and wildlife resources. Segments AE, Z, and AA would expand the existing State Route 87, whereas agricultural lands with small dirt farm roads comprise the eastern routes. The eastern segments are closer to the native habitats and open spaces to the east of the corridor, including the Picacho Reservoir; there is a higher likelihood that the eastern routes would indirectly affect the adjacent open space through noise, lighting, and air quality, etc., as well as limiting opportunities for recreationists to access the open space.

## CONSIDERATIONS

### Agricultural Lands

Almost all of the vegetation/land cover types found within the North-South Corridor segments provide valuable habitat to different wildlife species. As seen in Attachment 3, a very small percentage of the segments contain developed land (residential or industrial development); agricultural cropland and native desert scrub vegetation comprise the majority of the land cover within the North-South Corridor. The ranking of segments as “Low”, “Moderate”, or “High” is relative to other segments within the project area; the agricultural lands may be ranked as moderate or low, but the value of agricultural lands should not be discounted as there are many species utilizing these areas. Agricultural croplands often provide habitat for migratory birds and species that may occur year-round, such as the western burrowing owl (*Athene cunicularia hypugaea*) and other foraging raptors.

### Picacho Reservoir

The Department owns and manages a portion of the Picacho Reservoir lands along with the Bureau of Land Management (BLM), and the Arizona State Land Department (ASLD). Historically, this reservoir has provided excellent habitat for wildlife, including waterfowl. It has been a popular destination for birding, fishing, and hunting. Currently, the Picacho Reservoir is dry, as water flow to the reservoir has been diverted to provide irrigation to nearby croplands since 2010. Although the reservoir does not currently contain water, the Department’s evaluation treats the reservoir as if it is still holding water. This is necessary to adequately represent the reservoir’s high habitat value, should it be filled in the future.



### Passenger Rail Comparison

When reviewing the Arizona Passenger Rail Corridor Study- Tucson to Phoenix (Passenger Rail) project, the Department identified the Orange alternative as having the most potential impacts to wildlife resources. Although the Orange Passenger Rail alternative overlaps much of the North-South Corridor, the Department's ranking of segments within the Passenger Rail Corridor (AGFD 2014) cannot be directly applied to the areas of overlap. The Passenger Rail evaluation, similar to the North-South evaluation, ranked segments in relation to other segments within the project area, i.e. the Green, Yellow, and Orange routes were compared, and of those routes, the Department determined that the Orange could result in the most impacts to wildlife movement and fragmentation of habitat. Similarly, when comparing the western segments to the eastern segments of the North-South Corridor, the eastern segments could result in the greatest impacts.

### **CUMULATIVE IMPACTS**

In 2011, Pinal County amended the Comprehensive Plan to include the vision for Superstition Vistas, a large development in an undisturbed landscape. This amendment includes the conversion and loss of lands designated for conservation and recreation to moderate low density residential (1-1.3 du/ac) and residential (1du/ac) north of Highway 60 and east of Highway 79, south to Florence.

Maricopa County Flood Control District's flood-control structures are also found in the vicinity of the North-South Corridor. The mesquite bosque vegetation associated with these flood-control structures provides high quality habitat and year round water sources for wildlife. These structures are adjacent to the CAP, which also presents a barrier to wildlife movement. The proposed regional CAP trail would also traverse the flood control structures, further fragmenting habitat along the CAP. The North-South Corridor encompasses the CAP and flood control structures, and transverses the CAP in some locations. Cumulatively, the loss of habitat, fragmentation, new barriers to movement, and loss of movement corridors, open space and recreation in this area could have significant impacts to wildlife resources.

- It is important that ADOT consider cumulative impacts to wildlife habitat and recreation opportunities in the vicinity of the North-South Corridor.

Should the Passenger Rail be constructed in the vicinity of the North-South Corridor, the potential cumulative impacts of the these two barriers to wildlife movement should be examined. According to Forman et al., "Road density appears to affect many species of large animal...and many other ecological patterns can be related to road density" (2003). Additionally, the Handbook of Road Ecology identifies that "The density and configuration of the road network across the landscape are important drivers of the scale and intensity of road impacts on wildlife" (van der Ree et al. 2015).

- It is especially imperative that ADOT consider cumulative impacts to wildlife movement. If additional information/data/studies are needed from the Department for ADOT to perform this analysis, we request further coordination with ADOT to coordinate on the analysis.

## **DATA NEEDS**

Tucson shovel-nosed snake, kit fox, and Sonoran Desert tortoise have been recorded within the native desert lands east of the North-South Corridor (Attachment 4; Grandmaison et al 2010; Jones 2016; Grimsley et al. 2015; Hoffman and Leavitt 2015). In order to fully evaluate project effects to the local populations of these species, as well as movement issues and needs, more information is needed about their current distribution and movement patterns across the proposed routes. These data are critical to establishing meaningful and effective mitigation and minimization approaches and designs for Tucson shovel-nosed snake and Sonoran Desert tortoise along the chosen route.

A greater understanding is needed of the current movement of larger mammals, such as mule deer, across Segments A, E1, E2, I, I2, J, K1, K3, O3, and especially through Q, V, and X, which connect the San Tan Mountains to the mountain ranges and open space east of the North-South Corridor. These areas have been identified as potentially important habitat for key species (Attachment 5); however, more detailed information about movement patterns and species' use, is necessary to identify appropriate mitigation for the additional barrier effects that the North-South Corridor would cause in the region.

- The Department recommends collection of movement data for target species prior to, during, and for at least four years following construction, and considers this an essential component of any mitigation strategy regardless of which route is selected. An evaluation with accompanying pre- and post-construction data is also imperative for the application of any and all mitigation components.

## **MITIGATION OPPORTUNITIES**

### *Wildlife Movement*

Transportation infrastructure compromises the natural movement of mammals, reptiles, and some birds. The barrier effect on wildlife results from a combination of disturbance and avoidance effects, physical hindrances, and traffic mortality that all reduce the number of movements across the barrier. The North-South Corridor is part of a larger transportation network contributing to overall statewide fragmentation, degradation, isolation, mortality and barrier effects on wildlife and habitats. Therefore, individual infrastructure projects should be evaluated at a landscape scale, considering their contributions to the cumulative impacts of a larger infrastructure network. Additionally, ensuring the safe and effective movement of wildlife through the North-South Corridor also improves the safety of the roadway itself, by reducing the likelihood of wildlife-vehicle interactions and accidents.

- There are opportunities to improve connectivity over the CAP canal, which presents an existing barrier to wildlife movement.
- Opportunities also exist to improve and maintain connectivity between the Picacho Mountains and San Tan Mountains. The Gila River is a prime corridor in this area, but other connectivity opportunities, such as along washes, ridges, and other landscape features, may be present.

- A network of crossing structures including overpasses, underpass, culverts, funnel fencing, and other components should be included from the initial design stages. Specific locations and extents can be refined by execution of the surveys and movement studies indicated in the data needs section above.
- Mitigation features along the North-South Corridor need to align with corresponding mitigation features in adjacent barriers (such as the CAP wildlife crossings). Additionally, while mitigation features in existing barriers should be considered in the location of mitigation features in the North-South Corridor N-S, an absence of existing wildlife movement features is not a valid reason for omitting movement features in new barriers. In fact, they could be for upgrades in the existing barriers, as opportunities are presented to do so.

#### Impacts to Wildlife

Arizona's State Wildlife Action Plan (SWAP) provides a comprehensive vision for managing Arizona's fish, wildlife and wildlife habitats. The SWAP identifies the Species of Greatest Conservation Need (SGCN) and Species of Economic and Recreation Importance (SERI) for the State of Arizona.

- The Department recommends that potential impacts to, as well as appropriate avoidance and minimization measure for, all state trust species be addressed in the upcoming NEPA analysis. Attachment 4 details known occurrences of special status species in the project vicinity. Attachment 5 identifies SGCN and SERI predicted within the project vicinity based on predicted range models.

#### Impacts to Habitat

It is the Department's policy to seek compensation at a 100% level, when feasible, for actual or potential habitat losses resulting from land and water projects (Department Policy I2.3).

- The Department recommends that all impacts to habitat be mitigated in-kind (i.e. impacts to Sonoran Desert scrub habitat should be mitigated with Sonoran Desert habitat), through a combination of on-site impact avoidance and/or minimization when feasible, and off-site preservation, creation, or compensation.

#### Recreation/Open Space Access

The Department recommends examining the potential effects of the Corridor to economically important recreation opportunities. Many of the Segments cross roadways that currently provide access to recreation opportunities within, or east of, the North-South Corridor; some of these access concerns are identified below:

- Recreationists access the open space east and west of Segment A for small game hunting. A parking or pullout area for hunters would be a great addition, as no parking is currently present.
- Segments AE and AH cross Selma Highway access point into Picacho Reservoir. Regardless of which route is chosen, this access to the Picacho Reservoir should be maintained.

- Recreationists access the Desert Wells Multiuse Area and hunting opportunities to the east of Segment E2, K1, and O3 using Ocotillo Rd. Maintaining recreation access is important.
- Recreationists access the Desert Wells Multiuse Area and hunting opportunities are located throughout the area. Maintaining recreation access through Segments I and I2 is critical.
- Recreationists access open space east and west of Segment J for small game hunting and OHV activities. Installation of a parking area or pullout is recommended for recreationists accessing open space.
- Recreationists access the Desert Wells Multiuse Area, and hunting opportunities to the east, using E. Skyline Drive. Maintaining recreation access through Segment E4, K3, and O3 are important.
- A gas-line dirt road through Segments Q and V provides very popular walking access for recreationists. Maintaining access is recommended.
- Houser Road, which runs east-west through Segments AA and AI, provides critical access from Highway 87 to the northern end of the Picacho Mountains. Regardless of which route is chosen, access to the adjacent open space should be maintained via Houser Road.

#### Indirect Effects

In addition to the typical effects to wildlife movement discussed above, pollution by toxins, nutrients, and noise from the transportation corridor can create edge effects on adjacent hydrology and microclimate, reducing the suitability of the remaining habitats. These indirect effects spread into the surrounding landscape and may contribute far more to the overall loss and degradation of natural habitat than the road body itself. The indirect effects are influenced by road and traffic characteristics, landscape topography and hydrology, wind, and vegetation. In addition, the consequent impacts on wildlife and ecosystems also depend on the sensitivity of the species in the vicinity.

- Opportunities to minimize new edge effects include: constructing the road corridor along existing infrastructure, such as the segments in the “Expanded” categories, instead of creating new infrastructure corridors; develop and implement adequate weed abatement and habitat restoration programs that monitor adjacent habitats; and adaptively address effects such as toxins, invasive species, and habitat conversion.

Mr. Victor Yang  
February 3, 2016  
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The Department hopes this preliminary evaluation of the North-South Corridor Study will aid ADOT in upcoming alternative selection and evaluation, and provide information on future data needs and mitigation opportunities as the study progresses. We continue to look forward to partnering with ADOT on this important transportation project. If you have further questions or wish to further discuss our evaluation, please contact Cheri Bouch er, the Department's Project Evaluation Program transportation coordinator, at [cboucher@azgfd.gov](mailto:cboucher@azgfd.gov) (623-236-7615).

Sincerely,



Joyce Francis, PhD  
Habitat, Evaluation, and Lands Branch Chief

cc: Joshua Fife, ADOT  
Kurt Watzek, HDR

M16-02013521

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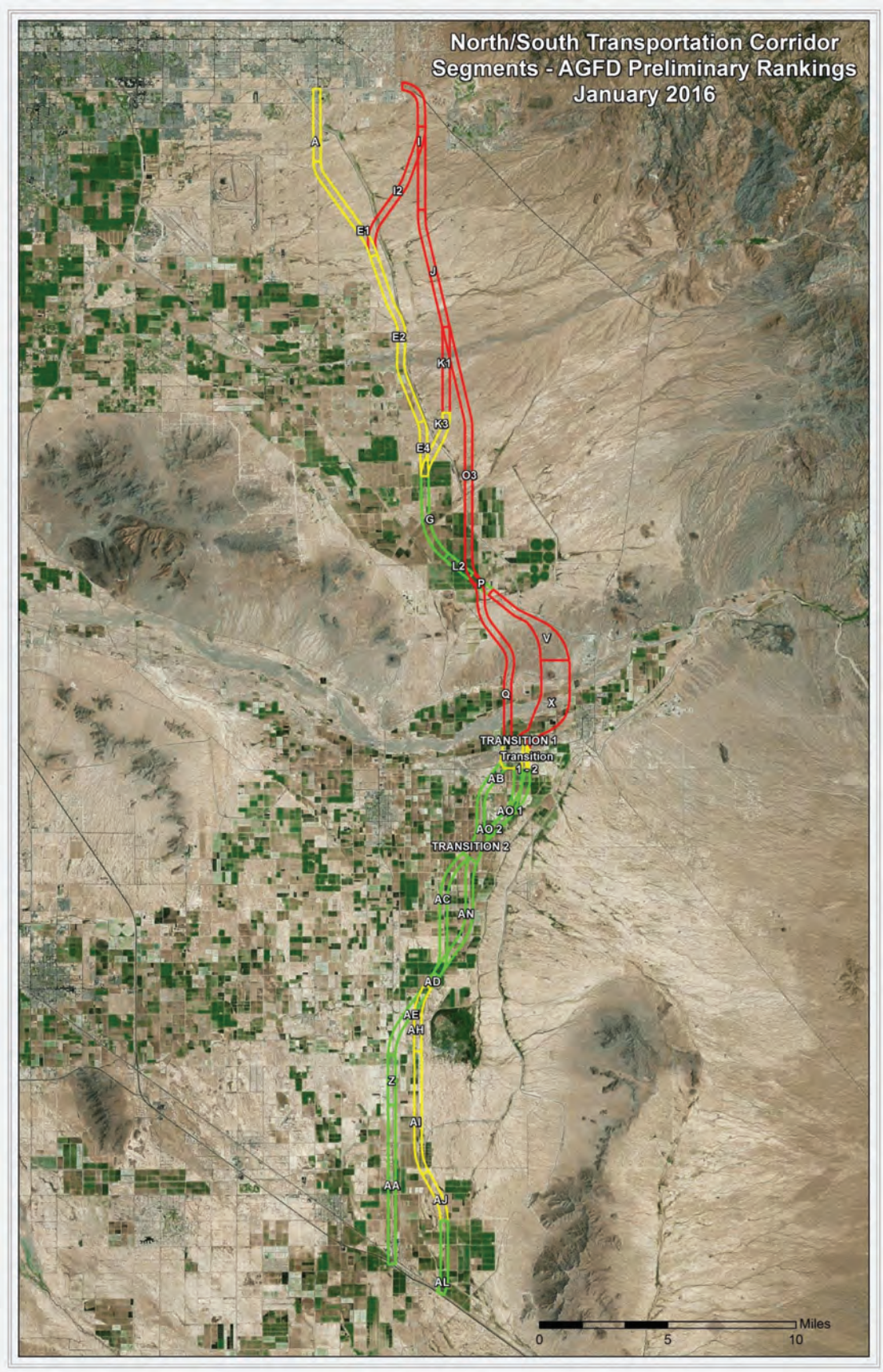


Figure 2: North-South Corridor Segments, as Ranked in Table 1

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.

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**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments  |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
| A       | Expansion  | High                                  | Moderate-High              | Low-Moderate                  | Low                        | High                                 | Moderate  | Moderate                     |  |  |  | 1. Although the segment is dominated by native vegetation, the project would expand an existing roadway, N. Ironwood Drive.<br>2. High number of floodplains and waterways present, but disrupted by existing roadway and CAP canal.<br>3. The CAP canal and Ironwood Drive limit east-west wildlife movement through native habitat.<br>4. Roadway expansion not expected to increase isolation of intact blocks.<br>5. High percentage of segment provides suitable habitat for key species.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access the open space east and west of the segment for small game hunting. A parking or pullout area for hunters would be a good addition, as no parking is currently present. |
| AA      | Existing   | Moderate                              | Low                        | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be expansion of existing SR87, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High diversity of species in the vicinity and high percentage of segment provides suitable habitat for BUOW and kit fox.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists may hunt for small game within the agricultural fields.   |
| AB      | Expansion-new                                    | Low                                   | Moderate                   | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be new roadway, and expansion of existing roads, primarily through agricultural fields.<br>2. Floodplain and waterways present along Bogart Wash.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.   |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.



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|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | 6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields.   |
| AC      | Expansion  | Low                                   | Low                        | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be new expansion of existing roads, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields.   |
| AD      | New  | Low                                   | Low                        | Low                           | Low                        | High                                 | High  | Low                          |  |  |  | 1. Segment would be new roads, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW. Potential indirect impacts to wildlife in adjacent native habitat.<br>6. Proximity to existing and proposed open space. Potential indirect impacts to wildlife in adjacent native habitat, including Picacho Reservoir.<br>7. Recreation opportunities for sportsmen and wildlife viewing at Picacho Reservoir. |
| AE      | New-existing                                     | Low                                   | Low                        | Low                           | Low                        | Moderate                             | Moderate  | Moderate                     |  |  |  | 1. Segment would be new expansion of existing roads, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.  |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.

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|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | 5. High diversity of species in the vicinity and high percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. The segment crosses Selma Highway access point into Picacho Reservoir; this access should be maintained.   |
| AH      | New-expansion                                    | Low                                   | Low                        | Low                           | Low                        | High                                 | High  | High                         |  |  |  | 1. Segment would be new roads, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW. Potential indirect impacts to wildlife in adjacent native habitats, including Picacho Reservoir.<br>6. Proximity to Picacho Reservoir, including AGFD managed area. Potential indirect impacts to wildlife in adjacent native habitat, including Picacho Reservoir.<br>7. Recreation opportunities for sportsmen and wildlife viewing at Picacho Reservoir.  |
| AI      | New-expansion                                    | Low                                   | Low                        | Low                           | Low                        | High                                 | High  | Moderate                     |  |  |  | 1. Segment would be new roads, through agricultural fields and some desert scrub.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW. Potential indirect impacts to wildlife in adjacent native habitats, including Picacho Reservoir.<br>6. Proximity to Picacho Reservoir, including AGFD managed area. Potential indirect impacts to wildlife in adjacent native habitat, including Picacho Reservoir.<br>7. Recreation opportunities for sportsmen and wildlife viewing at Picacho Reservoir and in adjacent desert scrub. |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.

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|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
| AJ      | New  | Moderate                              | Low                        | Moderate                      | Low                        | High                                 | Moderate  | Moderate                     |  |  |  | 1. Segment would be new roads, through desert scrub and agricultural fields.<br>2. No floodplain or waterways present.<br>3. Desert scrub vegetation connects to open space to the east through a large crossing over the CAP canal at Brady Pump Road.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High species diversity and high percentage of segment provides suitable habitat for key species. Potential indirect impacts to wildlife in adjacent native habitats.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists may hunt for small game within the desert scrub agricultural fields.  |
| AL      | New  | Low                                   | Moderate                   | Low                           | Low                        | Moderate                             | Low   | Moderate                     |  |  |  | 1. Segment would be expanding existing dirt roads through agricultural fields.<br>2. Runoff from agricultural fields forms a floodplain or waterways present.<br>3. Desert scrub vegetation connects to open space to the east through a large crossing over the CAP canal at Brady Pump Road.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High species diversity and high percentage of segment provides suitable habitat for key species. Potential indirect impacts to wildlife in adjacent native habitats.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists may hunt for small game within the desert scrub agricultural fields. |
| AN      | New-expansion                                    | Low                                   | Low                        | Low                           | Low                        | High                                 | Moderate  | Low                          |  |  |  | 1. Segment would be new expansion of existing roads, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW. Potential indirect impacts to wildlife in adjacent   |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.

**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments  |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | native habitat.<br>6. Limited proximity to existing and proposed open space. Potential indirect impacts to wildlife in adjacent native habitat, including Picacho Reservoir.<br>7. Recreation opportunities for sportsmen and wildlife viewing at nearby Picacho Reservoir and in adjacent desert scrub.  |
| AO1     | New  | Low                                   | Moderate                   | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be new roadway, and expansion of existing roads, through agricultural fields.<br>2. Floodplain and waterways present along Bogart Wash.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields. |
| AO2     | New  | Low                                   | Moderate                   | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be new roadway, and expansion of existing roads, through agricultural fields.<br>2. Floodplain and waterways present along Bogart Wash.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields. |
| E1      | New  | High                                  | Moderate                   | Moderate                      | Moderate                   | Moderate                             | Moderate  | Moderate                     |  |  |  | 1. Segment would be a new roadway through native vegetation.<br>2. Moderate number of floodplains and waterways present, but disrupted by CAP canal.<br>3. The CAP canal limits east-west wildlife movement through native habitat.<br>4. Roadway not expected to increase isolation of large intact  |

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**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments  |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | blocks, but small amount of habitat present is largely undisturbed.<br>5. High percentage of segment provides suitable habitat for KF, TSNS, and SDT.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access hunting opportunities to the southeast, using a dirt road east of Ironwood Drive.  |
|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | 1. Segment would be a new roadway through native vegetation, including riparian vegetation.<br>2. High amount of floodplain and waterways present, including Queen Creek, but disrupted by CAP canal.<br>3. The CAP canal limits east-west wildlife movement through native habitat.<br>4. Roadway not expected to increase isolation of large intact blocks, but small amount of habitat present is largely undisturbed.<br>5. High percentage of segment provides suitable habitat for KF, TSNS, and SDT.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access the Desert Wells Multiuse Area and hunting opportunities to the east, using Ocotillo Rd. Maintaining recreation access is important. |
| E2      | New  | High                                  | High                       | Moderate                      | Low                        | Moderate                             | Low   | Moderate                     |  |  |  |   |
| E4      | Expansion  | High                                  | Low                        | Low                           | Low                        | High                                 | Low   | Moderate                     |  |  |  | 1. Segment would be an expansion of N. Quail Run Lane, through primarily native vegetation.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through native habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for KF, TSNS, and SDT.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access the Desert Wells Multiuse Area and hunting opportunities to the east, using Skyline Dr. Maintaining recreation access is important.  |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.

**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments   |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|--|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |  |
| G       | New-Expansion                                    | Low                                   | Low                        | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be new roadway, and expansion of existing roads, through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields.  |
| I       | New-existing                                     | High                                  | High                       | High                          | High                       | High                                 | High  | High                         |  |  |  | 1. Segment would be a primarily new roadway through native vegetation.<br>2. High amount of floodplain and waterways present.<br>3. Area offers high permeability and falls within linkages and connectivity zones.<br>4. Roadway would bisect a large intact block of land.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for KF, BUOW, and SDT.<br>6. Segment would bisect existing and proposed open space.<br>7. Recreationists access the Desert Wells Multiuse Area and hunting opportunities are located throughout the area. Maintaining recreation access is critical. |
| I2      | New  | High                                  | High                       | High                          | High                       | High                                 | High  | High                         |  |  |  | 1. Segment would be a new roadway through native vegetation.<br>2. High amount of floodplain and waterways present.<br>3. Area offers high permeability and falls within linkages and connectivity zones.<br>4. Roadway would bisect a large intact block of land.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for KF, TSNS, and SDT.<br>6. Segment would bisect existing and proposed open space.<br>7. Recreationists access the Desert Wells Multiuse Area and hunting opportunities through the area. Maintaining recreation access is critical.                          |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.

**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments   |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|--|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |  |
| J       | New  | High                                  | High                       | High                          | High                       | High                                 | High  | High                         |  |  |  | 1. Segment would be a new roadway through native vegetation.<br>2. High amount of floodplain and waterways present.<br>3. Area offers high permeability and falls within linkages and connectivity zones.<br>4. Roadway would bisect a large intact block of land.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for KF, TSNS, and SDT.<br>6. Segment would bisect existing and proposed open space.<br>7. Recreationists access open space east and west of the segment for small game hunting. Installation of a parking area or pullout would be advised for recreationists accessing open space.                    |
| K1      | New  | High                                  | High                       | High                          | Moderate                   | High                                 | Moderate  | High                         |  |  |  | 1. Segment would be a new roadway through native vegetation, including riparian vegetation.<br>2. High amount of floodplain and waterways present, including Queen Creek.<br>3. Area offers high permeability and falls within linkages and connectivity zones.<br>4. Roadway could to increase isolation of nearby intact blocks of land.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for key species.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access the Desert Wells Multiuse Area and hunting opportunities are throughout the area. Maintaining recreation access is critical. |
| K3      | New  | High                                  | Low                        | Moderate                      | Low                        | High                                 | Low   | Moderate                     |  |  |  | 1. Segment would be primarily a new roadway through native vegetation; a portion is bisected by the CAP canal.<br>2. Limited amount of floodplains and waterways present.<br>3. The CAP canal limits east-west wildlife movement through native habitat on the western portion of segment.<br>4. Roadway expansion not expected to increase isolation of intact blocks.<br>5. High percentage of segment provides suitable habitat for key species.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access the Desert Wells Multiuse Area and  |

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**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments  |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | hunting opportunities to the east, using E. Skyline Drive.  |
| L2      | New  | Low                                   | Low                        | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 1. Segment would be new roadway through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields.   |
| O3      | New  | High                                  | Moderate                   | High                          | High                       | High                                 | Moderate  | High                         |  |  |  | 1. Segment would be a new roadway, primarily through native vegetation, including riparian vegetation.<br>2. High amount of floodplain and waterways present, including Queen Creek.<br>3. Area offers high permeability and falls within linkages and connectivity zones.<br>4. Roadway could to increase isolation of nearby intact blocks of land.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for key species.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists access the area for hunting opportunities in the vicinity. Maintaining recreation access is critical. |

Note: This is a preliminary Level 1 evaluation based on broad alternatives. As ADOT's planning progresses, and/or as additional relevant data along the corridor alternatives is made available, the Department will adjust its evaluation to incorporate new information and/or more specific route locations.



**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments  |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset and Enhance | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
| P       | New  | Low                                   | Low                        | Low                           | Low                        | Moderate                             | Moderate  | Low                          |  |  |  | 1. Segment would be new roadway primarily through agricultural fields.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields.   |
| Q       | New-Expansion                                    | High                                  | High                       | High                          | High                       | Moderate - High                      | High  | Moderate                     |  |  |  | 1. Segment would be a primarily new roadway through native vegetation, although a portion would parallel a railway.<br>2. High amount of floodplain and waterways present, including the Gila River.<br>3. West of CAP canal and adjacent to or bisected by railway, but the Gila River and a bridge over the CAP canal (along a gas-line road) provide critical wildlife movement connectivity between the San Tan Mountains and the open space and mountain ranges to the northeast, east, and southeast.<br>4. Roadway could reduce connectivity between large intact blocks of land, and further isolate the San Tan Mountains.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for KF, BUOW, and SDT.<br>6. Segment would bisect existing open space along the Gila River.<br>7. Gas-line dirt road provides very popular walking access for hunting and hiking. Maintaining access is recommended. |

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**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments   |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|--|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |  |
| T1      | New-Expansion                                    | Low                                   | Moderate                   | Moderate                      | Moderate                   | Moderate                             | Low   | Moderate                     |  |  |  | 1. Segment would be an expansion of existing dirt roads through agricultural fields, disturbed native vegetation, and a landfill.<br>2. Although disrupted by the landfill, floodplain and erosional ponding is present.<br>3. The landfill and disturbed native vegetation between Adamsville Road and the SR287 allows for east-west wildlife movement through the segment.<br>4. Potential to increase isolation of nearby intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists could hunt for small game within the agricultural fields.  |
| T1-2    | New  | Moderate                              | High                       | Moderate                      | Moderate                   | Moderate                             | Low   | Moderate                     |  |  |  | 1. Segment would be an expansion of existing dirt roads through agricultural fields, disturbed native vegetation, and a retention basin.<br>2. A large retention basin that catches runoff from adjacent agricultural lands is present within the segment.<br>3. The retention basin and disturbed native vegetation between Adamsville Road and the SR287 allows for east-west wildlife movement through the segment.<br>4. Potential to increase isolation of nearby intact blocks.<br>5. High percentage of segment provides suitable habitat for BUOW and kit fox.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists could hunt for small game within the agricultural fields. |
| T2      | New  | Low                                   | Low                        | Low                           | Low                        | Moderate                             | Low   | Low                          |  |  |  | 8. Segment would be new roadway, and expansion of existing roads, through agricultural fields.<br>9. No floodplain or waterways present.<br>10. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>11. Roadway not expected to increase isolation of large intact blocks.<br>12. High percentage of segment provides suitable habitat for BUOW.<br>13. Limited proximity to existing and proposed open space.   |

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**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments  |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|---|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |   |
|         |  |                                       |                            |                               |                            |                                      |   |                              |  |  |  | 14. Recreationists hunt for small game within the agricultural fields.  |
| V       | New  | High                                  | High                       | High                          | High                       | Moderate - High                      | Moderate  | High                         |  |  |  | 1. Segment would be a new roadway through native vegetation.<br>2. High amount of waterways present.<br>3. West of CAP canal, but the bridge over the CAP canal (along a gas-line road) provides critical wildlife movement connectivity between the San Tan Mountains and the open space and mountain ranges to the northeast, east, and southeast.<br>4. Roadway could reduce connectivity between large intact blocks of land, and further isolate the San Tan Mountains.<br>5. Area of high wildlife diversity and a high percentage of segment provides suitable habitat for KF, TSNS, and SDT.<br>6. Segment would bisect existing undeveloped land.<br>7. Gas-line dirt road provides very popular walking access for hunting and hiking   |
| X       | New  | Moderate                              | High                       | High                          | High                       | Moderate - High                      | High  | High                         |  |  |  | 1. Segment would be a new roadway through native vegetation, agricultural lands, and the Gila River.<br>2. High amount of floodplain and waterways present, including the Gila River.<br>3. West of CAP canal, but the Gila River provides critical wildlife movement connectivity between the San Tan Mountains and the open space and mountain ranges to the northeast, east, and southeast.<br>4. Roadway could reduce connectivity between large intact blocks of land, and further isolate the San Tan Mountains.<br>5. Area of moderate-high wildlife diversity and a high percentage of segment provides suitable habitat for KF, BUOW, and SDT.<br>6. Segment would bisect existing open space along the Gila River.<br>7. This segment would impact small and big game hunting in GMU 26 M, especially north of Hunt Hwy |

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**Table 1: Summary of Initial Segment Analysis for the North-South Corridor Study**

| Segment | Proposed Change in Infrastructure (New/Expanded) | Sensitivity Score (Low/Moderate/High) |                            |                               |                            |                                      |   |                              | OVERALL ASSESSMENT                                     |  |  | Comments   |
|---------|--|---------------------------------------|----------------------------|-------------------------------|----------------------------|--------------------------------------|---|------------------------------|--|--|--|--|
|         |  | (1)<br>Vegetation                     | (2)<br>Hydrologic Function | (3)<br>Landscape Connectivity | (4)<br>Landscape Integrity | (5)<br>Wildlife and Wildlife Habitat | (6)<br>Conservation And Wildlife Management Lands | (7)<br>Effects to Recreation | <u>HIGH:</u><br>Significant Impacts to Sensitive Areas | <u>MODERATE:</u><br>Impacts to Wildlife are Likely, but Potential Strategies to Offset Impacts | <u>LOW:</u><br>Limited Impacts to Wildlife and Opportunities to Offset and Enhance |  |
| Z       | Existing   | Moderate                              | Low                        | Low                           | Low                        | High                                 | Low   | Low                          |  |  |  | 1. Segment would be expansion of existing SR87, through agricultural fields and desert scrub.<br>2. No floodplain or waterways present.<br>3. The CAP canal limits east-west wildlife movement through agricultural habitat.<br>4. Roadway not expected to increase isolation of large intact blocks.<br>5. High diversity of species in the vicinity and high percentage of segment provides suitable habitat for BUOW and kit fox.<br>6. Limited proximity to existing and proposed open space.<br>7. Recreationists hunt for small game within the agricultural fields. |

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AGFD Preliminary Level 1 Evaluation for the North-South Corridor Study

## Attachment 1. Data Sources

### Data Sets, Types, and Sources Used in Analysis

| Data Set                       | Data Type  | Source   | Analytical Method  | Ranking Thresholds   |
|--------------------------------|------------|--|--|--|
| Vegetation Type                | 30 m pixel | AGFD modified version of Southwest ReGAP<br><br>(Southwest ReGAP can be found at <a href="http://swregap.nmsu.edu/default.htm">http://swregap.nmsu.edu/default.htm</a> )   | Percent of each summary habitat type per segment                                     | <u>Low</u> - Dominated by non-native vegetation cover such as agricultural fields or developed land.<br><u>Moderate</u> - 40-60% native vegetation.<br><u>High</u> - Over 60% of segment contains native vegetation.   |
| Linear Waterways               | Polylines  | National Hydrography Database (NHD)<br><a href="ftp://rockyftp.cr.usgs.gov/vdelivery/Datasets/Staged/Hydro/FileGDB101/NHD_M_04_Arizona_ST.zip">ftp://rockyftp.cr.usgs.gov/vdelivery/Datasets/Staged/Hydro/FileGDB101/NHD_M_04_Arizona_ST.zip</a>   | Feet of rivers and streams intersecting each segment, represented as feet/acre       | <u>Low</u> - 0-4.9 linear feet of waterways per acre.<br><u>Moderate</u> - 5.0-9.9 linear feet of waterways per acre.<br><u>High</u> - 10.0-16.0 linear feet of waterways per acre.  |
| Floodplain                     | Polygons   | Federal Emergency Management Agency (FEMA)<br>National Flood Hazard Layer<br><a href="https://catalog.data.gov/dataset/national-flood-hazard-layer-nfhl/resource/ef47d769-564b-4dbb-a130-30e212b6e308">https://catalog.data.gov/dataset/national-flood-hazard-layer-nfhl/resource/ef47d769-564b-4dbb-a130-30e212b6e308</a> | Acres of segment that intersect with NFH layer, using 100 year floodplain attributes | <u>Low</u> - No floodplain present.<br><u>Moderate</u> - 0.1-9.9 acres.<br><u>High</u> - 10.0 acres or greater   |
| Connectivity – County Linkages | Polygons   | AGFD County Linkages/NAU-AGFD Missing Linkages<br><br><a href="http://www.azgfd.gov/w_c/conn_whatGFDdoing.shtml">http://www.azgfd.gov/w_c/conn_whatGFDdoing.shtml</a>  | Identify overlap within segment  | <u>Low</u> - Multiple barriers to larger habitat blocks are present. Barriers may include the CAP canal as well as roads and human disturbance.<br><u>Moderate</u> - Barriers to larger habitat blocks are present, but a crossing is present and habitat is conducive to wildlife movement.<br><u>High</u> - Few barriers present and/or multiple crossing opportunities available. |

AGFD Preliminary Level 1 Evaluation for the North-South Corridor Study

|                                       |            |  |   |  |
|---------------------------------------|------------|--|---|--|
| Landscape Integrity – Undisturbed     | 30 m pixel | AGFD Landscape Integrity model <sup>1</sup>      | Mean and majority values of landscape integrity within segment. This is an AGFD GIS dataset representing cumulative impacts of various human infrastructure on Arizona’s landscape. A high score indicates very little human modification on the landscape, or a very high landscape integrity.                             | <u>Low</u> - Mean or Majority score of 0-79.<br><u>Moderate</u> - Mean or Majority score of 80-90.<br><u>High</u> - Mean or Majority score of 90-100.  |
| Connectivity – Statewide Connectivity | Polygons   | AGFD Statewide Connectivity Dataset <sup>1</sup> | Mean score taken from intersection of statewide index. ICZ (important connectivity zone) indicates if a segment overlaps with an ICZ which are areas important for statewide connectivity. This is an AGFD GIS dataset representing statewide connectivity based on the landscape integrity dataset used as a cost surface. | <u>Low</u> - A connectivity index score of 0-79.9.<br><u>Moderate</u> - A connectivity index score of 80-89.9.<br><u>High</u> - A connectivity index score of 90-100.  |
| Landscape Integrity – Fragmentation   | Polygons   | AGFD Large Intact Blocks <sup>1</sup>            | Identify overlap or change in isolation of the blocks given the build of a segment. This is an AGFD GIS dataset representing the most intact areas based on the AGFD Landscape Integrity model.   | <u>Low</u> - No increased isolation or fragmentation of large intact blocks.<br><u>Moderate</u> - Potential to increase isolation of nearby intact block(s).<br><u>High</u> - Bisection of intact block or reduces connectivity between intact blocks. |

<sup>1</sup> Perkl, Ryan M. 2013. Arizona landscape integrity and wildlife connectivity assessment. The University of Arizona and the Arizona Game and Fish Department. Tucson, AZ. Available at [http://capla.arizona.edu/sites/default/files/file\\_uploads/Perkl,%20Ryan%20M.%202013.%20Arizona%20landscape%20integrity%20and%20wildlife%20connectivity%20assessment.%20The%20University%20of%20Arizona%20and%20the%20Arizona%20Department%20of%20Game%20and%20Fish.%20Tucson,%20AZ..pdf](http://capla.arizona.edu/sites/default/files/file_uploads/Perkl,%20Ryan%20M.%202013.%20Arizona%20landscape%20integrity%20and%20wildlife%20connectivity%20assessment.%20The%20University%20of%20Arizona%20and%20the%20Arizona%20Department%20of%20Game%20and%20Fish.%20Tucson,%20AZ..pdf)

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|  |            |   |   |  |
|--|------------|---|---|--|
| Species of Economic and Recreational Importance (SERI) | 30 m pixel | AGFD model as depicted in HabiMap and described in the Arizona SWAP<br><a href="http://habimap.org/">http://habimap.org/</a><br><a href="http://www.azgfd.gov/w_c/swap.shtml">http://www.azgfd.gov/w_c/swap.shtml</a>   | Maximum score of the SERI model                               | <u>Low</u> - Maximum score of 0-3.<br><u>Moderate</u> - Maximum score of 4-6.<br><u>High</u> - Maximum score of 7-10   |
| Species of Greatest Conservation Need (SGCN)           | 30 m pixel | AGFD model as depicted in HabiMap and described in the Arizona State Wildlife Action Plan (SWAP)<br><a href="http://habimap.org/">http://habimap.org/</a><br><a href="http://www.azgfd.gov/w_c/swap.shtml">http://www.azgfd.gov/w_c/swap.shtml</a>                              | Maximum score of the SGCN model                               | <u>Low</u> - Maximum score of 0-3.<br><u>Moderate</u> - Maximum score of 4-6.<br><u>High</u> - Maximum score of 7-10   |
| Special Status Species                                 | Polygons   | Heritage Data Management System (HDMS)<br><a href="http://www.azgfd.gov/hgis/">http://www.azgfd.gov/hgis/</a>   | Count of species within 3 mile buffer of each segment         | <u>Low</u> - 0-3 HDMS species within a 3 mile radius of the segment.<br><u>Moderate</u> - 4-6 HDMS species within a 3 mile radius of the segment.<br><u>High</u> - HDMS species have been recorded within the segment, in addition to records within a 3 mile radius of the segment. |
| Species Distribution Models                            | 30 m pixel | Potential distributions of species from AGFD/GAP models as depicted in HabiMap and described in the Arizona SWAP <sup>2</sup><br><a href="http://habimap.org/">http://habimap.org/</a><br><a href="http://www.azgfd.gov/w_c/swap.shtml">http://www.azgfd.gov/w_c/swap.shtml</a> | Percent of each segment that is potential habitat by species. | <u>Low</u> - 0 -19% of the segment is potential habitat for a key species.<br><u>Moderate</u> - 20-39% of the segment is potential habitat for a key species.<br><u>High</u> - 40% or more of the segment is potential habitat for a key species.                                    |

<sup>2</sup> The burrowing owl model has been modified to more accurately reflect potential burrowing owl distribution. This revised model is not shown within HabiMap.

**Attachment 2A: Evaluation Criterial for the North-South Corridor- Vegetation, Hydrologic Function, Landscape Connectivity, and Landscape Integrity**

| SEGMENT DATA |                                   |       | VEGETATION   |                      | HYDROLOGIC FUNCTION              |                     |                 | LANDSCAPE CONNECTIVITY   |  |                        |      | LANDSCAPE INTEGRITY                           |             |            |
|--------------|-----------------------------------|-------|--|----------------------|----------------------------------|---------------------|-----------------|--|--|------------------------|------|---|-------------|------------|
| Segment ID   | Proposed Change in Infrastructure | Acres | Primary Vegetation or Land Cover Type <sup>3</sup> | Riparian/Wetland (%) | Waterways (Linear Feet per Acre) | Flood-plain (Acres) | Flood-plain (%) | Permeability/Known Concerns  | County Linkages/Movement Zones   | Statewide Connectivity |      | Fragmentation                                 | Undisturbed |            |
|              |                                   |       |  |                      |                                  |                     |                 |  |  | Index                  | ICZs |   | Blocks      | Mean Score |
| A            | Expansion                         | 513   | Desert scrub                                       | -                    | 15                               | 4                   | 0.8%            | Moderate/ CAP Canal and Ironwood Drive bisect the segment                      | Valley north and east of the San Tan Mountains, Weekes Wash                      | 84.80                  |      | Low- No increased isolation of intact blocks. | 80          | 97         |
| AA           | Existing                          | 1123  | Agriculture/ Desert scrub                          | -                    | 0                                | 1                   | 0.1%            | Low/ West of CAP canal and bisected by SR87, farm roads and agricultural crops | Southeastern-most corner is ~4.8 miles from modeled corridor Ironwood to Picacho | 77.30                  |      | Low- No increased isolation of intact blocks. | 78          | 76         |
| AB           | Expansion-new                     | 513   | Agriculture  | -                    | 6                                | 2                   | 0.5%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 81.22                  |      | Low- No increased isolation of intact blocks. | 82          | 80         |
| AC           | Expansion                         | 902   | Agriculture  | -                    | 1                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 83.31                  |      | Low- No increased isolation of intact blocks. | 83          | 82         |
| AD           | New                               | 102   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 88.09                  |      | Low- No increased isolation of intact blocks. | 84          | 86         |
| AE           | New-existing                      | 563   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 83.12                  |      | Low- No increased isolation of intact blocks. | 84          | 86         |
| AH           | New-expansion                     | 475   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 89.00                  |      | Low- No increased isolation of intact blocks. | 85          | 80         |
| AI           | New-expansion                     | 865   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 86.97                  |      | Low- No increased isolation of intact blocks. | 84          | 80         |
| AJ           | New                               | 369   | Desert scrub                                       | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 87.55                  |      | Low- No increased isolation of intact blocks. | 91          | 94         |
| AL           | New                               | 519   | Agriculture  | -                    | 0                                | 46                  | 9.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | Southeastern-most corner is ~2.5 miles from modeled corridor Ironwood to Picacho | 83.71                  |      | Low- No increased isolation of intact blocks. | 82          | 86         |
| AN           | New-expansion                     | 901   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 83.20                  |      | Low- No increased isolation of intact blocks. | 81          | 82         |
| AO1          | New                               | 547   | Agriculture  | -                    | 4                                | 2                   | 0.3%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 80.49                  |      | Low- No increased isolation of intact blocks. | 80          | 81         |
| AO2          | New                               | 549   | Agriculture  | -                    | 4                                | 1                   | 0.2%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops       | -  | 81.14                  |      | Low- No increased isolation of intact blocks. | 81          | 81         |
| EI           | New                               | 786   | Desert scrub                                       | -                    | 9                                | 10                  | 1.3%            | Moderate/ West of CAP Canal  | Valley north and east of the San Tan Mountains                                   | 96.38                  | Yes  | Low- No increased isolation of intact blocks. | 97          | 100        |

<sup>3</sup> Refer to Attachment C for detailed breakdown of vegetation/land cover types within each Segment.



**Attachment 2A: Evaluation Criterial for the North-South Corridor- Vegetation, Hydrologic Function, Landscape Connectivity, and Landscape Integrity**

| SEGMENT DATA |                                   |       | VEGETATION   |                      | HYDROLOGIC FUNCTION              |                     |                 | LANDSCAPE CONNECTIVITY  |   |                        |      | LANDSCAPE INTEGRITY   |             |            |
|--------------|-----------------------------------|-------|--|----------------------|----------------------------------|---------------------|-----------------|---|---|------------------------|------|---|-------------|------------|
| Segment ID   | Proposed Change in Infrastructure | Acres | Primary Vegetation or Land Cover Type <sup>3</sup> | Riparian/Wetland (%) | Waterways (Linear Feet per Acre) | Flood-plain (Acres) | Flood-plain (%) | Permeability/Known Concerns   | County Linkages/Movement Zones  | Statewide Connectivity |      | Fragmentation   | Undisturbed |            |
|              |                                   |       |  |                      |                                  |                     |                 |   |   | Index                  | ICZs |   | Blocks      | Mean Score |
| E2           | New                               | 1237  | Desert scrub                                       | -                    | 16                               | 11                  | 0.9%            | Moderate/ West of CAP Canal, Queen Creek  | Valley north and east of the San Tan Mountains, Queen Creek - Gila River Indian Community                     | 89.83                  |      | Low- No increased isolation of intact blocks.                     | 91          | 92         |
| E4           | Expansion                         | 387   | Desert scrub                                       | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by farm roads and agricultural crops                                  | Valley north and east of the San Tan Mountains  | 89.53                  |      | Low- No increased isolation of intact blocks.                     | 88          | 83         |
| G            | New                               | 613   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Moderate/ West of CAP canal and bisected by farm roads and agricultural crops                             | -   | 84.23                  |      | Low- No increased isolation of intact blocks.                     | 86          | 83         |
| I            | New-existing                      | 949   | Desert scrub                                       | -                    | 13                               | 5                   | 0.5%            | High  | Valley north and east of the San Tan Mountains, Superstition Mountains to Goldfield Mountains and Weekes Wash | 95.46                  | Yes  | High- Bisects intact block  | 95          | 100        |
| I2           | New                               | 1002  | Desert scrub                                       | 0.3%                 | 10                               | 4                   | 0.4%            | High  | Valley north and east of the San Tan Mountains, Superstition Mountains to Goldfield Mountains and Weekes Wash | 96.93                  | Yes  | High- Bisects intact block  | 97          | 100        |
| J            | New                               | 845   | Desert scrub                                       | -                    | 16                               | 9                   | 1.1%            | High  | Valley north and east of the San Tan Mountains  | 95.18                  |      | High- Bisects intact block  | 95          | 94         |
| K1           | New                               | 607   | Desert scrub                                       | 2.6%                 | 8                                | 7                   | 1.1%            | High  | Valley north and east of the San Tan Mountains, Queen Creek - Gila River Indian Community                     | 94.46                  |      | Moderate- Potential to increase isolation of nearby intact block. | 94          | 94         |
| K3           | New                               | 481   | Desert scrub                                       | -                    | 3                                | 0                   | 0.0%            | Moderate, bisected by CAP   | Valley north and east of the San Tan Mountains  | 90.83                  |      | Low- No increased isolation of intact blocks.                     | 94          | 92         |
| L2           | New                               | 222   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Moderate/ West of CAP canal and bisected by farm roads and agricultural crops                             | -   | 83.37                  |      | Low- No increased isolation of intact blocks.                     | 83          | 83         |
| O3           | New                               | 1847  | Desert scrub                                       | -                    | 4                                | 2                   | 0.1%            | High/ Majority of segment is east of the CAP canal  | Valley north and east of the San Tan Mountains, Queen Creek - Gila River Indian Community                     | 89.23                  |      | High- Reduces connectivity between intact blocks                  | 91          | 94         |
| P            | New                               | 184   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Moderate/ West of CAP canal and bisected by farm roads and agricultural crops                             | -   | 84.68                  |      | Low- No increased isolation of intact blocks.                     | 86          | 86         |
| Q            | New                               | 1241  | Desert scrub                                       | -                    | 14                               | 20                  | 1.6%            | High/ West of CAP canal and adjacent to or bisected by railway, but Gila River provides movement corridor | Florence Military Reservation, Gila River   | 88.42                  | Yes  | High- Reduces connectivity between intact blocks                  | 91          | 100        |
| T1           | New                               | 564   | Developed  | -                    | 1                                | 5                   | 0.9%            | Moderate/ Disturbed land  | -   | 81.51                  |      | Moderate- Potential   | 79          | 87         |

**Attachment 2A: Evaluation Criterial for the North-South Corridor- Vegetation, Hydrologic Function, Landscape Connectivity, and Landscape Integrity**

| SEGMENT DATA |                                   |       | VEGETATION   |                      | HYDROLOGIC FUNCTION              |                     |                 | LANDSCAPE CONNECTIVITY   |   |                        |      | LANDSCAPE INTEGRITY   |             |            |
|--------------|-----------------------------------|-------|--|----------------------|----------------------------------|---------------------|-----------------|--|---|------------------------|------|---|-------------|------------|
| Segment ID   | Proposed Change in Infrastructure | Acres | Primary Vegetation or Land Cover Type <sup>3</sup> | Riparian/Wetland (%) | Waterways (Linear Feet per Acre) | Flood-plain (Acres) | Flood-plain (%) | Permeability/Known Concerns  | County Linkages/Movement Zones            | Statewide Connectivity |      | Fragmentation   | Undisturbed |            |
|              |                                   |       |  |                      |                                  |                     |                 |  |   | Index                  | ICZs |   | Blocks      | Mean Score |
|              |                                   |       |  |                      |                                  |                     |                 | could provide east-west movement   |   |                        |      | to increase isolation of nearby intact block.                     |             |            |
| T1-2         | New                               | 41    | Desert scrub                                       | -                    | 14                               | 29                  | 70.3%           | Moderate/ Disturbed land could provide east-west movement  | -   | 83.51                  |      | Moderate- Potential to increase isolation of nearby intact block. | 85          | 79         |
| T2           | New                               | 383   | Agriculture  | -                    | 0                                | 0                   | 0.0%            | Moderate/ West of CAP canal and bisected by farm roads and agricultural crops  | -   | 81.23                  |      | Low- No increased isolation of intact blocks.                     | 81          | 82         |
| V            | New                               | 1282  | Desert scrub                                       | -                    | 13                               | 0                   | 0.0%            | High/ West of CAP canal but land undeveloped   | Florence Military Reservation             | 95.44                  |      | High- Reduces connectivity between intact blocks                  | 97          | 100        |
| X            | New                               | 2206  | Desert scrub/ Agriculture                          | -                    | 14                               | 34                  | 1.5%            | High/ West of CAP canal, but Gila River provides movement corridor through agricultural lands, and connects San Tan Mountains to the Tortolita and Tortilla Mtns | Florence Military Reservation, Gila River | 89.05                  | Yes  | High- Reduces connectivity between intact blocks                  | 89          | 86         |
| Z            | Existing                          | 352   | Desert scrub                                       | -                    | 0                                | 0                   | 0.0%            | Low/ West of CAP canal and bisected by SR87, farm roads and agricultural crops   | -   | 79.78                  |      | Low- No increased isolation of intact blocks.                     | 82          | 91         |

**Attachment 2B: Evaluation Criteria for the North-South Corridor- Wildlife and Wildlife Habitat, Conservation and Wildlife Management Lands, and Outdoor and Wildlife Related Recreation**

| SEGMENT DATA |                                   |       | WILDLIFE AND WILDLIFE HABITAT |                  |                        |                         |         |                           |                         | CONSERVATION AND WILDLIFE MANAGEMENT LANDS  | OUTDOOR AND WILDLIFE RELATED RECREATION   |
|--------------|-----------------------------------|-------|-------------------------------|------------------|------------------------|-------------------------|---------|---------------------------|-------------------------|---|---|
| Segment ID   | Proposed Change in Infrastructure | Acres | SERI Rank (1-10)              | SGCN Rank (1-10) | HDMS Species Diversity | Key Species Habitat (%) |         |                           |                         | Areas Identified, Acquired, or Managed with Conservation or Wildlife Considerations               | Access and Outdoor Recreation   |
|              |                                   |       |                               |                  |                        | Burrowing Owl           | Kit Fox | Tucson Shovel-nosed Snake | Sonoran Desert Tortoise |   |   |
| A            | Expansion                         | 513   | 5                             | 7                | 0                      | 0%                      | 82%     | 47%                       | 82%                     | Proximity to existing and proposed open space and crosses Siphon Draw wash, a potential corridor. | Recreationists access the open space east and west of the segment for small game hunting. A parking or pullout area for hunters would be a good addition, as no parking is currently present.                         |
| AA           | Existing                          | 1123  | 9                             | 9                | 4                      | 46%                     | 45%     | 29%                       | 44%                     |   |   |
| AB           | Expansion-new                     | 513   | 9                             | 9                | 2                      | 69%                     | 20%     | 3%                        | 6%                      | -   |   |
| AC           | Expansion                         | 902   | 9                             | 6                | 4                      | 83%                     | 17%     | 9%                        | 9%                      | Near Picacho Reservoir, including AGFD managed area   |   |
| AD           | New                               | 102   | 9                             | 5                | 3                      | 99%                     | 1%      | 0%                        | 1%                      |   | Adjacent to Picacho Reservoir, including AGFD managed area  |
| AE           | New-existing                      | 563   | 9                             | 10               | 3                      | 62%                     | 38%     | 4%                        | 9%                      | Adjacent to Picacho Reservoir, including AGFD managed area  | Segment crosses Selma Highway access point into Picacho Reservoir   |
| AH           | New-expansion                     | 475   | 9                             | 8                | 3                      | 52%                     | 20%     | 5%                        | 8%                      | Adjacent to Picacho Reservoir, including AGFD managed area  | Picacho Reservoir   |
| AI           | New-expansion                     | 865   | 9                             | 8                | 5                      | 72%                     | 27%     | 7%                        | 12%                     | Near and adjacent to Picacho Reservoir, including AGFD managed area                               |   |
| AJ           | New                               | 369   | 9                             | 6                | 0                      | 34%                     | 66%     | 66%                       | 66%                     |   | -   |
| AL           | New                               | 519   | 9                             | 6                | 1                      | 79%                     | 23%     | 21%                       | 23%                     | -   |   |
| AN           | New-expansion                     | 901   | 9                             | 7                | 4                      | 79%                     | 3%      | 2%                        | 2%                      | Near Picacho Reservoir, including AGFD managed area   | Picacho Reservoir   |
| AO1          | New                               | 547   | 9                             | 7                | 5                      | 100%                    | 0%      | 0%                        | 0%                      | -   |   |
| AO2          | New                               | 549   | 9                             | 6                | 6                      | 45%                     | 0%      | 0%                        | 0%                      | -   |   |
| E1           | New                               | 786   | 5                             | 9                | 0                      | 0%                      | 86%     | 83%                       | 86%                     | -   | Popular dove hunting area near tanks.   |
| E2           | New                               | 1237  | 5                             | 10               | 0                      | 15%                     | 85%     | 64%                       | 84%                     | -   |   |
| E4           | Expansion                         | 387   | 5                             | 8                | 0                      | 26%                     | 73%     | 54%                       | 73%                     | -   |   |
| G            | New                               | 613   | 5                             | 9                | 0                      | 76%                     | 24%     | 18%                       | 24%                     | -   |   |
| I            | New-existing                      | 949   | 7                             | 10               | 0                      | 0%                      | 100%    | 35%                       | 100%                    | Proximity to existing and proposed open space   |   |
| I2           | New                               | 1002  | 5                             | 9                | 0                      | 0%                      | 85%     | 50%                       | 85%                     | Proximity to existing and proposed open space   | Potential impacts popular hunting and OHV areas.  |
| J            | New                               | 845   | 5                             | 7                | 0                      | 0%                      | 100%    | 61%                       | 100%                    | -   | Hunters access open space east and west of the segment for small game hunting. Also impacts popular hunting and OHV areas. Installation of a parking area or pullout is recommended for hunters accessing open space. |
| K1           | New                               | 607   | 5                             | 9                | 0                      | 0%                      | 100%    | 55%                       | 100%                    | -   |   |
| K3           | New                               | 481   | 5                             | 8                | 1                      | 5%                      | 75%     | 63%                       | 75%                     | -   |   |
| L2           | New                               | 222   | 5                             | 5                | 2                      | 100%                    | 0%      | 0%                        | 0%                      | -   |   |
| O3           | New                               | 1847  | 5                             | 9                | 2                      | 21%                     | 67%     | 40%                       | 67%                     | -   | Impacts popular hunting areas.  |
| P            | New                               | 184   | 5                             | 8                | 2                      | 83%                     | 16%     | 17%                       | 17%                     | -   |   |

**Attachment 2B: Evaluation Criteria for the North-South Corridor- Wildlife and Wildlife Habitat, Conservation and Wildlife Management Lands, and Outdoor and Wildlife Related Recreation**

| SEGMENT DATA |                                   |       | WILDLIFE AND WILDLIFE HABITAT |                  |                        |                         |         |                           |                         | CONSERVATION AND WILDLIFE MANAGEMENT LANDS  | OUTDOOR AND WILDLIFE RELATED RECREATION  |
|--------------|-----------------------------------|-------|-------------------------------|------------------|------------------------|-------------------------|---------|---------------------------|-------------------------|---|--|
| Segment ID   | Proposed Change in Infrastructure | Acres | SERI Rank (1-10)              | SGCN Rank (1-10) | HDMS Species Diversity | Key Species Habitat (%) |         |                           |                         | Areas Identified, Acquired, or Managed with Conservation or Wildlife Considerations | Access and Outdoor Recreation  |
|              |                                   |       |                               |                  |                        | Burrowing Owl           | Kit Fox | Tucson Shovel-nosed Snake | Sonoran Desert Tortoise |   |  |
| Q            | New                               | 1241  | 5                             | 9                | 3                      | 23%                     | 69%     | 24%                       | 63%                     | Existing Open Space designation along Gila River                                    |  |
| T1           | New                               | 564   | 1                             | 9                | 5                      | 82%                     | 17%     | 7%                        | 14%                     | -   |  |
| T1-2         | New                               | 41    | 1                             | 7                | 5                      | 30%                     | 74%     | 2%                        | 36%                     | -   |  |
| T2           | New                               | 383   | 9                             | 5                | 2                      | 100%                    | 0%      | 0%                        | 0%                      | -   |  |
| V            | New                               | 1282  | 5                             | 7                | 2                      | 0%                      | 100%    | 21%                       | 100%                    | -   | Gas-line road provides walking access for hunting and hiking-very popular. Impacts small and big game hunting in GMU 26 M. |
| X            | New                               | 2206  | 5                             | 10               | 4                      | 50%                     | 49%     | 6%                        | 47%                     | Existing Open Space designation along Gila River and Florence Mountain.             | Impacts to small and big game hunting in GMU 26 M, especially north of Hunt Hwy  |
| Z            | Existing                          | 352   | 9                             | 8                | 3                      | 37%                     | 62%     | 13%                       | 37%                     | -   |  |

**Attachment 3. Vegetation Communities/Land Cover**

| Segment | Acres | Riparian/<br>Wash | Native<br>scrub | Agriculture | Developed |
|---------|-------|-------------------|-----------------|-------------|-----------|
| A       | 1123  | 0.0%              | 80.8%           | 0.0%        | 19.2%     |
| AA      | 513   | 0.1%              | 44.0%           | 46.0%       | 9.8%      |
| AB      | 902   | 0.0%              | 19.5%           | 69.3%       | 11.2%     |
| AC      | 102   | 0.0%              | 16.9%           | 82.8%       | 0.2%      |
| AD      | 563   | 0.0%              | 0.9%            | 99.1%       | 0.0%      |
| AE      | 475   | 0.4%              | 37.4%           | 62.0%       | 0.2%      |
| AH      | 865   | 0.0%              | 27.8%           | 72.2%       | 0.0%      |
| AI      | 369   | 0.0%              | 26.3%           | 72.4%       | 1.3%      |
| AJ      | 519   | 0.0%              | 66.4%           | 33.6%       | 0.0%      |
| AL      | 901   | 0.0%              | 22.8%           | 76.9%       | 0.3%      |
| AN      | 547   | 0.0%              | 3.3%            | 90.8%       | 6.0%      |
| AO1     | 549   | 0.0%              | 0.0%            | 99.9%       | 0.1%      |
| AO2     | 786   | 0.0%              | 0.0%            | 100.0%      | 0.0%      |
| E1      | 1237  | 0.0%              | 99.4%           | 0.0%        | 0.4%      |
| E2      | 387   | 1.5%              | 83.0%           | 14.7%       | 0.2%      |
| E4      | 613   | 0.0%              | 73.7%           | 26.3%       | 0.0%      |
| G       | 949   | 0.0%              | 23.6%           | 76.4%       | 0.0%      |
| I       | 1002  | 0.0%              | 99.9%           | 0.0%        | 0.0%      |
| I2      | 845   | 0.3%              | 99.7%           | 0.0%        | 0.0%      |
| J       | 607   | 0.0%              | 100.0%          | 0.0%        | 0.0%      |
| K1      | 481   | 2.6%              | 97.4%           | 0.0%        | 0.0%      |
| K3      | 222   | 0.0%              | 93.9%           | 6.1%        | 0.0%      |
| L2      | 1847  | 0.0%              | 0.0%            | 100.0%      | 0.0%      |
| O3      | 184   | 1.3%              | 74.9%           | 23.7%       | 0.0%      |
| P       | 1241  | 0.0%              | 17.0%           | 82.4%       | 0.0%      |
| Q       | 564   | 0.0%              | 74.9%           | 25.1%       | 0.0%      |
| T1      | 41    | 0.0%              | 17.2%           | 42.3%       | 40.5%     |
| T1-2    | 383   | 0.0%              | 70.5%           | 29.5%       | 0.0%      |
| T2      | 1282  | 0.0%              | 0.0%            | 100.0%      | 0.0%      |
| V       | 2206  | 0.0%              | 99.7%           | 0.0%        | 0.3%      |
| X       | 352   | 0.7%              | 49.1%           | 49.7%       | 0.5%      |
| Z       | 1123  | 0.0%              | 62.9%           | 37.1%       | 0.0%      |

**Attachment 4. HDMS Special Status Species Documented within 3 Miles of the North-South Corridor**

| Scientific Name                         | Common Name                        | FWS | USFS | BLM | SGCN | AA | AB | AC | AD | AE | AH | AI | AJ | AL | AN | AO1 | AO2 | E2 | E4 | G | J | K1 | K3 | L2 | O3 | P | Q | T1 | T1-2 | T2 | V | X | Z |   |
|---|------------------------------------|-----|------|-----|------|----|----|----|----|----|----|----|----|----|----|-----|-----|----|----|---|---|----|----|----|----|---|---|----|------|----|---|---|---|---|
| <i>Agosia chrysogaster chrysogaster</i> | Gila Longfin Dace                  | SC  |      | S   | 1B   |    | X  |    |    |    |    |    |    |    |    | X   | X   |    |    |   |   |    |    |    |    |   | X | X  | X    |    |   | X |   |   |
| <i>Athene cunicularia hypugaea</i>      | Western Burrowing Owl              | SC  | S    | S   | 1B   | X  | X  | X  | X  | X  | X  | X  |    |    | X  | X   | X   |    |    |   |   |    |    |    |    |   | X | X  | X    | X  | X | X | X | X |
| <i>Catostomus clarkii</i>               | Desert Sucker                      | SC  | S    | S   | 1B   |    | X  | X  |    |    |    |    |    |    | X  | X   | X   |    |    |   |   |    |    |    |    |   | X | X  | X    |    |   |   |   |   |
| <i>Catostomus insignis</i>              | Sonora Sucker                      | SC  | S    | S   | 1B   |    |    |    |    |    |    |    |    |    |    |     | X   |    |    |   |   |    |    |    |    |   | X | X  |      |    |   |   |   |   |
| <i>Chionactis occipitalis klauberi</i>  | Tucson Shovel-nosed Snake          | SC  |      |     | 1A   | X  |    |    |    |    |    | X  | X  | X  |    | X   | X   | X  | X  | X | X | X  | X  | X  | X  | X | X | X  | X    |    | X | X |   |   |
| <i>Coccyzus americanus</i>              | Yellow-billed Cuckoo (Western DPS) | LT  | S    |     | 1A   | X  |    | X  | X  | X  | X  | X  |    |    | X  |     |     |    |    |   |   |    |    |    |    |   |   |    |      |    |   |   | X |   |
| <i>Gopherus morafkai</i>                | Sonoran Desert Tortoise            | CCA | S    |     | 1A   |    |    |    |    |    |    |    |    |    |    | X   | X   |    |    |   |   |    |    | X  | X  | X | X | X  |      | X  | X |   |   |   |
| <i>Rallus longirostris yumanensis</i>   | Yuma Clapper Rail                  | LE  |      |     | 1A   | X  |    | X  | X  | X  | X  | X  |    |    | X  |     |     |    |    |   |   |    |    |    |    |   |   |    |      |    |   |   |   | X |

HDMS = Heritage Data Management System

FWS = United States Fish and Wildlife Service  
 CCA = Candidate Conservation Agreement in place  
 LE = Federally listed Endangered  
 LT = Federally listed Threatened  
 SC = Species of Concern

SGCN = State of Arizona Species of Greatest Conservation Need (2012)

Arizona Game and Fish Department. 2012. Arizona's State Wildlife Action Plan: 2012-2022. Arizona Game and Fish Department, Phoenix, Arizona. Available at [http://www.azgfd.gov/w\\_c/swap.shtml](http://www.azgfd.gov/w_c/swap.shtml).

Each species in the SGCN list was scored for each of the following vulnerability criteria. If a species ranked as "vulnerable" (i.e., score = "1") under one or more of the vulnerability criteria it was included in the SGCN. Ranks were not additive. The rank was based on the following criteria:

- Extirpated from Arizona
- Federal or State status
- Declining status
- Disjunct status
- Demographic status
- Concentration status
- Fragmentation status
- Distribution status

The list of SGCN was further categorized into three tiers reflecting the Department's management commitments and priorities; tiers were ranked as follows:

Tier 1A: Scored "1" for Vulnerability in at least one of the eight categories and matches at least one of the following:

- Federally listed as endangered or threatened under the Endangered Species Act (ESA).
- Candidate species under ESA.
- Is specifically covered under a signed conservation agreement (CCA) or a signed conservation agreement with assurances (CCAA).
- Recently removed from ESA and currently requires post-delisting monitoring
- Closed season species (i.e., no take permitted) as identified in Arizona Game and Fish Commission Orders 40, 41, 42 or 43.

Tier 1B: Scored "1" for Vulnerability in at least one of the eight categories, but match none of the above criteria.

USFS = United States Forest Service

S = Sensitive

BLM = Bureau of Land Management

S = Sensitive

**Attachment 5**  
**Arizona Environmental Online Review Tool Report**

# Arizona Environmental Online Review Tool Report



## *Arizona Game and Fish Department Mission*

*To conserve Arizona's diverse wildlife resources and manage for safe, compatible outdoor recreation opportunities for current and future generations.*

**Project Name:**

North South Corridor

**Project Description:**

AGFD Hexagon Analysis

**Project Type:**

Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads

**Contact Person:**

Cheri Boucher

**Organization:**

Arizona Game and Fish Department

**On Behalf Of:**

AZGFD

**Project ID:**

HGIS-02567

*Please review the entire report for project type and/or species recommendations for the location information entered. Please retain a copy for future reference.*



**Disclaimer:**

1. This Environmental Review is based on the project study area that was entered. The report must be updated if the project study area, location, or the type of project changes.
2. This is a preliminary environmental screening tool. It is not a substitute for the potential knowledge gained by having a biologist conduct a field survey of the project area. This review is also not intended to replace environmental consultation (including federal consultation under the Endangered Species Act), land use permitting, or the Departments review of site-specific projects.
3. The Departments Heritage Data Management System (HDMS) data is not intended to include potential distribution of special status species. Arizona is large and diverse with plants, animals, and environmental conditions that are ever changing. Consequently, many areas may contain species that biologists do not know about or species previously noted in a particular area may no longer occur there. HDMS data contains information about species occurrences that have actually been reported to the Department. Not all of Arizona has been surveyed for special status species, and surveys that have been conducted have varied greatly in scope and intensity. Such surveys may reveal previously undocumented population of species of special concern.
4. HabiMap Arizona data, specifically Species of Greatest Conservation Need (SGCN) under our State Wildlife Action Plan (SWAP) and Species of Economic and Recreational Importance (SERI), represent potential species distribution models for the State of Arizona which are subject to ongoing change, modification and refinement. The status of a wildlife resource can change quickly, and the availability of new data will necessitate a refined assessment.

**Locations Accuracy Disclaimer:**

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Report is solely responsible for the project location and thus the correctness of the Project Review Report content.

**Recommendations Disclaimer:**

1. The Department is interested in the conservation of all fish and wildlife resources, including those species listed in this report and those that may have not been documented within the project vicinity as well as other game and nongame wildlife.
2. Recommendations have been made by the Department, under authority of Arizona Revised Statutes Title 5 (Amusements and Sports), 17 (Game and Fish), and 28 (Transportation).
3. Potential impacts to fish and wildlife resources may be minimized or avoided by the recommendations generated from information submitted for your proposed project. These recommendations are preliminary in scope, designed to provide early considerations on all species of wildlife.
4. Making this information directly available does not substitute for the Department's review of project proposals, and should not decrease our opportunity to review and evaluate additional project information and/or new project proposals.
5. Further coordination with the Department requires the submittal of this Environmental Review Report with a cover letter and project plans or documentation that includes project narrative, acreage to be impacted, how construction or project activity(s) are to be accomplished, and project locality information (including site map). Once AGFD had received the information, please allow 30 days for completion of project reviews. Send requests to:  
**Project Evaluation Program, Habitat Branch**  
**Arizona Game and Fish Department**  
**5000 West Carefree Highway**  
**Phoenix, Arizona 85086-5000**  
**Phone Number: (623) 236-7600**  
**Fax Number: (623) 236-7366**  
**Or**  
[PEP@azgfd.gov](mailto:PEP@azgfd.gov)
6. Coordination may also be necessary under the National Environmental Policy Act (NEPA) and/or Endangered Species Act (ESA). Site specific recommendations may be proposed during further NEPA/ESA analysis or through coordination with affected agencies

# North South Corridor Aerial Image Basemap With Locator Map



- Project Boundary
- Buffered Project Boundary

Project Size (acres): 21,957.98

Lat/Long (DD): 32.9763 / -111.4380

County(s): Pinal

AGFD Region(s): Mesa; Tucson

Township/Range(s): T1N, R8E; T1S, R8E; T2S, R8E +

USGS Quad(s): APACHE JUNCTION; GOLDFIELD +

Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong),



# North South Corridor

## Web Map As Submitted By User



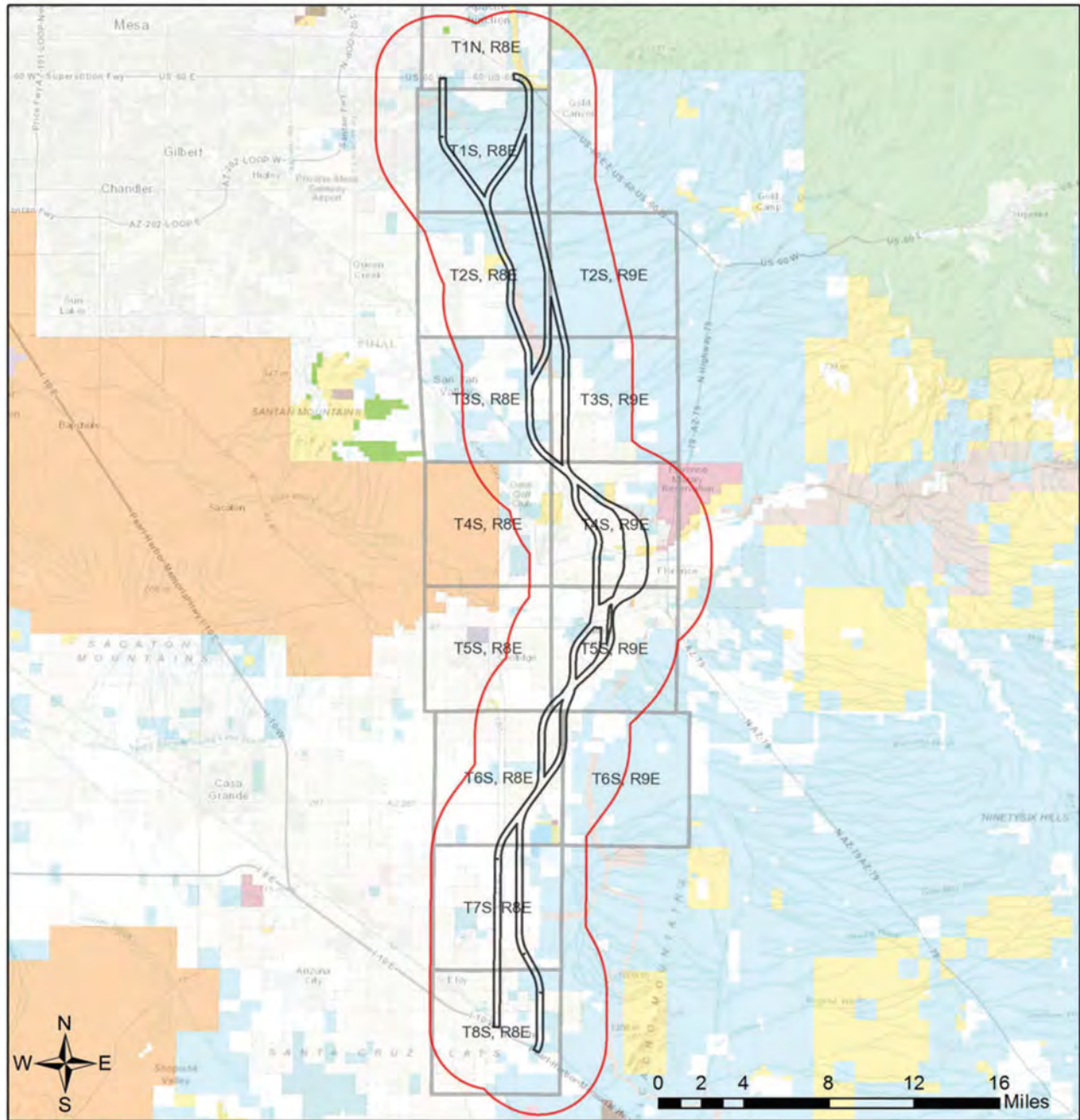
- Project Boundary
- Buffered Project Boundary

Project Size (acres): 21,957.98  
Lat/Long (DD): 32.9763 / -111.4380  
County(s): Pinal  
AGFD Region(s): Mesa; Tucson  
Township/Range(s): T1N, R8E; T1S, R8E; T2S, R8E +  
USGS Quad(s): APACHE JUNCTION; GOLDFIELD +

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community  
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

## North South Corridor

### Topo Basemap With Township/Ranges and Land Ownership



- |                           |                          |
|---------------------------|--------------------------|
| Project Boundary          | Mixed/Other              |
| Buffered Project Boundary | National Park/Mon.       |
| Township/Ranges           | Private                  |
| AZ Game and Fish Dept.    | State and Regional Parks |
| BLM                       | State Trust              |
| BOR                       | US Forest Service        |
| Indian Res.               | Wildlife Area/Refuge     |
| Military                  |                          |

Project Size (acres): 21,957.98  
 Lat/Long (DD): 32.9763 / -111.4380  
 County(s): Pinal  
 AGFD Region(s): Mesa; Tucson  
 Township/Range(s): T1N, R8E; T1S, R8E; T2S, R8E +  
 USGS Quad(s): APACHE JUNCTION; GOLDFIELD +

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**Special Status Species and Special Areas Documented within 3 Miles of Project Vicinity**

| Scientific Name                   | Common Name                                    | FWS   | USFS | BLM | NPL | SGCN |
|-----------------------------------|--|-------|------|-----|-----|------|
| Agosia chrysogaster chrysogaster  | Gila Longfin Dace                              | SC    |      | S   |     | 1B   |
| Antilocapra americana sonoriensis | 10J area for Sonoran Pronghorn                 | LE,XN |      |     |     |      |
| Athene cunicularia hypugaea       | Western Burrowing Owl                          | SC    | S    | S   |     | 1B   |
| Canis lupus baileyi               | 10J area Zone 2 for Mexican gray wolf          | LE,XN |      |     |     |      |
| Catostomus clarkii                | Desert Sucker                                  | SC    | S    | S   |     | 1B   |
| Catostomus insignis               | Sonora Sucker                                  | SC    | S    | S   |     | 1B   |
| Chionactis occipitalis klauberi   | Tucson Shovel-nosed Snake                      | SC    |      |     |     | 1A   |
| Coccyzus americanus               | Yellow-billed Cuckoo (Western DPS)             | LT    | S    |     |     | 1A   |
| Gila River Indian Reservation     | Gila River Indian Reservation                  |       |      |     |     |      |
| Gopherus morafkai                 | Sonoran Desert Tortoise                        | CCA   | S    |     |     | 1A   |
| Ironwood - Picacho Linkage Design | Wildlife Corridor                              |       |      |     |     |      |
| Leopardus pardalis                | Ocelot Area of Capture Concern                 |       |      |     |     |      |
| PCH for Coccyzus americanus       | Yellow-billed Cuckoo Proposed Critical Habitat |       |      |     |     |      |
| Panthera onca                     | Jaguar Area of Capture Concern                 |       |      |     |     |      |
| Rallus longirostris yumanensis    | Yuma Clapper Rail                              | LE    |      |     |     | 1A   |

Note: Status code definitions can be found at [http://www.azgfd.gov/w\\_c/edits/hdms\\_status\\_definitions.shtml](http://www.azgfd.gov/w_c/edits/hdms_status_definitions.shtml).

**Species of Greatest Conservation Need  
 Predicted within Project Vicinity based on Predicted Range Models**

| Scientific Name                    | Common Name                        | FWS | USFS | BLM | NPL | SGCN |
|------------------------------------|------------------------------------|-----|------|-----|-----|------|
| Agosia chrysogaster                | Longfin Dace                       | SC  |      | S   |     | 1B   |
| Aix sponsa                         | Wood Duck                          |     |      |     |     | 1B   |
| Ammodramus savannarum perpallidus  | Western Grasshopper Sparrow        |     |      |     |     | 1B   |
| Ammospermophilus harrisi           | Harris' Antelope Squirrel          |     |      |     |     | 1B   |
| Anthus spragueii                   | Sprague's Pipit                    | C*  |      |     |     | 1A   |
| Aquila chrysaetos                  | Golden Eagle                       | BGA |      | S   |     | 1B   |
| Athene cunicularia hypugaea        | Western Burrowing Owl              | SC  | S    | S   |     | 1B   |
| Botaurus lentiginosus              | American Bittern                   |     |      |     |     | 1B   |
| Buteo regalis                      | Ferruginous Hawk                   | SC  |      | S   |     | 1B   |
| Catostomus clarkii                 | Desert Sucker                      | SC  | S    | S   |     | 1B   |
| Catostomus insignis                | Sonora Sucker                      | SC  | S    | S   |     | 1B   |
| Chilomeniscus stramineus           | Variable Sandsnake                 |     |      |     |     | 1B   |
| Chionactis occipitalis klauberi    | Tucson Shovel-nosed Snake          | SC  |      |     |     | 1A   |
| Coccyzus americanus                | Yellow-billed Cuckoo (Western DPS) | LT  | S    |     |     | 1A   |
| Colaptes chrysoides                | Gilded Flicker                     |     |      | S   |     | 1B   |
| Coluber bilineatus                 | Sonoran Whipsnake                  |     |      |     |     | 1B   |
| Corynorhinus townsendii pallescens | Pale Townsend's Big-eared Bat      | SC  | S    | S   |     | 1B   |

**Species of Greatest Conservation Need  
 Predicted within Project Vicinity based on Predicted Range Models**

| Scientific Name                          | Common Name                  | FWS        | USFS | BLM | NPL | SGCN |
|--|------------------------------|------------|------|-----|-----|------|
| <i>Crotalus tigris</i>                   | Tiger Rattlesnake            |            |      |     |     | 1B   |
| <i>Cynanthus latirostris</i>             | Broad-billed Hummingbird     |            | S    |     |     | 1B   |
| <i>Cyprinodon macularius</i>             | Desert Pupfish               | LE         |      |     |     | 1A   |
| <i>Dipodomys spectabilis</i>             | Banner-tailed Kangaroo Rat   |            |      | S   |     | 1B   |
| <i>Euderma maculatum</i>                 | Spotted Bat                  | SC         | S    | S   |     | 1B   |
| <i>Eumops perotis californicus</i>       | Greater Western Bonneted Bat | SC         |      | S   |     | 1B   |
| <i>Falco peregrinus anatum</i>           | American Peregrine Falcon    | SC         | S    | S   |     | 1A   |
| <i>Gopherus morafkai</i>                 | Sonoran Desert Tortoise      | CCA        | S    |     |     | 1A   |
| <i>Haliaeetus leucocephalus</i>          | Bald Eagle                   | SC,<br>BGA | S    | S   |     | 1A   |
| <i>Heloderma suspectum</i>               | Gila Monster                 |            |      |     |     | 1A   |
| <i>Incilius alvarius</i>                 | Sonoran Desert Toad          |            |      |     |     | 1B   |
| <i>Kinosternon sonoriense sonoriense</i> | Desert Mud Turtle            |            |      | S   |     | 1B   |
| <i>Lasiurus blossevillii</i>             | Western Red Bat              |            | S    |     |     | 1B   |
| <i>Lasiurus xanthinus</i>                | Western Yellow Bat           |            | S    |     |     | 1B   |
| <i>Leopardus pardalis</i>                | Ocelot                       | LE         |      |     |     | 1A   |
| <i>Leptonycteris curasoae yerbabuena</i> | Lesser Long-nosed Bat        | LE         |      |     |     | 1A   |
| <i>Lepus alleni</i>                      | Antelope Jackrabbit          |            |      |     |     | 1B   |
| <i>Macrotus californicus</i>             | California Leaf-nosed Bat    | SC         |      | S   |     | 1B   |
| <i>Melanerpes uropygialis</i>            | Gila Woodpecker              |            |      |     |     | 1B   |
| <i>Melospiza lincolni</i>                | Lincoln's Sparrow            |            |      |     |     | 1B   |
| <i>Melospiza aberti</i>                  | Abert's Towhee               |            | S    |     |     | 1B   |
| <i>Micruroides euryxanthus</i>           | Sonoran Coralsnake           |            |      |     |     | 1B   |
| <i>Myotis occultus</i>                   | Arizona Myotis               | SC         |      | S   |     | 1B   |
| <i>Myotis velifer</i>                    | Cave Myotis                  | SC         |      | S   |     | 1B   |
| <i>Myotis yumanensis</i>                 | Yuma Myotis                  | SC         |      |     |     | 1B   |
| <i>Nyctinomops femorosaccus</i>          | Pocketed Free-tailed Bat     |            |      |     |     | 1B   |
| <i>Odocoileus virginianus</i>            | White-tailed Deer            |            |      |     |     | 1B   |
| <i>Ovis canadensis nelsoni</i>           | Desert Bighorn Sheep         |            |      |     |     | 1B   |
| <i>Panthera onca</i>                     | Jaguar                       | LE         |      |     |     | 1A   |
| <i>Passerculus sandwichensis</i>         | Savannah Sparrow             |            |      |     |     | 1B   |
| <i>Perognathus amplus</i>                | Arizona Pocket Mouse         |            |      |     |     | 1B   |
| <i>Perognathus longimembris</i>          | Little Pocket Mouse          |            |      |     |     | 1B   |
| <i>Phrynosoma goodei</i>                 | Goode's Horned Lizard        |            |      |     |     | 1B   |
| <i>Phrynosoma solare</i>                 | Regal Horned Lizard          |            |      |     |     | 1B   |
| <i>Phyllorhynchus browni</i>             | Saddled Leaf-nosed Snake     |            |      |     |     | 1B   |
| <i>Progne subis hesperia</i>             | Desert Purple Martin         |            |      | S   |     | 1B   |
| <i>Rallus longirostris yumanensis</i>    | Yuma Clapper Rail            | LE         |      |     |     | 1A   |

**Species of Greatest Conservation Need  
 Predicted within Project Vicinity based on Predicted Range Models**

| Scientific Name       | Common Name               | FWS | USFS | BLM | NPL | SGCN |
|-----------------------|---------------------------|-----|------|-----|-----|------|
| Setophaga petechia    | Yellow Warbler            |     |      |     |     | 1B   |
| Tadarida brasiliensis | Brazilian Free-tailed Bat |     |      |     |     | 1B   |
| Toxostoma lecontei    | Le Conte's Thrasher       |     |      |     |     | 1B   |
| Troglodytes pacificus | Pacific Wren              |     |      |     |     | 1B   |
| Vireo bellii arizonae | Arizona Bell's Vireo      |     |      |     |     | 1B   |
| Vulpes macrotis       | Kit Fox                   |     |      |     |     | 1B   |
| Xantusia bezyi        | Bezy's Night Lizard       |     | S    |     |     | 1B   |

**Species of Economic and Recreation Importance Predicted within Project Vicinity**

| Scientific Name          | Common Name                  | FWS | USFS | BLM | NPL | SGCN |
|--------------------------|------------------------------|-----|------|-----|-----|------|
| Callipepla gambelii      | Gambel's Quail               |     |      |     |     |      |
| Odocoileus hemionus      | Mule Deer                    |     |      |     |     |      |
| Ovis canadensis mexicana | Mexican Desert Bighorn Sheep |     |      |     |     | 1B   |
| Pecari tajacu            | Javelina                     |     |      |     |     |      |
| Puma concolor            | Mountain Lion                |     |      |     |     |      |
| Zenaida asiatica         | White-winged Dove            |     |      |     |     |      |

**Project Type: Transportation & Infrastructure, Road construction (including staging areas), Realignment/new roads**

**Project Type Recommendations:**

Bridge Maintenance/Construction Identify whether wildlife species use the structure for roosting or nesting during anticipated maintenance/construction period. Plan the timing of maintenance/construction to minimize impacts to wildlife species. In addition to the species list generated by the Arizona's On-line Environmental Review Tool, the Department recommends that surveys be conducted at the bridge and in the vicinity of the bridge to identify additional or currently undocumented bat, bird, or aquatic species in the project area. To minimize impacts to birds and bats, as well as aquatic species, consider conducting maintenance and construction activities outside the breeding/maternity season (breeding seasons for birds and bats usually occur spring - summer). Examining the crevices for the presence of bats prior to pouring new paving materials or that the top of those crevices be sealed to prevent material from dripping or falling through the cracks and potentially onto bats. If bats are present, maintenance and construction (including paving and milling) activities should be conducted during nighttime hours, if possible, when the fewest number of bats will be roosting. Minimize impacts to the vegetation community. Unavoidable impacts to vegetation should be mitigated on-site whenever possible. A revegetation plan should be developed to replace impacted communities. Consider design structures and construction plans that minimize impacts to channel geometry (i.e., width/depth ratio, sinuosity, allow overflow channels), to avoid alteration of hydrological function. Consider incorporating roosting sites for bats into bridge designs. During construction, erosion control structures and drainage features should be used to prevent introduction of sediment laden runoff into the waterway. Minimize instream construction activity. If culverts are planned, use wildlife friendly designs to mitigate impacts to wildlife and fish movement. Guidelines for bridge designs to facilitate wildlife passage can be found on the home page of this application at <http://www.azgfd.gov/hgis/guidelines.aspx>.



Fence recommendations will be dependant upon the goals of the fence project and the wildlife species expected to be impacted by the project. General guidelines for ensuring wildlife-friendly fences include: barbless wire on the top and bottom with the maximum fence height 42", minimum height for bottom 16". Modifications to this design may be considered for fencing anticipated to be routinely encountered by elk, bighorn sheep or pronghorn (e.g., Pronghorn fencing would require 18" minimum height on the bottom). Please refer to the Department's Fencing Guidelines located on the home page of this application at <http://www.azgfd.gov/hgis/guidelines.aspx>.

During the planning stages of your project, please consider the local or regional needs of wildlife in regards to movement, connectivity, and access to habitat needs. Loss of this permeability prevents wildlife from accessing resources, finding mates, reduces gene flow, prevents wildlife from re-colonizing areas where local extirpations may have occurred, and ultimately prevents wildlife from contributing to ecosystem functions, such as pollination, seed dispersal, control of prey numbers, and resistance to invasive species. In many cases, streams and washes provide natural movement corridors for wildlife and should be maintained in their natural state. Uplands also support a large diversity of species, and should be contained within important wildlife movement corridors. In addition, maintaining biodiversity and ecosystem functions can be facilitated through improving designs of structures, fences, roadways, and culverts to promote passage for a variety of wildlife.

Consider impacts of outdoor lighting on wildlife and develop measures or alternatives that can be taken to increase human safety while minimizing potential impacts to wildlife. Conduct wildlife surveys to determine species within project area, and evaluate proposed activities based on species biology and natural history to determine if artificial lighting may disrupt behavior patterns or habitat use. Use only the minimum amount of light needed for safety. Narrow spectrum bulbs should be used as often as possible to lower the range of species affected by lighting. All lighting should be shielded, cantered, or cut to ensure that light reaches only areas needing illumination.

Minimize potential introduction or spread of exotic invasive species. Invasive species can be plants, animals (exotic snails), and other organisms (e.g., microbes), which may cause alteration to ecological functions or compete with or prey upon native species and can cause social impacts (e.g., livestock forage reduction, increase wildfire risk). The terms noxious weed or invasive plants are often used interchangeably. Precautions should be taken to wash all equipment utilized in the project activities before leaving the site. Arizona has noxious weed regulations (Arizona Revised Statutes, Rules R3-4-244 and R3-4-245). See Arizona Department of Agriculture website for restricted plants, <https://agriculture.az.gov/>. Additionally, the U.S. Department of Agriculture has information regarding pest and invasive plant control methods including: pesticide, herbicide, biological control agents, and mechanical control, <http://www.usda.gov/wps/portal/usdahome>. The Department regulates the importation, purchasing, and transportation of wildlife and fish (Restricted Live Wildlife), please refer to the hunting regulations for further information [http://www.azgfd.gov/h\\_f/hunting\\_rules.shtml](http://www.azgfd.gov/h_f/hunting_rules.shtml)

Minimization and mitigation of impacts to wildlife and fish species due to changes in water quality, quantity, chemistry, temperature, and alteration to flow regimes (timing, magnitude, duration, and frequency of floods) should be evaluated. Minimize impacts to springs, in-stream flow, and consider irrigation improvements to decrease water use. If dredging is a project component, consider timing of the project in order to minimize impacts to spawning fish and other aquatic species (include spawning seasons), and to reduce spread of exotic invasive species. We recommend early direct coordination with Project Evaluation Program for projects that could impact water resources, wetlands, streams, springs, and/or riparian habitats.

The Department recommends that wildlife surveys are conducted to determine if noise-sensitive species occur within the project area. Avoidance or minimization measures could include conducting project activities outside of breeding seasons.

Based on the project type entered, coordination with State Historic Preservation Office may be required (<http://azstateparks.com/SHPO/index.html>).

Trenches should be covered or back-filled as soon as possible. Incorporate escape ramps in ditches or fencing along the perimeter to deter small mammals and herptefauna (snakes, lizards, tortoise) from entering ditches.

Design culverts to minimize impacts to channel geometry, or design channel geometry (low flow, overbank, floodplains) and substrates to carry expected discharge using local drainages of appropriate size as templates. Reduce/minimize barriers to allow movement of amphibians or fish (e.g., eliminate falls). Also for terrestrial wildlife, washes and stream corridors often provide important corridors for movement. Overall culvert width, height, and length should be optimized for movement of the greatest number and diversity of species expected to utilize the passage. Culvert designs should consider moisture, light, and noise, while providing clear views at both ends to maximize utilization. For many species, fencing is an important design feature that can be utilized with culverts to funnel wildlife into these areas and minimize the potential for roadway collisions. Guidelines for culvert designs to facilitate wildlife passage can be found on the home page of this application at <http://www.azgfd.gov/hgis/guidelines.aspx>.

Based on the project type entered, coordination with Arizona Department of Environmental Quality may be required (<http://www.azdeq.gov/>).

Based on the project type entered, coordination with U.S. Army Corps of Engineers may be required (<http://www.usace.army.mil/>)

Based on the project type entered, coordination with County Flood Control district(s) may be required.

Vegetation restoration projects (including treatments of invasive or exotic species) should have a completed site-evaluation plan (identifying environmental conditions necessary to re-establish native vegetation), a revegetation plan (species, density, method of establishment), a short and long-term monitoring plan, including adaptive management guidelines to address needs for replacement vegetation.

**The Department requests further coordination to provide project/species specific recommendations, please contact Project Evaluation Program directly. [PEP@azgfd.gov](mailto:PEP@azgfd.gov)**

#### **Project Location and/or Species Recommendations:**

HDMS records indicate that one or more listed, proposed, or candidate species or Critical Habitat (Designated or Proposed) have been documented in the vicinity of your project. The Endangered Species Act (ESA) gives the US Fish and Wildlife Service (USFWS) regulatory authority over all federally listed species. Please contact USFWS Ecological Services Offices at <http://www.fws.gov/southwest/es/arizona/> or:

#### **Phoenix Main Office**

2321 W. Royal Palm Rd, Suite 103  
Phoenix, AZ 85021  
Phone: 602-242-0210  
Fax: 602-242-2513

#### **Tucson Sub-Office**

201 N. Bonita Suite 141  
Tucson, AZ 85745  
Phone: 520-670-6144  
Fax: 520-670-6155

#### **Flagstaff Sub-Office**

SW Forest Science Complex  
2500 S. Pine Knoll Dr.  
Flagstaff, AZ 86001  
Phone: 928-556-2157  
Fax: 928-556-2121

HDMS records indicate that Western Burrowing Owls have been documented within the vicinity of your project area. Please review the western burrowing owl resource page at: [http://www.azgfd.gov/w\\_c/BurrowingOwlResources.shtml](http://www.azgfd.gov/w_c/BurrowingOwlResources.shtml).

HDMS records indicate that Sonoran Desert Tortoise have been documented within the vicinity of your project area. Please review the Tortoise Handling Guidelines found at: <http://www.azgfd.gov/hgis/pdfs/Tortoisehandlingguidelines.pdf>

Your project site is within one or more defined Areas of Capture Concern. Please follow Department protocols while working within an Area of Capture Concern at U:\Agency Directives\JaguarOcelot Directives 17AUG10.pdf.

Analysis indicates that your project is located in the vicinity of an identified wildlife habitat linkage corridor. Project planning and implementation efforts should focus on maintaining adequate opportunities for wildlife permeability. For information pertaining to the linkage assessment and wildlife species that may be affected, please refer to: <http://www.corridordesign.org/arizona>. Please contact your local Arizona Game and Fish Department Regional Office for specific project recommendations: [http://www.azgfd.gov/inside\\_azgfd/agency\\_directory.shtml](http://www.azgfd.gov/inside_azgfd/agency_directory.shtml).

Tribal Lands are within the vicinity of your project area and may require further coordination. Please contact:

Gila River Indian Community

PO Box 97

Sacaton, AZ 85247

(520) 562-6000

(520) 562-6010 (fax)



# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] ARIZONA STATE PARKS,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

Oct. 31, 2016

Name of Organization:

ARIZONA STATE PARKS

Agency contact  
for this project:

Paula M Pflipsen

Address:

33751 N 23<sup>rd</sup> Ave Ste 190 Phoenix, AZ 85085

Email Address:

ppflipsen@azstateparks.gov

Phone Number:

602 542 7160

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

SHPO-2010-1454 (133662)

**North-South Corridor Study  
Participating Agencies Acceptance Form**

North-South Corridor Study Tier 1 Environmental Impact Statement



Yes, the [complete agency name] Arizona State Historic Preservation Office wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_, does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be listed as a stakeholder agency and continue to receive information on the project.

Date: 7 NOV 16

Name of Organization: Arizona State Historic Preservation Office  
Agency contact for this project: David Jacobs

Address: 1100 West Washington Street, Phoenix, AZ 85007

Email Address: djacobs@azstateparks.gov

Phone Number: 602-542-7140

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

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**DIRECTOR**  
LARRY D. VOYLES

**DEPUTY DIRECTOR**  
TY E. GRAY



November 7, 2016

Aryan Lirange  
FHWA Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012

Re: Request for Cooperating Agency Status - North South Corridor Project

Dear Mr. Lirange:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated October 28, 2016, inviting the Department to be a Participating Agency in the Tier I Environmental Impact Statement (EIS) process for the North South Corridor Study. The Tier I EIS will build upon the prior North South Corridor Study information collected during the Alternative Selection Report (ASR), Design Concept Report (DCR), and project-level Environmental Impact Statement (EIS) initiated in 2010.

The Department, having jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources, respectfully requests Cooperating Agency status during the North South Corridor Study Tier I and subsequent NEPA processes. As a Cooperating Agency, the Department will provide expertise in identifying potentially affected resources, evaluating impacts, and developing alternatives and mitigation strategies for the Project. Specifically, due to the Department's expertise and best available data and information on Arizona's wildlife and wildlife related issues such as habitat connectivity, the Department is in a unique position to coordinate with the FHWA and the Arizona Department of Transportation (ADOT) regarding potential effects, as well as avoidance and minimization opportunities, for wildlife and habitat connectivity. In accordance with Title 40 Code of Federal Regulation (CFR) 1501.6 and 23 CFR 771.111(d), this unique expertise, coupled with the Department's regulatory authority over Arizona's wildlife and wildlife resources, meets the criteria for Cooperating Agency status.

The Department has concerns that the natural resource values within the study corridor are being under-represented by the study team. Department staff attended the Agency Stakeholder meeting for the North South Corridor Study on November 1, 2016. At this meeting, the study team stated that "natural resource values within the corridor were low, along both the western and eastern alternatives". Previously, during the project level EIS preparation, the Department

Mr. Aryan Lirange

November 7, 2016

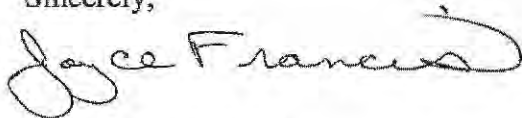
2

provided extensive information about the natural resources in the vicinity; this information identified portions of the eastern routes, especially the northern portion east of the CAP canal, to be of higher value to wildlife and wildlife related recreation. The Department offers its support and assistance to ensure the best available natural resource data and analyses identified above are appropriately incorporated into the impact analysis as required by the NEPA, thus improving efficiency, defensibility, and conservation effectiveness.

The Department has requested, and is in the process of scheduling, a meeting with the study team to have further discussion regarding wildlife resources and wildlife related recreation within the study area. The Department has confidence that, while working collaboratively, our agencies will be able to clearly describe the natural resources concerns within the study area, assist in the development of the evaluation criteria and identify reasonable and prudent measures to avoid, minimize, or mitigation these concerns.

The Department looks forward to your response, and our continued collaboration on this project. If you have any questions regarding this letter, please contact the Department's transportation coordinator, Cheri Boucher, at (623) 236-7615 or [cboucher@azgfd.gov](mailto:cboucher@azgfd.gov).

Sincerely,



Joyce Francis, PhD  
Habitat, Evaluation, and Lands Branch Chief  
Arizona Game and Fish Department

cc:

Victor Yang, ADOT Project Manager  
Joanie Cady, ADOT NEPA Planner

AGFD# M16-11035546

**North-South Corridor Study  
Participating Agencies Acceptance Form**

**North-South Corridor Study Tier 1 Environmental Impact Statement**

Yes, the [complete agency name] Arizona State Land Department  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does not wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

Nov. 28, 2016

Name of Organization:  
Agency contact  
for this project:

Arizona State Land Department  
Michelle Green

Address:

1616 W. Adams St. Phx 85007

Email Address:

mgreen@azland.gov

Phone Number:

602-364-2502

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S. 17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



## North-South Corridor Study Participating Agencies Acceptance Form

### North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Highway Patrol Division of AZ DPS  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

12/07/10

Name of Organization:

AZ Department of Public Safety

Agency contact  
for this project:

Capt. Paul Etnire & Capt. Glen Swavely

Address:

3103 W. Encanto Blvd, MD1340, Plix 85009

Email Address:

pethire@azdps.gov & gswavely@azdps.gov

Phone Number:

602.223.2354

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



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KURT R. DAVIS, PHOENIX

**DIRECTOR**

LARRY D. VOYLES

**DEPUTY DIRECTOR**

TY E. GRAY



December 12, 2016

Ms. Joanie Cady  
Arizona Department of Transportation  
Environmental Planning Group  
1611 W. Jackson St., MD EM02  
Phoenix, AZ 85007

Re: Comment Response for the North-South Corridor Study

Dear Ms. Cady:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated October 28, 2016, inviting the Department to be a Participating Agency in the Tier I Environmental Impact Statement (EIS) process for the North South Corridor Study. The Tier 1 EIS will build upon the prior North South Corridor Study information collected during the Alternative Selection Report (ASR), Design Concept Report (DCR), and project-level Environmental Impact Statement (EIS) initiated in 2010.

The Department has concerns that the natural resource values within the study corridor are being under-represented by the study team. Department staff attended the Agency Stakeholder meeting for the North South Corridor Study on November 1, 2016. At this meeting, the study team stated that "natural resource values within the corridor were low, along both the western and eastern alternatives". Previously, during the project level EIS preparation, the Department provided extensive information about the natural resources in the vicinity; this information identified portions of the eastern routes, especially the northern portion east of the CAP canal, to be of higher value to wildlife and wildlife related recreation. The Department offers its support and assistance to ensure the best available natural resource data and analyses identified above are appropriately incorporated into the impact analysis as required by the NEPA, thus improving efficiency, defensibility, and conservation effectiveness.

The Department scheduled a meeting with the study team tomorrow, December 12, 2016, to have further discussion regarding wildlife resources and wildlife related recreation within the study area. While we understand that the scope of the North South Corridor has changed to a Tier I level review instead of a project-level review, we wanted to provide this information for the project record, as it may be used for both the upcoming Tier I and subsequent Tier II analyses. The Department has confidence that, while working collaboratively, our agencies will be able to clearly describe the natural resources concerns within the study area, assist in the development of the evaluation criteria and identify reasonable and prudent measures to avoid, minimize, or mitigation these concerns.

Ms. Joanie Cady  
December 12, 2016  
Page 2

The Department looks forward to our continued collaboration on this project. If you have any questions regarding this letter, please contact me at (623) 236-7615 or [cboucher@azgfd.gov](mailto:cboucher@azgfd.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Cheri A. Bouchér', with a stylized flourish extending to the right.

Cheri A. Bouchér  
Project Evaluation Program Specialist

cc: Joshua Fife, ADOT  
Kurt Watzek, HDR  
Victor Yang, ADOT

attachment

M16-12125515

**ATTACHMENT 1: AGFD RESPONSE TO COMMENTS MATRIX FOR THE NORTH-SOUTH CORRIDOR STUDY**

| Comment # | Pg #/<br>¶# | AGFD Comment Letter (February 3, 2016)  | Pg #/<br>¶# | ADOT Response Letter (June 3, 2016)   | AGFD Response   |
|-----------|-------------|---|-------------|---|---|
| 1         | 1/3         | <p>The Department recognizes that use of Geographic Information Systems (GIS) and geospatial data can be powerful tools for wildlife conservation and planning. In addition to web-based tools such as HabiMap Arizona (<a href="http://www.habimap.org">www.habimap.org</a>) and the Online Environmental Review Tool (<a href="http://www.azgfd.gov/hgis">www.azgfd.gov/hgis</a>), site-specific project evaluation and analysis may require additional data. The Department has been developing a repeatable and standardized approach that facilitates the incorporation of relevant geospatial datasets in order to identify potential impacts of projects on wildlife and habitat resources and wildlife-related recreation. Our goal is to provide a general assessment of the potential effects of the various alternatives identified by the ADOT. We will enhance this initial assessment as additional data and information become available throughout the project planning timeline.</p> | 1/3         | <p>... In most cases, special status species and important biological events or circumstances will be known for an area, or readily obtained, prior to initiating the NEPA document, especially near an urban environment. Unless the NEPA document is being prepared specifically as a result of potential significant impacts to a known biological resource, reasonable level of resource investigation is applied under NEPA to understand the impacts on those biological resources and at a level where there is confidence that significant impacts are reasonably believed to not occur. In the case of the North South Corridor Study, there are no important biological resource concerns at this point, on which to focus concerted NEPA investigations based on the study area's past and current land use impacts, condition of the existing habitat, and lack of species documentation from people that work in or have experience with the study area.</p> | <p>A “lack of species documentation” is not a valid indicator of species absence, particularly in circumstances where habitat is appropriate and occurrence is documented in adjacent patches. Active surveys are required to determine presence or a reliable estimate of absence for cryptic and/or reclusive species. Under NEPA, it is the responsibility of ADOT to conduct adequate biological surveys prior to project impact analysis in order to ensure all species and habitats are sufficiently analyzed.</p> <p>As discussed on page 4 (3<sup>rd</sup> paragraph) and page 7 (1<sup>st</sup> paragraph) of the Department’s February 2016 letter, suitable Sonoran desert scrub habitat for desert tortoise, Tucson shovel-nosed snake, and kit fox occur in the segments east of the CAP canal. Additionally, the Department cited studies conducted in the Sonoran desert habitat east of the CAP (and east of Segments I, J, K1, and O3) where these species have been recorded.</p> <p>Furthermore, to state that “there are no important biological resource concerns at this point, on which to focus concerted NEPA investigations” is directly contrary to the species and wildlife movement concerns clearly identified by the Department.</p> |

| Comment # | Pg #/<br>¶# | AGFD Comment Letter (February 3, 2016)   | Pg #/<br>¶# | ADOT Response Letter (June 3, 2016)   | AGFD Response   |
|-----------|-------------|--|-------------|---|---|
|           |             |  |             |   | <p>As discussed in the Data Needs section of our previous letter, the Department requests that, in addition to the general floral and faunal biological surveys within the corridor, surveys for Sonoran desert tortoise, Tucson shovel-nosed snake, and kit fox should be conducted to identify current distribution and movement patterns. Additionally, movement studies for larger mammals should be conducted to inform project design, which must address permeability of the roadway for wildlife movement.</p>  |
| 2         | 4/ 2        | <p>In general, the western-most segments would result in fewer impacts to wildlife, habitat, and wildlife resources, than the segments to the east. Table 1 summarizes the results of the Department's evaluation, including a segment by segment ranking, with discussion comments to provide context for the ranking. Each segment was given an overall ranking; a high rating indicates potential significant impacts to resources; a moderate rating indicates moderate to significant impacts to resources, with the potential to minimize or mitigate impacts; and a low rating indicates limited impacts to resources if appropriate mitigation measures are implemented.</p> | 2/ 2        | <p>In the case of the study area, the agricultural lands may have more value for wildlife than the native habitat because of the degraded condition of the native habitat. It is the project team's belief that this is the case for much of the study area. While it seems obvious that any "new" transportation facility would cause the highest amount of disturbance and habitat fragmentation, we need to be careful that this is not automatically translated into the analysis as an actual "high" impact as this too should not be based solely on its own merits since there are many other elements fragmenting the entire study area (i.e., canals, flood structures, security fences, development, railroad, high voltage powerlines, roads, and trails).</p> | <p>While it is accurate that some of the native habitat has been disturbed by recreation activities, this level of disturbance does not negate the value of the habitat for wildlife that it presents; although this area may not support the highest quality Sonoran desert scrub and mesquite bosque vegetation in the state, it is certainly the highest quality habitat in the study area. This area in particular is extremely valuable for small game hunting due to the close proximity to the metropolitan area. The level of impact from a multi-modal transportation corridor is significantly different than that of the existing recreation pressure (i.e. OHVs); this irreversible impact (including all associated cumulative impacts) should not be discounted</p> <p>High, Moderate, and Low rankings were in</p> |

| Comment # | Pg #/<br>¶# | AGFD Comment Letter (February 3, 2016)  | Pg #/<br>¶# | ADOT Response Letter (June 3, 2016)   | AGFD Response   |
|-----------|-------------|---|-------------|---|---|
|           |             |   |             | The project team believes that using a "high" impact rating that relates to "potential significant" impacts to resources is misleading for the North-South Corridor Study Area due to habitat that is not intact and has been greatly degraded from historic land use practices. We also believe that the moderate rating that has been assigned that indicates "moderate to significant" impacts is not appropriate for this area.   | <p>relation to other segments within the study, however, we do agree that our definitions of High, Moderate, and Low does not clearly reflect the intrinsic value of the resource.</p> <p>The Department's evaluation tool and ranking system is under development; we appreciate this constructive feedback and will work to correct any unintended mischaracterization.</p>   |
| 3         | 4/ 3        | Segments A, E1, and E2, are situated west of the CAP canal, which is an existing constraint to east-west wildlife movement in the area. When compared to segments I, I2, and J, which are situated east of the CAP canal, the segments to the west would result in fewer impacts to terrestrial wildlife movement through the area, and less overall habitat fragmentation. The same is true for western segments E4, G, and L2, when compared to eastern segments K1, K3, and O3. Additionally, the eastern segments (K1, K3, and O3) contain a greater amount of native desert habitat for key species of concern such as kit fox ( <i>Vulpes macrotis</i> ), Tucson shovel-nosed snake ( <i>Chionactis occipitalis klauberi</i> ), and the Sonoran desert tortoise ( <i>Gopherus morafkai</i> ). | 3/ 1        | As indicated above, we generally agree that the alternatives west of the Central Arizona Project (CAP) would result in fewer impacts than the alternatives on the east. However, due to the condition and use of the habitat in most of the undeveloped areas, it is believed that the presence of populations of kit fox and possibly Tucson shovel-nosed snake are unlikely. Moreover, we believe suitable habitat for the Sonoran desert tortoise does not occur north of East Arizona Farms Road in the study area. | <p>A study carried out by the Department captured approximately 50 individual kit foxes in the area east of the CAP. Captured male kit foxes were fitted with GPS radio collars for this study and data shows that kit foxes reside in the area east of the CAP, including within, or immediately adjacent to, Segments I, J, K1, and O3 (Jones 2016). Additionally, field activities carried out in the course of the research showed that there were numerous breeding pairs, suggesting a self-sustaining population in the area to the east of the CAP.</p> <p>Finally, Department biologist Andrew Jones incidentally found a Tucson shovel-nosed snake while conducting field work for the kit fox research project. The condition of the habitat in the undeveloped area is good and typical of the Sonoran desert. Tucson shovel-nosed snake are expected to occur in undisturbed creosote flats which would be impacted by I, I2, J,</p> |

| Comment # | Pg #/<br>¶# | AGFD Comment Letter (February 3, 2016)  | Pg #/<br>¶# | ADOT Response Letter (June 3, 2016)  | AGFD Response   |
|-----------|-------------|---|-------------|--|---|
|           |             |   |             |  | <p>K1, K3, and O3.</p> <p>Protocol surveys for Sonoran desert tortoises have not been conducted within I, I2, J, K1, K3, and O3, but the desert washes that bisect the alignments provide suitable habitat for this species. East of O3, along SR 79 where protocol surveys have been conducted, numerous Sonoran desert tortoise have been recorded.</p>   |
| 4         | 5/ 3        | <p>...the agricultural lands may be ranked as moderate or low, but the value of agricultural lands should not be discounted as there are many species utilizing these areas. Agricultural croplands often provide habitat for migratory birds and species that may occur year-round, such as the western burrowing owl (<i>Athene cunicularia hypugaea</i>) and other foraging raptors.</p> | 3/ 2        | <p>It is true that all of the study area provides valuable habitat for some species but there is little habitat in the study area where vegetation species diversity could be considered high and would provide valuable habitat in the broader sense for a wider range of wildlife species. It appears likely that the class of wildlife benefitting most and afforded the greatest resources by the habitat in the study area is birds and the habitat likely providing the greatest resources are the irrigated agricultural lands.</p> | <p>While agricultural lands occur within much of the corridor, the undeveloped Sonoran desert scrub cannot be discounted. Drainage features and additional water sources occur within the Sonoran desert scrub habitat in the area, including mesquite bosque vegetation occurring adjacent to the CAP. Additionally, the Sonoran desert scrub is valuable for wildlife movement and small game hunting. In addition to birds (quail, mourning dove), javelina, mule deer, kit fox, antelope jack rabbits, and Gila Monster are known to inhabit the area. It should also be noted that the Picacho Reservoir currently has water in it and the Department has been getting calls from waterfowl hunters about access issues to the reservoir. This reservoir cannot be discounted as valuable habitat within the Tier I EIS.</p> |

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| 5 | 6/3 | <p>Maricopa County Flood Control District's flood-control structures are also found in the vicinity of the North-South Corridor. The mesquite bosque vegetation associated with these floodcontrol structures provides high quality habitat and year round water sources for wildlife. These structures are adjacent to the CAP, which also presents a barrier to wildlife movement. The proposed regional CAP trail would also traverse the flood control structures, further fragmenting habitat along the CAP. The North-South Corridor encompasses the CAP and flood control structures, and transverses the CAP in some locations. Cumulatively, the loss of habitat, fragmentation, new barriers to movement, and loss of movement corridors, open space and recreation in this area could have significant impacts to wildlife resources.</p> | 3/5 | <p>The CAP creates an almost complete barrier to terrestrial wildlife movement because of security fences.... According to CAP personnel, the only mammals that appears to cross the CAP regularly are coyotes that get through the security fence and swim across the canal. Significant cumulative impacts from loss of habitat, fragmentation, new barriers to movement, and loss of movement corridors, are addressed based on context and intensity and are not likely to occur based on current biological and land use conditions.</p> | <p>The CAP is indeed a substantial barrier to wildlife movement. It has fragmented habitats leaving patches with reduced connectivity to surrounding habitat. It is likely that it has effectively isolated some terrestrial species populations.</p> <p>However, there are 19 locations along the CAP between I-10 and U.S. Hwy 60 that various species of wildlife are likely to utilize. There are also 25 culverts and 8 road bridges that may provide limited passage opportunities for select species.</p> <p>While these crossings are far from ideal, they do provide some potential for highly mobile species to utilize habitat on both sides of the CAP. They may also facilitate gene flow in populations of high and low mobility species.</p> <p>Anecdotal documentation of coyotes crossing the canal is not adequate justification for an assumption that other mammalian species do not cross. Movement and/or genetics studies on target species would need to be conducted in order to arrive at a useable metric of permeability. At a minimum comprehensive surveillance of the available crossing locations would be needed to suggest that most species do not cross the CAP.</p> <p>With the addition of another movement barrier, the species that were functionally isolated by the CAP will have their</p> |
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|   |      |   |      |   | <p>remaining habitat further fragmented. As fragmented patches of habitat become smaller, species will be lost to extirpation as they are unable to persist within the confines of the reduced area. Where small populations of species are able to persist, the added barrier of a highway will substantially reduce (possibly eliminate) gene flow with neighboring populations. The implications of the resulting inbreeding effects can be devastating to the long-term viability of these isolated populations.</p> <p>Consideration of existing barriers in alignment selection of the new highway and inclusion of appropriate passage features can minimize its overall barrier effect.</p> <p>Given current biological conditions, significant cumulative effects from the reduction in habitat patch sizes and the reduction in gene flow are almost certain to occur for a variety of species. However, if the project were to include select improvements (crossings) to the existing barriers (CAP) and incorporate appropriate paired crossings on the new highway, the local connectivity could be improved which would substantially reduce the overall barrier effect of the new highway.</p> |
| 6 | 6/ 6 | It is especially imperative that ADOT consider cumulative impacts to wildlife movement. If additional information/data/studies are needed from the Department for ADOT to perform this analysis, we request further | 3/ 6 | Cumulative impacts will be addressed in the NEPA document; however, undertaking extensive research projects for common species is not the intent of NEPA unless existing evidence indicates it may be warranted. For example, if deer | Numerous Sonoran desert tortoise, Tucson shovel-nosed snake, other reptiles and amphibians, and kit fox have been recorded along the SR79 and Florence area where surveys (live and roadkill) have been conducted (AGFD 2016; iNaturalist 2016a  |

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|   |      | coordination with ADOT to coordinate on the analysis.   |      | or other wildlife collisions occur regularly in certain areas along SR 79, or regular sightings of uncommon species by ranchers, CAP personnel, or recreational users are reported, this could be evidence that more investigation is needed.  | and 2016b; Jones 2016; Hoffman and Leavitt 2015; Grimsley et. al. 2015). It is likely that many of these species occur within, or adjacent to, the proposed segments east of the CAP. A “lack of species documentation” is not a valid indicator of species absence, particularly in circumstances where habitat is appropriate and occurrence is documented in adjacent patches. Active surveys are required to determine presence or a reliable estimate of absence for cryptic and/or reclusive species. Under NEPA, it is the responsibility of ADOT to conduct adequate biological surveys prior to project impact analysis in order to ensure all species and habitats are sufficiently analyzed.<br><br>The Arizona Game & Fish Department manages wildlife resources in accordance with our State Wildlife Action Plan (SWAP), which is mandated nationwide by Congress to be proactive and help conserve wildlife and natural areas (i.e. keeping common species common) before they become rare and more costly to protect. |
| 7 | 7/ 1 | Tucson shovel-nosed snake, kit fox, and Sonoran Desert tortoise have been recorded within the native desert lands east of the North-South Corridor (Attachment 4; Grandmaison et al 2010; Jones 2016; Grimsley et al. 2015; Hoffman and Leavitt 2015). In order to fully evaluate project effects to the local populations of these species, as well as movement issues and needs, more | 4/ 1 | Regarding data needs, habitat conditions suitable for the kit fox and desert tortoise are not likely found in the study area north of East Judd Road due to impacts on habitat from grazing and recreational vehicles. Tucson shovel-nosed snakes may also be problematic in this area due to cattle and recreational vehicle use. The areas including Segments Q, V, and X have the greatest potential for any of these | A study carried out by the Department captured approximately 50 kit fox individuals in the area North of East Judd Road from 2010-2012. Captured male kit foxes were fitted with GPS radio collars for this study and data shows that kit foxes reside in the areas between East Judd Road and Baseline Ave, including within, or immediately adjacent to, Segments I, J, K1, and O3 (Jones 2016).  |

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|   |     | <p>information is needed about their current distribution and movement patterns across the proposed routes... A greater understanding is needed of the current movement of larger mammals, such as mule deer, across Segments A, E1, E2, I, I2, J, K1, K3, O3, and especially through Q, V, and X, which connect the San Tan Mountains to the mountain ranges and open space east of the North-South Corridor.</p> |      | <p>species to occur as isolated populations/individuals resulting from the CAP, SR 79, Hunt Highway, agricultural land, and development isolating this habitat.</p>   | <p>Additionally, field activities carried out in the course of the research showed that there were numerous breeding pairs, suggesting a self-sustaining population in the areas north of East Judd Road; this population did not appear to be negatively impacted by grazing. It is also important to note that previous studies (Cypher et al. 2000. Population Dynamics of San Joaquin kit foxes at the naval petroleum reserves in California. Journal of Wildlife Management Monograph) found no negative impacts of cattle grazing to kit foxes.</p> <p>Tucson shovel-nosed snake should be expected to occur in undisturbed creosote flats (those that have not been turned over for agriculture or heavily tilled) where there is no evidence of impacts from livestock or recreational vehicles.</p> <p>Sonoran Desert Tortoises and their habitat most likely occur in the desert washes north of East Judd Road no matter the grazing or recreational vehicle conditions.</p> |
| 8 | 7-8 | <p>See Wildlife Movement paragraph and associated bullets</p>  | 4/ 2 | <p>Movement of any mammals, especially large mammals, across Segments A, E1, E2, I, I2, J, K1, K3, and O3 to access mountains on either side is highly unlikely due to the CAP canal and its security fencing. While it is possible that any mammals could cross the CAP at one location while crossing Segments Q and V along a bridge constructed for a private trail, this would require negotiating numerous other barriers and development</p> | <p>See Comment #5 response.</p>  |

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|    |     |  |      | and would likely only be used opportunistically rather than as an intended connection for movement between areas. With the proximity of the Gila River to Segments Q and V, it is most likely the Gila River would be used for large mammal movement and is the only wildlife movement corridor that provides unobstructed access across the CAP near the study area. Unobstructed movement of mammals between the San Tan Mountains and the mountain ranges to the east is only provided by the Gila River. The Gila River would be bridged at any alternative crossing, providing the best scenario for wildlife movement and habitat connectivity. |                          |
| 9  | 7-8 | See Wildlife Movement paragraph and associated bullets | 4/ 3 | It is unlikely that target species surveys for non-federally listed special status species or species that are not shown to be of great concern, would be considered unless evidence shows this is warranted. NEPA does not require exhaustive studies to determine impacts but after considering the context and intensity of potential impacts, additional investigations could be shown to be justified.   | See Comment #6 response. |
| 10 | 7-8 | See Wildlife Movement paragraph and associated bullets | 4/ 4 | It is understood that transportation projects have an effect on wildlife movement and cumulative effects will be analyzed in the NEPA document. However, the study team believes that the project's effects on the natural movement of wildlife in this highly fragmented and degraded habitat would not have a singularly important role in affecting  | See Comment #5 response. |

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|    |     |   |      | wildlife or movement other than direct impacts by displacing habitat and road mortality for limited populations of resident wildlife that would have territories in the area. Opportunities to provide permeability for wildlife along the proposed roadway facility will be addressed as the project progresses and would consider many factors including biology, drainage, land use, and barriers. We agree the Gila River is the prime corridor for these purposes in the study area.   |  |
| 11 | 7-8 | See Wildlife Movement paragraph and associated bullets  | 4/ 5 | Although there are potential features such as drainage crossovers and road bridges that wildlife could use to cross the CAP, there are currently no CAP-designated wildlife crossings in the project area. Any crossings that may occur across the CAP outside the project area and that would be conducive to wildlife use would be evaluated to address continuity for movement under the North South Corridor project. Efforts to engage owners of existing barriers to allow or provide crossing structures on their facilities is not anticipated as part of the efforts for this project. | See Comment #5 response.   |
| 12 | 8   | <u>Impacts to Habitat:</u> The Department recommends that all impacts to habitat be mitigated in-kind (i.e. impacts to Sonoran Desert scrub habitat should be mitigated with Sonoran Desert habitat), through a combination of on-site impact avoidance and/or minimization when feasible, and off-site preservation, | 5/ 2 | Regarding habitat compensation, ADOT believes the habitat in the study area would fall primarily within Resource Category IV for a majority of the undeveloped land in the study area with the exception of the relatively intact private lands between East Heritage Road and West Hunt Highway, located just  | It is the Commission Policy that the Department shall seek compensation at 100% level, when feasible for actual or potential habitat loss resulting from land and water projects. Among factors deemed important by the Commission are potential impacts to special category species and/or economically important wildlife species as |

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|  |  | creation, or compensation. | north of the Gila River. The goal for Resource Category IV habitat is to minimize loss of habitat value. | <p>well as issues which reflect the value, quantity and quality of habitats which may be impacted by proposed projects. While agricultural lands fall into the resource category IV, the Sonoran desert scrub falls into the resource category III. The Department will recommend ways to minimize or avoid category III habitat losses, with anticipated losses compensated by replacement of habitat values in-kind, by substitution of high value habitat types, or by increased management of replacement habitats, so that no net loss occurs.</p> <p>The Department continues to work with the MCFCD and the NRCS for the replacement of 80% of the mesquite bosque habitat along the flood control structures. In addition, the Department continues to work with BOR and Pinal County on the CAP trail planning to ensure connectivity and movement of wildlife.</p> |
|--|--|----------------------------|--|--|

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

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January 10, 2017

In Reply Refer To:

999-A(365)S  
TRACS No. 999 PN 000 H7454 01L  
North South Corridor Study Tier 1 EIS  
Cooperating Agency Acceptance Letter

Ms. Joyce Francis, Habitat, Evaluation, and Lands Branch Chief  
Arizona Game and Fish Department  
5000 West Carefree Highway  
Phoenix, Arizona 85086

Dear Ms. Francis:

The Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) are in receipt of two letters from Arizona Game and Fish Department (AGFD), dated November 7, 2016 and December 30 2016. The letters requested and reiterated AGFD desire to be granted Cooperating Agency status for this Tier 1 EIS process due to jurisdictional authority and state trust responsibility under Title 17 of the Arizona Revised Statutes for the management of Arizona's wildlife resources.

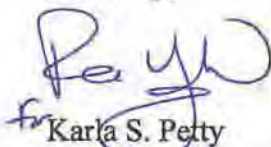
The FHWA considers the elevation of a given agency to Cooperating or Participating Agency status on a project by project basis. Ultimately, the decision to elevate an agency's status depends on the appropriateness of including the petitioning agency into the process, the role and responsibilities of the agency, and finally the project type, size and location. After evaluating the potential AGFD role for this project, FHWA accepts the request and concurs with AGFD's role as a Cooperating Agency in the Tier 1 EIS process for the North South Corridor Study due to special expertise regarding wildlife resources within the project study area. As a Cooperating Agency, you will be requested to provide the following during the development of the Tier 1 EIS:

- Meaningful and early input on the purpose and need, range of alternatives, methodologies and level of detail required by your agency to evaluate impacts to your resource(s);
- Participation in periodic coordination meetings, and/or field visits, as appropriate;
- Timely reviews and comments on the NEPA documents that explain the views and concerns of your agency on the adequacy of the document, anticipated impacts and mitigation; and
- Identification of the impacts and important issues to be addressed in the EIS pertaining to the intersection of the alternatives with the resource(s) in your jurisdiction.



If you have any questions or would like additional information regarding your role as a Cooperating Agency, please contact Rebecca Yedlin, FHWA Environmental Coordinator, at 602-382-8979 or [rebecca.yedlin@dot.gov](mailto:rebecca.yedlin@dot.gov). We look forward to your continued involvement in the North South Corridor Study Tier 1 EIS.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Petty', with a stylized flourish at the end.

for Karla S. Petty  
Arizona Division Administrator

ecc:

Cheri Boucher, AGFD Project Evaluation Program Specialist

Rebecca Yedlin, FHWA Environmental Coordinator

Aryan Lirange, FHWA Senior Urban Engineer

Victor Yang, ADOT Project Manager

Joanie Cady, ADOT Environmental Planning



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**DIRECTOR**

LARRY D. VOYLES

**DEPUTY DIRECTOR**

TY E. GRAY



February 6, 2017

Mr. Aryan Lirange  
FHWA Environmental Coordinator  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012-1906

Re: AGFD Comments for the North-South Corridor Study Tier I EIS Draft Coordination Plan for Agency and Public Involvement

Dear Mr. Lirange:

The Arizona Game and Fish Department (Department) reviewed the Federal Highway Administration (FHWA) letter, dated January 19, 2017, requesting review of the FHWA/Arizona Department of Transportation's (ADOT's) Draft Coordination Plan for Agency and Public Involvement (Plan) for the North-South Corridor Study Tier I Environmental Impact Statement (EIS). The Department appreciates this opportunity to review and provide comments regarding the Draft Plan.

The Department has the following recommendations for the Final Coordination Plan for Agency and Public Involvement:

- Page 1, Second Bullet: Add stakeholders.
- Page 1, Third Bullet: Recommend revising to read " establishes the timing and methods for gathering Cooperating, Participating, and Stakeholder agency input on the project's purpose and need, study area, range of alternatives, study methodologies and criteria, technical reports, findings of the draft EIS, preferred alternative, and avoidance, minimization and/or mitigation strategies.
- Page 5, Section 2.1, Second Bullet: Add "and criteria" after study methodologies.
- Page 6, Table 2: Correct the Department's role to be Cooperating Agency.
- Page 8, Table 3: Remove Arizona Game & Fish Department from this table.
- Page 11, Table 4: Split into two tables to differentiate between previous project specific EIS actions and current Tier I EIS actions.
- Appendix A: Correct the Department's role to be Cooperating Agency in Tables 1 and 2.
- Appendix D: Correct the Department's primary contact to be Cheri Bouch er (Project Evaluation Transportation Coordinator)

Mr. Aryan Lirange

AGFD Comments for the North-South Corridor Study Tier I EIS Draft Coordination Plan for  
Agency and Public Involvement

February 6, 2017

2

We continue to look forward to collaborating with FHWA and ADOT on this important transportation project. If you have any questions or wish to further discuss our comments and concerns, please contact me at [cboucher@azgfd.gov](mailto:cboucher@azgfd.gov) or 623-236-7615.

Sincerely,



Cheri A. Bouchér  
Project Evaluation Program Specialist  
Arizona Game and Fish Department

cc: Rebecca Yedlin, FHWA  
Victor Yang, ADOT Project Manager  
Michael LaBianca, HDR Project Manager

AGFD# M17-01194944

# North-South Corridor Study Cooperating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Arizona Game & Fish Department wishes to be a **Cooperating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

Thank you but, the [complete agency name] \_\_\_\_\_, wishes to be a **Participating Agency** under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_, does **not** wish to be a Cooperating Agency or Partnering Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS.

**[Note: A Cooperating Agency that fails to respond or chooses not to continue as a Cooperating Agency will be designated a Participating Agency for the project.]**

Date: 2/7/17

Name of Organization: Arizona Game & Fish Department  
Agency contact for this project: Cheri Boucher  
Address: 5000 W. Carefree Highway, Phoenix AZ 85086  
Email Address: cboucher@azgfd.gov  
Phone Number: 623-236-7615

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
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**Salt River Project**

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Phone: (602) 236-2679  
[Janeen.Rohovit@srpnet.com](mailto:Janeen.Rohovit@srpnet.com)

**Janeen C. Rohovit**

Senior Government Relations Representative

Aryan Lirange, PE  
Senior Urban Engineer  
FHWA Arizona Division  
4000 North Central Avenue, Suite 1500  
Phoenix Arizona 85012-1906

August 30, 2017

Dear Mr. Lirange,

I am writing to submit SRP's written comments as requested of the Participating Agencies collaborating on the North South Corridor Study Tier 1 EIS Evaluation. SRP appreciates the opportunity to provide input for this analysis.

Location of electric transmission lines and associated major infrastructure facilities does not exactly fall within the outlined evaluation criterion for utilities. Therefore, SRP staff has worked to convey preferences and concerns for all four segments, and along each remaining alternative then fit those comparisons into the utilities evaluation criterion. Both findings are provided in the attached document.

SRP worked from a map of the transmission system with an overlay of the ADOT shape file to arrive at these recommendations. I invite you to contact me with any questions. SRP representatives are happy to meet to discuss any portion of this submission.

Very respectfully yours,

*Janeen Rohovit*

Janeen Rohovit

## **Segment 1 –**

### North South:

E1a to E1a/b – SRP can support the entire length of this segment to where it intersects Magma Road

E1b to E1a/b -- SRP can support the entire length of this segment to where it intersects Magma Road

### SR-24:

E1b is preferred – this alternative creates significantly less interference with existing electric infrastructure. In addition, the area is more open providing opportunity to plan around the future freeway alignment.

Note: W1a, E1a and W1b all interfere with access to SRP's existing Dinosaur 500/230/69kV Substation, multiples existing 69kV as well as future transmission lines that will need to access the Dinosaur Substation. In addition, W1a/b interferes with existing Extra High Voltage transmission. The National Guard Auxiliary Field and multiples existing residential subdivisions further compound location of the NSFC along these four alternative segments.

## **Segment 2 –**

### North South:

E2a/b – SRP can support this alternative as a means to transition from E1a/b to E3 a/c (please see support for E3a/c below).

## **Segment 3 –**

### North South:

E3a/c -- SRP can support this alternative due to minimal impact to electric infrastructure.

E3a/b – SRP can support

E3c/d – SRP can support

Note: regarding W3, SRP attended the Florence coordination meetings and support the Town Council recommendation that was the outcome of those meetings. In addition, while this alternative has minimal impact to electric infrastructure it does bifurcate existing subdivisions located in both Florence and Coolidge. E3b/d is not acceptable to SRP, it presents excessive impact by crossing the existing SRP 500/230kV transmission line four times and the existing SRP 115kV transmission line. In addition, this segment crosses the recently permitted Florence Copper Mine. It appears particularly difficult to traverse existing electric transmission (both APS and SRP), the copper mining and rock mining operations located along this route segment.

Finally, we cannot support W2a, E2c/d nor W2b because they transition to unsupported segments in our comments for segment E3a/c, E3a/b and E3c/d.

## **Segment 4 –**

This segment does not conflict with any SRP electric infrastructure. SRP can support either alternative, however we recommend coordination with planned economic development along the railroad near Highway 287.

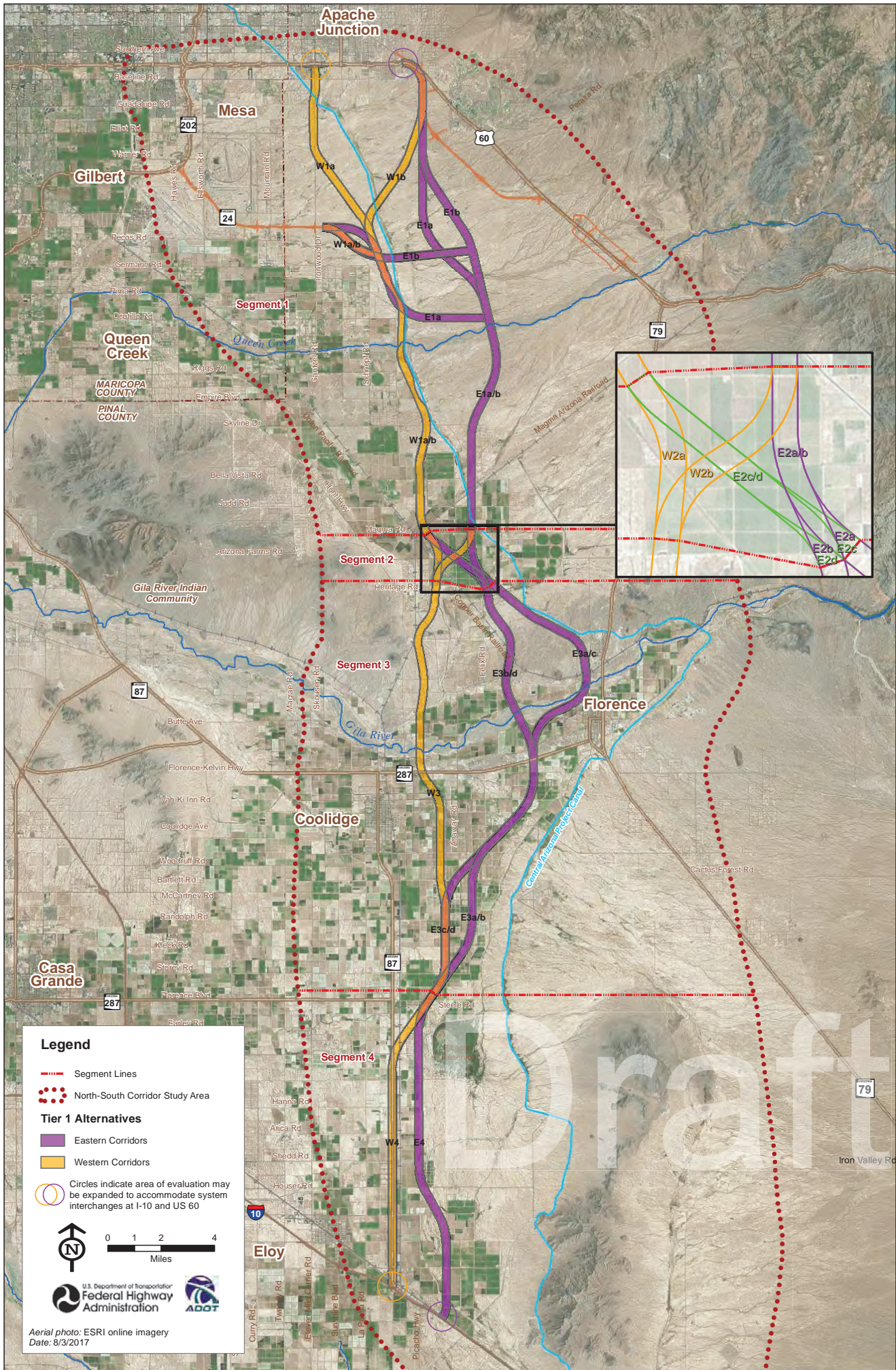
Regarding Evaluation Criterion for utilities, the performance measure for existing linear utilities covers canals and railroads potentially impacted and not electric infrastructure. However, using the project evaluation scale for support and inability to support alternatives, as expressed above, we rate segments for electric utilities as follows:

North South:

- Low number of transmission crossings/station interference (strongly support):
  - E1a to E1a/b
  - E1b to E1a/b
  - E2a/b
  - E3a/c
- Either alternative acceptable (mixed opinion):
  - E3a/b or E3c/d
  - W4 or E4
- Substantial number of transmission crossings/station interference (strongly oppose)
  - W1a
  - W1b
  - W1a/b, W2a, E2c/d, W2b
  - W3,E3b/d

SR-24:

- Low number of transmission crossings/station interference (strongly support)
  - E1b to N/S Freeway E1b
- Substantial number of transmission crossings/station interference (strongly oppose)
  - E1a to W1a/b



**Legend**

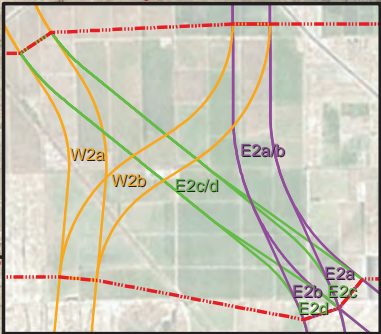
- - - Segment Lines
- North-South Corridor Study Area

**Tier 1 Alternatives**

- Eastern Corridors
- Western Corridors
- Circles indicate area of evaluation may be expanded to accommodate system interchanges at I-10 and US 60



Aerial photo: ESRI online imagery  
Date: 8/3/2017



Draft



## LaBianca, Michael

---

**From:** Coleman, Dorenda <dorenda.coleman@fmo.azdema.gov>  
**Sent:** Tuesday, January 2, 2018 10:17 AM  
**To:** LaBianca, Michael  
**Cc:** russell.a.carter20.nfg@mail.mil; Victor Yang; ADOT NSCS  
**Subject:** Re: ADOT North-South Corridor Study

Michael, the JLUS study for Pinal county including Rittenhouse is really in the very beginning stages. Rittenhouse is one of the Arizona Army National Guard installations we are trying to protect with the JLUS. At this time we do not have any updated information regarding the JLUS.

Thank you so much for reaching out to us.

Dorenda Coleman

Sent from my iPad

On Dec 29, 2017, at 3:22 PM, LaBianca, Michael <[Michael.LaBianca@hdrinc.com](mailto:Michael.LaBianca@hdrinc.com)> wrote:

Good afternoon,

During the December 14, 2017, Cooperating and Participating agency meeting for the ADOT North-South Corridor Study, mention was made of the JLUS study that is underway for the o Rittenhouse Army Heliport facility. During the Alternative Selection Report public meetings (November 2014) I discussed and received materials regarding the facility from Major Aldrich, Arizona Army National Guard, regarding opposition to Segment E for the North-South freeway (currently referred to as the W1a or W1b alternatives), and a preference "that SR 24 stays north of the sub-station and Rittenhouse" (which would be the E1b Alternative).

I am writing to inquire if there is any update to this information, or if there is any information from the JLUS that you are able to share with the study team as we advance the environmental evaluation of the alternatives. Please let me know if any questions. Thank you, Michael

(this email is addressed to the people currently identified as contacts for the Arizona Department of Emergency and Military Affairs, which is a Participating agency on the study.)

Michael LaBianca, AICP  
*o e t anage*

*i age .png*

HDR  
3200 E Camelback Road, Suite 350  
Phoenix, AZ 85018  
D 602.778.7334 M 602.568.5287  
[michael.labianca@hdrinc.com](mailto:michael.labianca@hdrinc.com)

[hdrinc.com/follow-us](http://hdrinc.com/follow-us)

**North-South Corridor Study  
Cooperating and Participating Agency  
Corridor Preference**

We identify the following action corridor alternative(s) as our preferred alternative. We recognize that the North-South Corridor Study Tier 1 Draft Environmental Impact Statement will identify a recommended preferred action corridor alternative, and this form provides us the opportunity to provide our preference to be considered in that process.

We acknowledge that as more information is provided through the National Environmental Policy Act process, we will continue to provide comments throughout the study, and that input will be considered by the study team.

**Preferred Action Corridor Alternative**

The map to the right (or the webmap found at <https://northsouthtier1deis.hdrgateway.com/Home/Map>) identifies all action corridor alternatives by segment under consideration in the Draft Environmental Impact Statement. Our preference for each segment, based on a continuous corridor (for example, the E1a Alternative in Segment 1 connects only with E2a or W2b in Segment 2), is indicated on the form provided on the 2<sup>nd</sup> page of this form.

Please complete:

Name of agency:

DEMA

Agency contact for this study:

Dorenda Coleman

Email address:

dorenda.coleman@fmo.azdema.gov

Phone number:

602/629/4201



Cooperating and Participating Agency Corridor Preference

| Segment   | Alternative | Comment                                 |
|-----------|-------------|---|
| Segment 1 | E1a         | acceptable                              |
|           | E1b         | acceptable                              |
|           | W1a         | impact to Rittenhouse                   |
|           | W1b         | impact to Rittenhouse                   |
| Segment 2 | E2a         | acceptable                              |
|           | E2b         | acceptable                              |
|           | W2a         | acceptable                              |
|           | W2b         | acceptable                              |
| Segment 3 | E3a         | Impact to Florence Military Reservation |
|           | E3b         | acceptable                              |
|           | E3c         | Impact to Florence Military Reservation |
|           | E3d         | acceptable                              |
|           | W3          | acceptable                              |
| Segment 4 | E4          | acceptable                              |
|           | W4          | acceptable                              |

AZ Guard  
training site

Please provide completed forms by December 28, 2017 to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
[aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov)

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S. 17th Ave, MD605E  
Phoenix AZ 85007  
(602) 712-8715  
[VYang@azdot.gov](mailto:VYang@azdot.gov)



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

ARIZONA DIVISION

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
Phone: (602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

July 29, 2015

In Reply Refer To:

STP-999-A(365)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
On-going Project Coordination

Mr. Stephen Roe Lewis, Governor  
Gila River Indian Community  
P.O. Box 97  
Sacaton, Arizona 85147

Dear Governor Lewis:

The Federal Highway Administration (FHWA), as the lead federal agency, and the Arizona Department of Transportation (ADOT), as the project sponsoring agency have initiated an Environmental Impact Statement (EIS) for the North-South Corridor Study. The Notice of Intent was published in the Federal Register on September 20, 2010. The purpose of this study is to identify a transportation corridor to connect United States 60 (US 60) with Interstate 10 (I-10) in order to provide access to a rapidly growing portion of Pinal County and improve regional mobility. The proposed North-South Corridor study area begins at US 60, in the vicinity of Apache Junction and extends south for approximately 45 miles to connect to I-10, in the vicinity of Eloy (see Exhibit 1 attached). In May 2015, the project team decided to include the proposed State Route 24 (SR 24) freeway (from the North-South Corridor to the facility's planned extension at Ironwood Drive) as part of the project. The attached figure shows the study area for the project.

In November 2014, the project team held a series of public meetings throughout the corridor to present the alternatives being recommended for further evaluation (see attached figure). In advance of the public meetings, ADOT presented an update on the project at the October 2014 *Four Southern Tribes Cultural Resources Working Group* meeting. At that meeting we inquired as to what additional outreach the Tribes might like for the project. The recommendation was for us to present to Gila River Indian Community Districts 1, 2, and 3. The meetings with the Districts occurred in January and February of this year. The input received at these meetings will be incorporated as part of the EIS process and help to inform the selection of a preferred alternative, expected with the Draft EIS early in 2017.

The project is now entering the EIS technical analysis and Design Concept Report phase of work. In this phase the project team will be evaluating the project impacts and preparing conceptual plans for the corridor including 15 percent design. We would like to continue coordination with Gila River Indian Community staff regarding all aspects of this project. Currently, we are coordinating with Tim Oliver and Sasha Pachito-Saliego with the Department

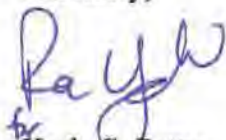
of Transportation; David White with Pima-Maricopa Irrigation Project; Barnaby Lewis, Tribal Historic Preservation Officer; and, Community Manager Pamela Thompson.

- Are there any additional Community representatives that should be included in ongoing project coordination?
- Are there any new communication protocols we should follow?

If you have any questions please contact Aryan Lirange, Senior Urban Engineer, at (602) 382-8973 or [aryan.lirange@dot.gov](mailto:aryan.lirange@dot.gov).

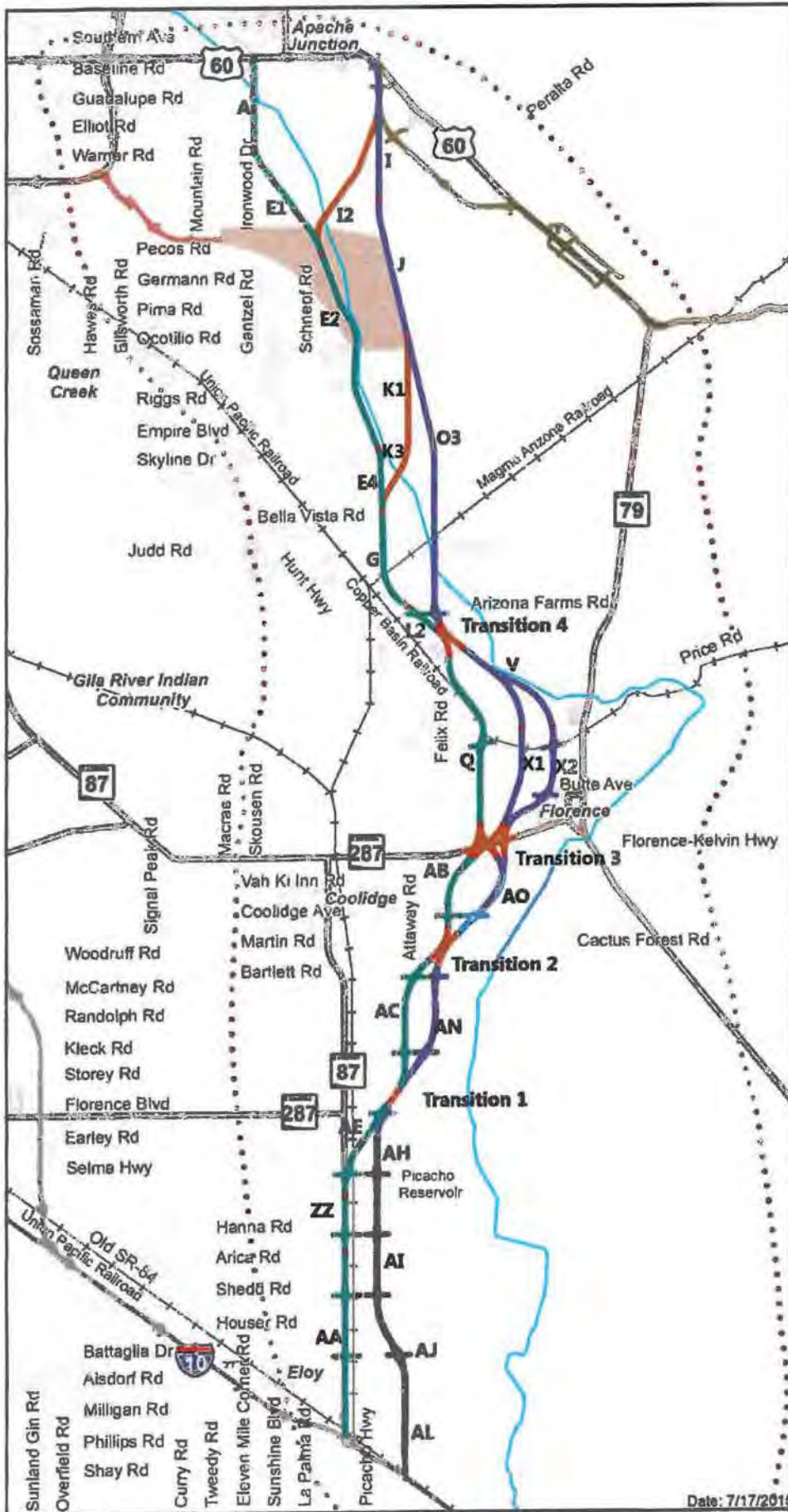
Thank you for your cooperation and interest in this study.

Sincerely,

A handwritten signature in blue ink, appearing to read 'K. Petty', with a small 'for' written below the first part of the signature.

Karla S. Petty  
Division Administrator

Enclosures



### Alternatives

- East Alternative
- Transitions
- West Alternative
- Railroads
- CAP canal
- Interstate highway
- U.S./State highways and freeways
- Local roadway
- US 60 - approved alignment
- SR 24 - approved alignment
- SR 24 study area (Pinal County extension)
- North-South corridor study area

0 1 2 4 6  
Miles

NORTH

Date: 7/17/2015

**RESOLUTION OF THE TOHONO O'ODHAM LEGISLATIVE COUNCIL**  
**(Opposing Any Proposed Alignment of the Federal Highway Administration and Arizona**  
**Department of Transportation's Proposed North-South Corridor and State Route 24**  
**Projects that Disturb or Negatively Affect O'odham Traditional Cultural Places)**

**RESOLUTION NO. 16-513**

1 **WHEREAS, the Tohono O'odham Nation ("Nation") and their ancestors, the Archaic and**  
2 **Hohokam peoples have inhabited Southern Arizona since time immemorial;**  
3 **and**

4 **WHEREAS, it is the policy of the Tohono O'odham Nation to promote "enjoyable harmony**  
5 **between members of the [N]ation and their environment," and to preserve "its**  
6 **historic and cultural artifacts and archeological sites" as well as "preserve and**  
7 **cultivate native arts, crafts and traditions" (Constitution, Article VI, Section**  
8 **1(c)(8) and Article XVIII, Section 1); and**

9 **WHEREAS, it is also the Nation's policy "to seek the return to the Tohono O'odham Nation of**  
10 **lands and natural resources, including minerals and water rights, within or**  
11 **adjacent to the Tohono O'odham Nation, or which originally were a part of the**  
12 **historic Papagueria." (Constitution, Article XVI, Section 9); and**

13 **WHEREAS, the Tohono O'odham Legislative Council enacted an Archaeological Resources**  
14 **Protection Ordinance (Ordinance No. 06-84) for the protection and preservation**  
15 **of cultural resources associated with traditional and sacred values and beliefs**  
16 **important to the Tohono O'odham and of the physical site, location, or context**  
17 **in which cultural resources are found; and**

18 **WHEREAS, the Arizona Department of Transportation ("ADOT") and Federal Highway**  
19 **Administration ("FHWA") are conducting a study, known as the North-South**  
20 **Corridor Study ("NSCS"), in the area between U.S. Route 60 in Apache Junction**  
21 **and Interstate 10 near Eloy and Picacho; and**

22 **WHEREAS, the purpose of the NSCS is to identify and evaluate possible routes to provide a**  
23 **connection between the U.S. Route 60 in Apache Junction and Interstate 10 and**  
24 **that will result in the preparation of a Location/Design Concept Report ("L/DCR")**  
25 **and an Environmental Impact Statement ("EIS") for a proposed 45-mile-long**  
26 **transportation corridor in Pinal County; and**

27 **WHEREAS, in 2014, ADOT and FHWA conducted Alternatives Selection Report Public**  
28 **Information Meetings and received comments on proposed alignments for the**  
29 **NSCS; and**

30 **WHEREAS, traditional cultural property studies have identified Frogtown (Ancestral**  
31 **Homeland for the Village of Anegam), the Escalante Site Group, Tankai (Poston**  
32 **Butte) and the Adamsville Ruin as traditional cultural properties significant to**

**RESOLUTION NO. 16-513**

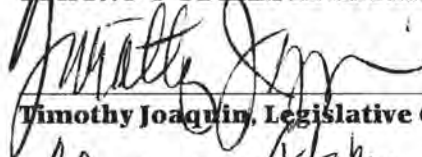
**(Opposing Any Proposed Alignment of the Federal Highway Administration and Arizona Department of Transportation's Proposed North-South Corridor and State Route 24 Projects that Disturb or Negatively Affect O'odham Traditional Cultural Places)**

**Page 2 of 3**

1                   the Tohono O'odham Nation, which would be adversely affected by the current  
2                   proposed alignments; and  
3   **WHEREAS,**     the Tohono O'odham community of Florence Village and its traditional  
4                   cemetery may be affected by the proposed North-South Corridor; and  
5   **WHEREAS,**     elders have visited all of the above-listed traditional cultural properties; and  
6   **WHEREAS,**     the Sif Oidak District Council, by Resolution No. SODC 16-116, opposed the  
7                   current proposed alignment through Frog Town and requests the Legislative  
8                   Council exercise authority to protect all O'odham ancestral homelands; and  
9   **WHEREAS,**     the Legislative Cultural Preservation and Agricultural and Natural Resources  
10                  Committees strongly recommend opposing any proposed alignments for the  
11                  North-South Corridor and State Route 24 projects that disturb or negatively  
12                  affect O'odham traditional cultural places, specifically Frogtown, Escalante Site  
13                  Group, Tankai (Poston Butte), the Adamsville Ruin and Florence Village  
14                  traditional cultural places, and requests that the FHWA and ADOT change the  
15                  proposed alignments of the North-South Corridor and State Route 24 projects to  
16                  avoid O'odham traditional cultural places.  
17   **NOW, THEREFORE, BE IT RESOLVED** that the Tohono O'odham Legislative Council strongly  
18                  opposes any proposed alignments for the North-South Corridor and State Route  
19                  24 projects that disturb or negatively affect O'odham traditional cultural places,  
20                  specifically Frogtown, Escalante Site Group, Tankai (Poston Butte), the  
21                  Adamsville Ruin and Florence Village traditional cultural places, and requests  
22                  that the FHWA and ADOT change the proposed alignments of the North-South  
23                  Corridor and State Route 24 projects to avoid O'odham traditional cultural  
24                  places.

25   **The foregoing Resolution was passed by the Tohono O'odham Legislative Council on the 19<sup>th</sup>**  
26   **day of OCTOBER, 2016 at a meeting at which a quorum was present with a vote of 3,021.4 FOR;**  
27   **-0- AGAINST; -0- NOT VOTING; and [03] ABSENT, pursuant to the powers vested in the Council by**  
28   **Article VI, Section 1(c)(8), Article XVIII, Section 1, and Article XVI, Section 9 of the Constitution**  
29   **of the Tohono O'odham Nation, adopted by the Tohono O'odham Nation on January 18, 1986;**  
30   **and approved by the Acting Deputy Assistant Secretary - Indian Affairs (Operations) on March**  
31   **6, 1986, pursuant to Section 16 of the Act of June 18, 1934 (48 Stat.984).**

32  
33                   **TOHONO O'ODHAM LEGISLATIVE COUNCIL**

34  
35                     
36                   \_\_\_\_\_

37                   **Timothy Joaquin, Legislative Chairman**

38                   20 day of October, 2016  
39  
40



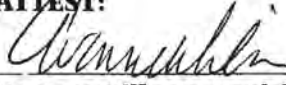
**RESOLUTION NO. 16-513**

**(Opposing Any Proposed Alignment of the Federal Highway Administration and Arizona Department of Transportation's Proposed North-South Corridor and State Route 24 Projects that Disturb or Negatively Affect O'odham Traditional Cultural Places)**

Page 3 of 3

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ATTEST:



Evonne Wilson, Legislative Secretary

20 day of October, 2016

Said Resolution was submitted for approval to the office of the Chairman of the Tohono O'odham Nation on the 20 day of October, 2016 at 4:49 o'clock, P.m., pursuant to the provisions of Section 5 of Article VII of the Constitution and will become effective upon his approval or upon his failure to either approve or disapprove it within 48 hours of submittal.

TOHONO O'ODHAM LEGISLATIVE COUNCIL



Timothy Joaquin, Legislative Chairman

APPROVED

on the 20 day of October, 2016

DISAPPROVED

at 6:15 o'clock, P.m.



EDWARD D. MANUEL, CHAIRMAN  
TOHONO O'ODHAM NATION

Returned to the Legislative Secretary on the 21 day of

October, 2016, at 8:16 o'clock, A.m.



Evonne Wilson, Legislative Secretary

**ACTION: OPPOSING ANY PROPOSED ALIGNMENT OF THE FEDERAL HIGHWAY ADMINISTRATION AND ARIZONA DEPARTMENT OF TRANSPORTATION'S PROPOSED NORTH-SOUTH CORRIDOR AND STATE ROUTE 24 PROJECTS THAT DISTURB OR NEGATIVELY AFFECT O'ODHAM TRADITIONAL CULTURAL PLACES**

**Moved: COUNCILWOMAN MARY LOPEZ**

**SECOND: COUNCILWOMAN LUCINDA ALLEN**

**DATE: OCTOBER 19, 2016**

| DISTRICT             | LEGISLATIVE REPRESENTATIVES  | # OF VOTES     | FOR            | AGAINST    | NOT VOTING | ABSENT      |
|----------------------|--|----------------|----------------|------------|------------|-------------|
| BABOQUIVARI<br>367.2 | 1. FRANCES MIGUEL ( <i>Absent</i> )<br>(Roberta E. Harvey) ( <i>Present</i> )    | 183.60         | X              |            |            |             |
|                      | 2. VERNON J. SMITH<br>(Gloria Zazueta)   | 183.60         | X              |            |            |             |
| CHUKUT KUK<br>332.1  | 1. ETHEL GARCIA ( <i>Absent</i> )<br>(Marlakay K. Henry) ( <i>Present</i> )      | 166.05         | X              |            |            | X           |
|                      | 2. BILLMAN LOPEZ<br>(Patricia Vicenti)   | 166.05         | X              |            |            |             |
| GU ACHI<br>265.0     | 1. TIMOTHY L. JOAQUIN ( <i>Absent</i> )<br>(Louis L. Johnson) ( <i>Present</i> ) | 132.50         | X              |            |            |             |
|                      | 2. LORETTA LEWIS<br>( )  | 132.50         | X              |            |            |             |
| GU VO<br>250.6       | 1. GRACE MANUEL<br>(Dallas Lewis)  | 125.30         | X              |            |            |             |
|                      | 2. PAMELA ANGHILL<br>(Jeffery Antone, Sr.)                                       | 125.30         | X              |            |            |             |
| HICKIWAN<br>205.8    | 1. LOUIS R. LOPEZ<br>(Shirley Molina)  | 102.90         | X              |            |            |             |
|                      | 2. SANDRA ORTEGA<br>( )  | 102.90         | X              |            |            |             |
| PISINEMO<br>219.9    | 1. CHESTER ANTONE<br>( )   | 109.95         | X              |            |            | X           |
|                      | 2. MONICA K. MORGAN<br>( )   | 109.95         | X              |            |            |             |
| SAN LUCY<br>226.5    | 1. DIANA MANUEL<br>( )   | 113.25         | X              |            |            |             |
|                      | 2. JANA MONTANA<br>(Gloria Ramirez)  | 113.25         | X              |            |            |             |
| SAN XAVIER<br>228.6  | 1. DANIEL L.A. PRESTON III<br>( )  | 114.30         | X              |            |            | X           |
|                      | 2. RACHEAL VILSON-STONER<br>(Olivia Villegas-Liston)                             | 114.30         | X              |            |            |             |
| SCHUK TOAK<br>180.6  | 1. ANTHONY J. FRANCISCO JR.<br>( )   | 90.30          | X              |            |            |             |
|                      | 2. QUINTIN C. LOPEZ<br>(John Fendenheim)   | 90.30          | X              |            |            |             |
| SELLS<br>513.5       | 1. ARTHUR WILSON<br>(Beverly Rivas)  | 256.75         | X              |            |            |             |
|                      | 2. BARBARA HAVIER<br>( )   | 256.75         | X              |            |            |             |
| SIF ODAK<br>231.6    | 1. LUCINDA ALLEN<br>(Nicholas Jose)  | 115.80         | X              |            |            |             |
|                      | 2. MARY LOPEZ<br>( )   | 115.80         | X              |            |            |             |
| <b>TOTAL</b>         |  | <b>3,021.4</b> | <b>3,021.4</b> | <b>-0-</b> | <b>-0-</b> | <b>[03]</b> |

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Hopi Tribe,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does not wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: 11-4-16

Name of Organization: Hopi Tribe

Agency contact  
for this project: Herman Kaniie Chairman

Address: P.O. Box 123 Kykotsimav: AZ 86034

Email Address: He.Honanie@hopi-nsn.us

Phone Number: 928-734-3101

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



Herman G. Honanie  
CHAIRMAN

Alfred Lomahquahu Jr.  
VICE-CHAIRMAN

April 22, 2016

Karla S. Petty, Division Administrator  
Federal Highway Administration, Arizona Division  
4000 North Central Ave., Suite 1500  
Phoenix, Arizona 85012-3500

Re: North-South Corridor Study

Dear Ms. Petty,

Thank you for your correspondence dated April 18, 2016, regarding the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) proposed new 45 mile long north-south highway from US 60 near Apache Junction to Interstate 10 between Picacho and Eloy. The Hopi Tribe claims cultural affiliation to earlier identifiable cultural groups throughout Arizona, including the Hohokam prehistoric cultural group in southern Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of our ancestral sites and Traditional Cultural Properties, and we consider the archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the FHWA and ADOT's continuing solicitation of our input and your efforts to address our concerns.

In the enclosed letter dated July 8, 2011, the Hopi Cultural Preservation Office reviewed the Class I Cultural Resources Inventory report and stated we understood that 313 cultural resources have been identified in the 24% of the study area has been previously surveyed. Therefore we determined that this proposal is likely to adversely affect cultural resources significant to the Hopi Tribe and stated that we looked forward to receiving additional information regarding project scope, alternatives, and historic properties, for review and comment as it becomes available. In the enclosed letter dated December 5, 2011, we stated that we understood that alignment alternatives are being developed, and that we will support the alternative that adversely affects the fewest National Register eligible prehistoric sites. In the enclosed letter dated January 28, 2014, we supported the Gila River Indian Community's request for an adequate assessment of their Traditional Cultural Properties in the project area. We have now reviewed the enclosed Traditional Cultural Properties overview.

We appreciate continuing consultation to assist us in determining which alternative may adversely affect the fewest National Register eligible prehistoric sites, and we continue to look forward to receiving copies of the cultural resources surveys of the areas of potential effect for review and comment. Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

Respectfully,



Leigh J. Kuwanwisiwma, Director  
Hopi Cultural Preservation Office

Enclosures: July 8 and December 5, 2011, January 28, 2014 letters  
cc: Lori Sloat, Arizona Department of Transportation; Barnaby Lewis, Gila River Indian Community  
Arizona State Historic Preservation Office



Herman G. Honanie  
CHAIRMAN

Alfred Lomahquahu Jr.  
VICE-CHAIRMAN

January 28, 2014

Karla S. Petty, Division Administrator  
Federal Highway Administration, Arizona Division  
4000 North Central Ave., Suite 1500  
Phoenix, Arizona 85012-3500

Re: North-South Corridor Study

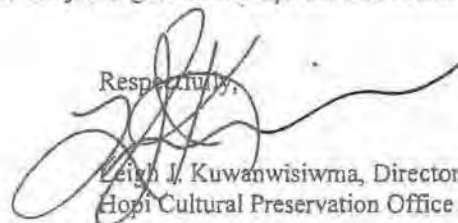
Dear Ms. Petty,

Thank you for your correspondence dated January 21, 2014, regarding the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) proposed new 45 mile long north-south highway from US 60 near Apache Junction to Interstate 10 between Picacho and Eloy. The Hopi Tribe claims cultural affiliation to earlier identifiable cultural groups throughout Arizona, including the Hohokam prehistoric cultural group in southern Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of our ancestral sites and Traditional Cultural Properties, and we consider the archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the FHWA and ADOT's continuing solicitation of our input and your efforts to address our concerns.

In a letter dated July 8, 2011, the Hopi Cultural Preservation Office reviewed the Class I Cultural Resources Inventory report and stated we understood that 313 cultural resources have been identified in the 24% of the study area has been previously surveyed. Therefore we determined that this proposal is likely to adversely affect cultural resources significant to the Hopi Tribe and stated that we looked forward to receiving additional information regarding project scope, alternatives, and historic properties, for review and comment as it becomes available. In a letter dated December 5, 2011, we stated that we understood that alignment alternatives are being developed, and that we will support the alternative that adversely affects the fewest National Register eligible prehistoric sites.

We support the Gila River Indian Community's request for an adequate assessment of their Traditional Cultural Properties in the project area. And we reiterate that to assist us in determining which alternative may adversely affect the fewest National Register eligible prehistoric sites, we look forward to receiving copies of the cultural resources surveys of the areas of potential effect for review and comment. Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

Respectfully,



Leigh J. Kuwanwisiwma, Director  
Hopi Cultural Preservation Office

cc: Erin Bodine, Arizona Department of Transportation  
Barnaby Lewis, Gila River Indian Community  
Arizona State Historic Preservation Office



LeRoy N. Shingoitewa  
CHAIRMAN

Herman G. Honanle  
VICE-CHAIRMAN

December 5, 2011

Karla S. Petty, Division Administrator  
Federal Highway Administration, Arizona Division  
4000 North Central Ave., Suite 1500  
Phoenix, Arizona 85012-3500

Re: North-South Corridor Study

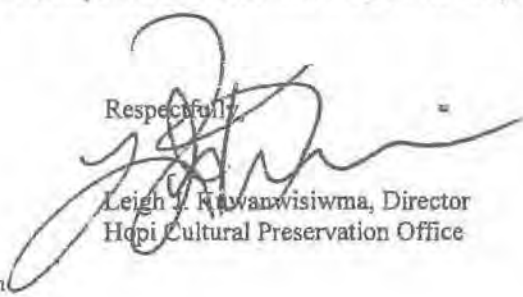
Dear Ms. Petty,

Thank you for your correspondence dated November 16, 2011, regarding the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) proposed new 45 mile long north-south highway from US 60 near Apache Junction to Interstate 10 between Picacho and Eloy. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups throughout Arizona, including the Hohokam prehistoric cultural group in southern Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties, and we consider the archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the FHWA and ADOT's continuing solicitation of our input and your efforts to address our concerns.

In the enclosed letter dated July 8, 2011, the Hopi Cultural Preservation Office reviewed the Class I Cultural Resources Inventory report and stated we understand that 313 cultural resources have been identified in the 24% of the study area has been previously surveyed. Therefore we determined that this proposal is likely to adversely affect cultural resources significant to the Hopi Tribe and stated that we looked forward to receiving for review and comment additional information regarding project scope, alternatives, and historic properties, as it becomes available.

We now understand that alignment alternatives are being developed, and we will support the alternative that adversely affects the fewest National Register eligible prehistoric sites. Therefore, to assist us in determining which alternative may adversely affect the fewest National Register eligible prehistoric sites, we look forward to receiving copies of the cultural resources surveys of the areas of potential effect for review and comment. If National Register eligible prehistoric sites are identified that will be adversely affected by project activities, we request continuing consultation on any proposed treatment plans. Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

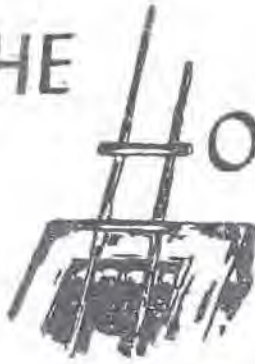
Respectfully,



Leigh J. Kwanwisiwma, Director  
Hopi Cultural Preservation Office

Enclosure: August 8, 2011 letter to FHWA  
cc: Erin Bodine, Arizona Department of Transportation  
Arizona State Historic Preservation Office

THE



OPI TRIBE

LeRoy N. Shingoitewa  
CHAIRMAN

Herman G. Honanie  
VICE-CHAIRMAN

July 8, 2011

Karla S. Petty, Division Administrator  
Federal Highway Administration, Arizona Division  
4000 North Central Ave., Suite 1500  
Phoenix, Arizona 85012-3500

Re: North-South Corridor Study

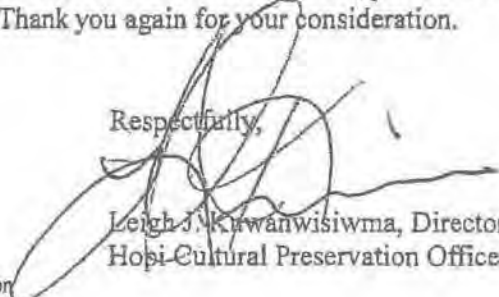
Dear Ms. Petty,

Thank you for your correspondence dated June 28, 2011, with an enclosed Class I Cultural Resources Inventory, for the Federal Highway Administration (FHWA) and Arizona Department of Transportation (ADOT) proposed new 45 mile long north-south highway from US 60 near Apache Junction to Interstate 10 between Picacho and Eloy. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups throughout Arizona, including the Hohokam prehistoric cultural group in southern Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties, and we consider the archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the FHWA and ADOT's continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office has reviewed the enclosed Class I Cultural Resources Inventory report and we understand that 313 cultural resources have been identified in the 24% of the study area has been previously surveyed. We further understand that FHWA is not making a determination of project effect at this time because the majority of the study area has not been surveyed for cultural resources. However, upon review of the Class I Inventory, we have determined that this proposal is likely to adversely affect cultural resources significant to the Hopi Tribe. Therefore, we look forward to receiving for review and comment additional information regarding project scope, alternatives, and historic properties, as it becomes available.

Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

Respectfully,

  
Leigh J. Kirwanwisiwma, Director  
Hopi Cultural Preservation Office

cc: Linda Davis, Arizona Department of Transportation  
Arizona State Historic Preservation Office



Received from Tribal Admin \_\_\_\_\_

E-mailed \_\_\_\_\_ (initial & date)

Scanned \_\_\_\_\_ (initial & date)

SAN CARLOS APACHE TRIBE  
Historic Preservation & Archaeology Department  
P.O. Box 0  
San Carlos Arizona 85550  
Tel. (928) 475-5797, apachevern@yahoo.com

**Tribal Consultation Response Letter**

Date: 11/18/2016

Email: aryan.lirange@dot.gov

Contact Name: Karla S. Petty, Div. Administrator

Company: USDOT-FHWA - 4000 North Central Ave, Suite 1500

Address: Phoenix, AZ 85012-3500

Project Name/ #: North South Corridor Tier 1 EIS

Dear Sir or Madam: STP-999-A(BBM) 999 PN 000 H7454 011

Under Section 106 and 110 of the National Historic Preservation Act, we are replying to the above referenced project. Please see the appropriate marked circle, including the signatures of Vernelda Grant, Tribal Historic Preservation Officer (THPO), and the concurrence of the Chairman of the San Carlos Apache Tribe:

NO INTEREST/NO FURTHER CONSULTATION/NO FUTURE UPDATES  
We defer to the Tribe(s) located nearest to the project area.

CONCURRENCE WITH REPORT FINDINGS & THANK YOU

REQUEST ADDITIONAL INFORMATION

I require additional information in order to provide a finding of effect for this proposed undertaking, i.e. Project description \_\_\_ Map \_\_\_ Photos  Other We would like to continue being contacted by ADOT-FHWA for this project. Thank you!

NO EFFECT

I have determined that there are no properties of religious and cultural significance to the San Carlos Apache Tribe that are listed on the National Register within the area of potential effect or that the proposed project will have no effect on any such properties that may be present.

NO ADVERSE EFFECT

Properties of cultural and religious significance within the area of effect have been identified that are eligible for listing in the National Register for which there would be no adverse effect as a result of the proposed project.

ADVERSE EFFECT

I have identified properties of cultural and religious significance within the area of potential effect that are eligible for listing in the National Register. I believe the proposed project would cause an adverse effect on these properties. Please contact the THPO for further discussion.

We were taught traditionally not to disturb the natural world in a significant way, and that to do so may cause harm to oneself or one's family. Apache resources can be best protected by managing the land to be as natural as it was in pre-1870s settlement times. Please contact the THPO if there is a change in any portion of the project, especially if Apache cultural resources are found at any phase of planning and construction. Thank you for contacting the San Carlos Apache Tribe, your time and effort is greatly appreciated.

DIRECTOR/THPO: [Signature] 11/18/2016  
Vernelda J. Grant, Tribal Historic Preservation Officer Date

CONCURRENCE: [Signature] 11/22/16  
Terry Rambler, Tribal Chairman Date

cc:



## North-South Corridor Study

### Participating Agencies Acceptance Form

#### North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] San Carlos Apache Tribe  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

11/18/2016

Name of Organization:  
Agency contact  
for this project:

Historic Preservation & Archaeology Dept.  
Vernelda Grant

Address:

P.O. Box 8, San Carlos, AZ 85550

Email Address:

apachevern@yahoo.com

Phone Number:

(928) 475-5797

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



U.S. Department  
of Transportation  
Federal Highway  
Administration

ARIZONA DIVISION

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
Phone: (602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

*11/7/16  
To Vern Grant!  
K41  
TR, Charne*

October 26, 2016

In Reply Refer To:

In Reply Refer To:  
STP-999-A(BBM) 999 PN 000 H7454 01L  
North South Corridor Study Tier 1 EIS  
Participating Agency Invitation

Mr. Terry Rambler, Chairman  
San Carlos Apache Tribe  
P.O. Box "O"  
San Carlos, Arizona 85550

Dear Chairman Rambler:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are currently evaluating 400-foot-wide alignment alternatives for a future transportation corridor in central Arizona. The North South Corridor Study (NSCS) area begins at the United States 60 (US 60), in the vicinity of the City of Apache Junction, and extends south for approximately 45 miles to connect to Interstate 10 (I-10), in the vicinity of the City of Eloy, and overlaps with another study to identify an extension of State Route 24 from Ironwood Drive. The NSCS will now be completed as a Tier 1 Environmental Impact Statement (Tier 1 EIS) and also include the task of identifying an extension of State Route 24. The purpose of this letter is outline the rationale for the change to a Tier 1 EIS and to extend a new invitation to become a Participating Agency.

This study officially began with the Notice of Intent filed in the Federal Register on September 20, 2010 with the anticipation of completing an Alternative Selection Report (ASR), Design Concept Report (DCR), and project-level Environmental Impact Statement (EIS). Meeting the federal fiscal constraint requirement has been a challenge for the NSCS since the beginning of this project. In order for FHWA to approve the NEPA document (Project Level Environment Impact Statement Record of Decision), this project needs to follow Federal Guideline dated February 9, 2011 (Supplement to January 28, 2008 "Transportation Planning Requirements and their Relationship to NEPA Process Completion"). Funding sources for this project needs to be identified before FHWA can sign the Final project level EIS Record of Decision (ROD). At present, there are no funding options (including public-private partnerships) identified as a viable solution. In order to continue and complete the project with a federally approved NEPA action, FHWA and ADOT have decided to transition the NSCS to a Tier 1 EIS from its current project-level EIS.

This change allows the timing of final NEPA approval (Tier 2) to be more closely correlated with actual timing of project construction, because Tier 2 studies can be completed over time as construction funding becomes available.

A revised Notice of Intent for the Tier 1 EIS was published in the Federal Register on October 3, 2016 (81 FR 68095) to re-initiate the National Environmental Policy Act (NEPA) process (refer to project timeline included with this letter).

OCT 31 2016

**RESOLUTION NO. 08-18**

**A RESOLUTION OF THE CITY OF COOLIDGE, ARIZONA, IN SUPPORT OF DENSITY TRANSFERS FOR TRANSPORTATION INFRASTRUCTURE DEDICATIONS MADE TO THE STATE OF ARIZONA, PINAL COUNTY, CITY OF COOLIDGE, OR OTHER AUTHORIZED POLITICAL SUBDIVISION OR ENTITY BY A PROPERTY OWNER LOCATED WITHIN THE CITY OF COOLIDGE FOR THE PROPOSED NORTH-SOUTH CORRIDOR.**

**WHEREAS:** The population of Pinal County and the Coolidge area is growing rapidly and is projected to exceed one million people in total within the next twenty years; and

**WHEREAS:** Developing transportation infrastructure to handle the traffic demands of this growing population in Coolidge and the surrounding County is necessary to assure a continued high quality of life and growth of this region; and

**WHEREAS:** Developing this transportation infrastructure will require various property owners in Pinal County and City of Coolidge to donate and dedicate land; and

**WHEREAS:** The Arizona Department of Transportation ("ADOT") has defined, through a corridor study, a transportation corridor extending from US Route 60 to Interstate 10 in eastern Pinal County ("North-South Corridor"); and

**WHEREAS:** The North-South Corridor is projected to extend through the incorporated boundaries of City of Coolidge.

**WHEREAS:** The proposed North-South Corridor is one such transportation infrastructure project which will require property owners to donate or dedicate land to State of Arizona, Pinal County, City of Coolidge, or other authorized political subdivision or entity for the development of the roadway; and

**WHEREAS:** The City of Coolidge desires to compensate the property owners for land donated or dedicated to the North-South Corridor project by permitting density transfers based upon the amount of land dedicated or donated.

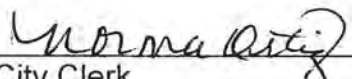
**NOW, THEREFORE, BE IT RESOLVED, BY COUNCIL OF THE CITY OF COOLIDGE, A MAJORITY OF ITS MEMBERS CONCUR THAT:**

**Section 1:** As negotiated on a case by case basis, when a property owner, who owns land within City of Coolidge, dedicates land to the State of Arizona, Pinal County, the City of Coolidge, or other authorized political subdivision or entity for development of the proposed North-South Corridor, excluding all right-of-way already dedicated to the City or any other political subdivision, such property owner shall be entitled to transfer the number of units which would have been allocated to such dedicated land to the remainder of property owner's contiguous property, provided that, the density transfer does not increase the total number of units permitted by the zoning.

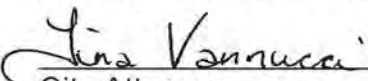
**PASSED AND ADOPTED** by the Mayor and Common Council of the City of Coolidge this 12th day of May, 2008.

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Attorney



**MARICOPA  
ASSOCIATION of  
GOVERNMENTS**

302 North 1st Avenue, Suite 300 • Phoenix, Arizona 85008  
Phone (602) 254-6300 • FAX (602) 254-6490  
E-mail: [mag@mag.maricopa.gov](mailto:mag@mag.maricopa.gov) • Web site: [www.mag.maricopa.gov](http://www.mag.maricopa.gov)

October 18, 2010

Ms. Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
206 South 17<sup>th</sup> Avenue  
Phoenix, Arizona 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 o1L  
North-South Corridor Study  
Cooperating Agency Invitation

Dear Ms. Swiecki:

In response to your letter of October 13, 2010, the Maricopa Association of Governments is please to accept your invitation to be a participating agency with FHWA in the development of the NEPA document for the above referenced project for the North-South Corridor in Pinal County. Although the project is outside of the current MAG Planning area, the project's proximity to and impact on the transportation system for the MAG region causes this to be a project of major interest to MAG and the MAG member agencies.

For the purposes of coordination, please note that Roger Herzog, P.E., will serve as the contact for MAG for the purposes of this project. Roger's email is [Rherzog@azmag.gov](mailto:Rherzog@azmag.gov) and he can be reached at (602) 254-6300.

Thank you.

Sincerely,

Eric J. Anderson  
Transportation Director

cc: Dennis Smith, MAG  
Roger Herzog, MAG  
Bob Hazlett, MAG

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction • City of Avondale • Town of Buckeye • Town of Carefree • Town of Cave Creek • City of Chandler • City of El Mirage • Fort McDowell Yavapai Nation • Town of Fountain Hills • Town of Gila Bend  
Gila River Indian Community • Town of Gilbert • City of Glendale • City of Goodyear • Town of Guadalupe • City of Litchfield Park • Maricopa County • City of Mesa • Town of Paradise Valley • City of Peoria • City of Phoenix  
Town of Queen Creek • Salt River Pima-Maricopa Indian Community • City of Scottsdale • City of Surprise • City of Tempe • City of Tolleson • Town of Wickenburg • Town of Youngtown • Arizona Department of Transportation



*City of Apache Junction*  
*Home of the Superstition Mountains*

October 21, 2010

Ms. Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
206 S Seventeenth Ave  
Phoenix, AZ 85007-3213

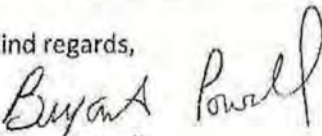
RE: HOP AZ STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Dear Ms. Swiecki:

We are in receipt of your letter dated October 13, 2010 with regards to the aforementioned study. The City of Apache Junction is pleased to accept the invitation to participate in the study.

Giao Pham, City Engineer, will be the city's contact person. He can be reached at 480.474.8516 or via email at [gpham@ajcity.net](mailto:gpham@ajcity.net).

Kind regards,

  
Bryant Powell  
Assistant City Manager

c: David Fern, Public Works Director  
Giao Pham, City Engineer



**CITY OF ELOY**  
ARIZONA  
COMMUNITY DEVELOPMENT DEPARTMENT

October 26, 2010

Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
Arizona Department of Transportation  
Intermodal Transportation Division  
206 S. 17<sup>th</sup> Avenue  
Phoenix, AZ 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North – South Corridor Study  
Cooperating Agency Invitation

Dear Rebecca:

Thank you for the invitation to become a participating agency with FHWA in the development of the NEPA document for the North – South Corridor Study referenced above. The City of Eloy accepts this invitation and the local contact participating will be:

Rick Miller  
Community Development Director  
1137 W. Houser Rd.  
Eloy, Az. 85131  
[rmiller@ci.elyo.az.us](mailto:rmiller@ci.elyo.az.us)  
520-466-3082  
520-840-7316 cell

Thank you.

Rick Miller

1137 W. HOUSER RD, ELOY, ARIZONA 85131  
PH: 520-466-4939  
FAX: 520-464-1438

**"RIGHT IN THE HEART OF ARIZONA'S FUTURE"**

**From:** [Duarte, Richard M.](#)  
**To:** [Cecere, Pamela](#); [Schippers, Susanna](#)  
**Subject:** FW: ADOT North-South Corridor participation  
**Date:** Friday, April 01, 2011 9:43:20 AM

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**From:** Rebecca Swiecki [mailto:RSwiecki@azdot.gov]  
**Sent:** Thursday, October 28, 2010 5:15 AM  
**To:** Javier Gurrola; 'mary.frye@dot.gov'  
**Cc:** Duarte, Richard M.  
**Subject:** FW: ADOT North-South Corridor participation

fyi

---

**From:** Mark Thompson [mailto:Mark.Thompson@florenceaz.gov]  
**Sent:** Wednesday, October 27, 2010 5:17 PM  
**To:** Rebecca Swiecki  
**Cc:** Mark Eckhoff  
**Subject:** RE: ADOT North-South Corridor participation

Hello,

The Planning Director, Mark Eckhoff accepts your invitation to participate in the ADOT North-South Corridor study and will be the main contact person for the Town of Florence. He can be reached at 520-868-7540 or via email at [mark.eckhoff@florenceaz.gov](mailto:mark.eckhoff@florenceaz.gov)

Thank you,

Mark Thompson  
Planner I  
Town of Florence  
P.O. Box 2670  
600 N. Main Street  
Florence, AZ 85132  
Office (520) 868-7572  
Fax: (520) 868-7546  
[www.florenceaz.gov](http://www.florenceaz.gov)

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302 N. First Avenue Suite 700 Phoenix, AZ 85003  
ValleyMetro.org T 602.262.7433 F 602.495.0411 TTY 602.261.8208

October 29, 2010

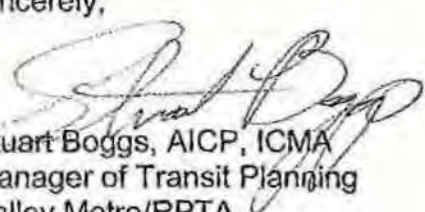
Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
Intermodal Transportation Division  
206 South 17<sup>th</sup> Avenue  
Phoenix, AZ 85007-3213

Re: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Dear Ms. Swiecki:

This is in response to your invitation to the Regional Public Transportation Authority (RPTA) to become a participating agency in the above referenced study. Since the proposed North-South Corridor Study area extends into our transit service area, RPTA would be interested in participating in this effort.

Sincerely,



Stuart Boggs, AICP, ICMA  
Manager of Transit Planning  
Valley Metro/RPTA

cc: Carol Ketcherside, RPTA



300 E Sixth St  
PO Box 1466  
Mesa, Arizona 85211-1466

November 3, 2010

Ms. Rebecca Swiecki  
ADOT Environmental Planning Group  
Intermodal Transportation Division  
206 S. 17<sup>th</sup> Avenue  
Phoenix, AZ 85007-3213

RE: HOP AZ  
STP-999-A(BBM)  
TRACS No. 999 PN 000 H7454 01L  
North-South Corridor Study  
Cooperating Agency Invitation

Dear Ms. Swiecki:

I am in receipt of your letter dated October 13, 2010 inviting the City of Mesa to participate with FHWA in the development of the NEPA document regarding the North-South Freeway Corridor.

The City of Mesa accepts this invitation. Our representative will be Mr. Ken Hall, Senior Planner in our Transportation Department. Mr. Hall can be reached by email at [Kenneth.Hall@mesaaz.gov](mailto:Kenneth.Hall@mesaaz.gov) or by phone at (480) 644-4729.

We appreciate the opportunity to be a part of this process.

Sincerely,

A handwritten signature in black ink that reads "DK Cleavenger". The signature is written in a cursive, flowing style.

Daniel K. Cleavenger, P.E.  
Transportation Department Director



# City of Casa Grande

November 8, 2010

Ms. Rebecca Swiecki  
Environmental Project Manager  
ADOT Environmental Planning Group  
206 S. 17<sup>th</sup> Ave.  
Phoenix, AZ 85007-3213

Re: North-South Corridor Study – NEPA/EIS

Dear Ms. Swiecki:

Thank you for the invitation to participate in the NEPA/EIS process for the North-South Corridor Study. Kevin Louis, our Public Works Director has agreed to represent the City of Casa Grande on this study.

Mr. Louis' contact information is as follows:

Kevin Louis, Public Works Director  
Northern Operations Center  
3181 N. Lear Avenue  
Casa Grande, AZ 85122  
520.421.8625  
[klouis@casagrandeaz.gov](mailto:klouis@casagrandeaz.gov)

Please feel free to contact me if you have any questions regarding this matter.

Cordially,

Paul R. Tice II, AICP  
Planning & Development Director

C: Kevin Louis, City of Casa Grande Public Works Director

**From:** [Duarte, Richard M.](mailto:Duarte, Richard M.)  
**To:** [Schippers, Susanna](mailto:Schippers, Susanna); [Cecere, Pamela](mailto:Cecere, Pamela)  
**Subject:** FW: HOP AZ STP-999-A(BBM) North-South Corridor Study Cooperating Agency Invitation  
**Date:** Friday, April 01, 2011 9:55:18 AM

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**From:** Rebecca Swiecki [<mailto:RSwiecki@azdot.gov>]  
**Sent:** Thursday, November 11, 2010 9:48 AM  
**To:** [mary.frye@dot.gov](mailto:mary.frye@dot.gov); Duarte, Richard M.  
**Cc:** Javier Gurrola  
**Subject:** FW: HOP AZ STP-999-A(BBM) North-South Corridor Study Cooperating Agency Invitation

fyi

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**From:** Wayne Balmer [[wayne.balmer@queencreek.org](mailto:wayne.balmer@queencreek.org)]  
**Sent:** Wednesday, November 10, 2010 1:52 PM  
**To:** Rebecca Swiecki  
**Cc:** Tom Condit; Troy White; Wendy Kaserman; Javier Gurrola  
**Subject:** HOP AZ STP-999-A(BBM) North-South Corridor Study Cooperating Agency Invitation

Dear Rebecca:

Thank you for your invitation to the Town of Queen Creek to become a participating agency with FHWA in the development of the NEPA document for the North-South Freeway Corridor. The Town accepts your invitation and is pleased to become part of the process. We have already been working with Javier on this project, and we are prepared to provide any assistance you may require of us. I will be the Town's point of contact for this project, so in the future please send any information you may have to me at the address below.

Should you have any questions, please feel free to contact me.

Best regards.

**Wayne Balmer, AICP** | Community Development Manager, Development Services Department | Town of Queen Creek | phone: 480-358-3095 | fax: 480-358-3105 | e-mail: [wayne.balmer@queencreek.org](mailto:wayne.balmer@queencreek.org) | 22350 S. Ellsworth Road, Queen Creek, AZ 85242 | [www.queencreek.org](http://www.queencreek.org)  
Office hours: Monday – Thursday, 7 a.m. – 6 p.m., closed on Fridays

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**RESOLUTION NO. 1314-11**

**A RESOLUTION OF THE COMMON COUNCIL OF THE TOWN OF FLORENCE, ARIZONA, APPROVING THE TOWN OF FLORENCE MAJOR GENERAL PLAN AMENDMENT FOR CASE PZC-38-11-MGPA.**

**WHEREAS**, a Major General Plan Amendment has been submitted by the Town of Florence proposing changes to the conceptual alignment of the proposed North-South ADOT Freeway Corridor and the Freeway Mixed Use land use category; and

**WHEREAS**, a significant public participation process, including the holding of two public hearings of the Town of Florence Planning and Zoning Commission, has been followed; and

**WHEREAS**, the Planning and Zoning Commission of the Town of Florence has considered all public comments made at the public hearings; and

**WHEREAS**, said proposal has been considered by the Common Council and the Major General Plan Amendment has been found to: be appropriate; be consistent with the goals, objectives and strategies of the Town's General Plan; have a positive impact on the overall balance and mixture of land uses in the Town's General Plan; be consistent with good planning principles and the Town's vision; be beneficial for the Town's orderly growth; and be favorable to the general welfare, health and safety of the public. Thus, a determination has been made that the Major General Plan Amendment should be approved.

**BE IT RESOLVED** by the Mayor and Common Council of the Town of Florence, Arizona as follows:

The Mayor and Common Council of the Town of Florence approve the Major General Plan Amendment request, subject to the following conditions:

1. The Freeway Mixed Use (FMU) Overlay shall be changed in the 2020 General Plan to the Freeway Mixed Use (FMU) land use and this land use shall be categorized as a Mixed Use land Use Designation and be defined as follows:

"The Freeway Mixed Use (FMU) land use category provides a unique land use category related to the development of Florence's first freeway corridor. The FMU designation is designed to provide for a high intensity mix of large scale retail development, low-to-mid-rise offices, visitor-serving development (e.g., hotels and restaurants) and hospital and health care facilities in locations where excellent, accessible transportation and transit service is

anticipated. High-density residential development in a mixed use setting is also appropriate for this designation. Because the uses that will locate within this designation are typically those that seek high visibility, the quality of design and image presented by development in this area will be critical. Key elements in this category include the encouragement of high-density commercial, office and residential uses and creating attractive views from the freeway and along streets through building placement, quality architecture, pedestrian-oriented design and pleasant landscaping. Visual emphasis is to be placed on buildings and plaza/open space areas through strategic site planning efforts. Multi-modal connectivity should be emphasized throughout this land use area. Development projects in this category will be approved for size and scale on a project-by-project basis to allow for flexibility and uniqueness in the district.

Typical uses include lodging, restaurants, entertainment, specialty and general retail, large-scale regionally-oriented commercial uses (e.g., shopping malls, power centers, lifestyle centers, auto malls), high-intensity office complexes and high-density residential projects in a mixed use setting. Public/governmental facilities and other supportive and ancillary land uses may occur within this land use category.

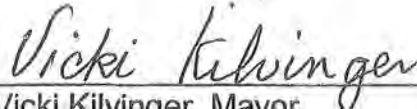
A General Plan Amendment, either Minor or Major per Tables 14-2 and 14-3 of the 2020 General Plan, shall be required to apply the FMU land use category to any property along the designated North-South Arizona Department of Transportation (ADOT) Freeway alignment and this land use category will only be considered once the Town of Florence has updated the General Plan Future Land Use Map to reflect an approved North-South ADOT Freeway alignment. The application of this land use may be considered subsequent or concurrent with zoning requests that support commercial and employment projects, mixed use development or other land uses designed to capitalize on the anticipated transportation and transit service along the freeway alignment in such a manner that is consistent with recognized planning principles and with full consideration of the compatibility of adjacent land uses."

2. Table 14-3 of the 2020 General Plan shall be updated to include the Freeway Mixed Use (FMU) land use category and said Table shall reflect that a proposed General Plan Amendment to FMU shall be considered a Major Amendment when the FMU land use will be adjacent to RRR, HI, P and/or MR land uses.
3. A note will be added under Table 14-2 of the 2020 General Plan that states: "The alignment of the conceptual North-South ADOT

Freeway Corridor on the Future Land Use Map may be changed through the Minor General Plan Amendment application process.”

4. The Town of Florence General Plan Future Land Use Maps shall reflect a new conceptual North-South ADOT Freeway Corridor and Gila River Main Street crossing as depicted per Exhibits A and B.

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Florence, Arizona, this 7<sup>th</sup> day of November, 2011.

  
Vicki Kilvinger, Mayor

**ATTEST:**

**APPROVED AS TO FORM**

  
Lisa Garcia, Town Clerk

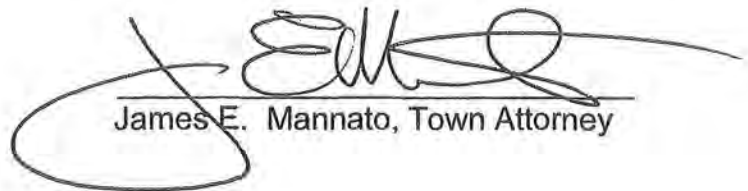
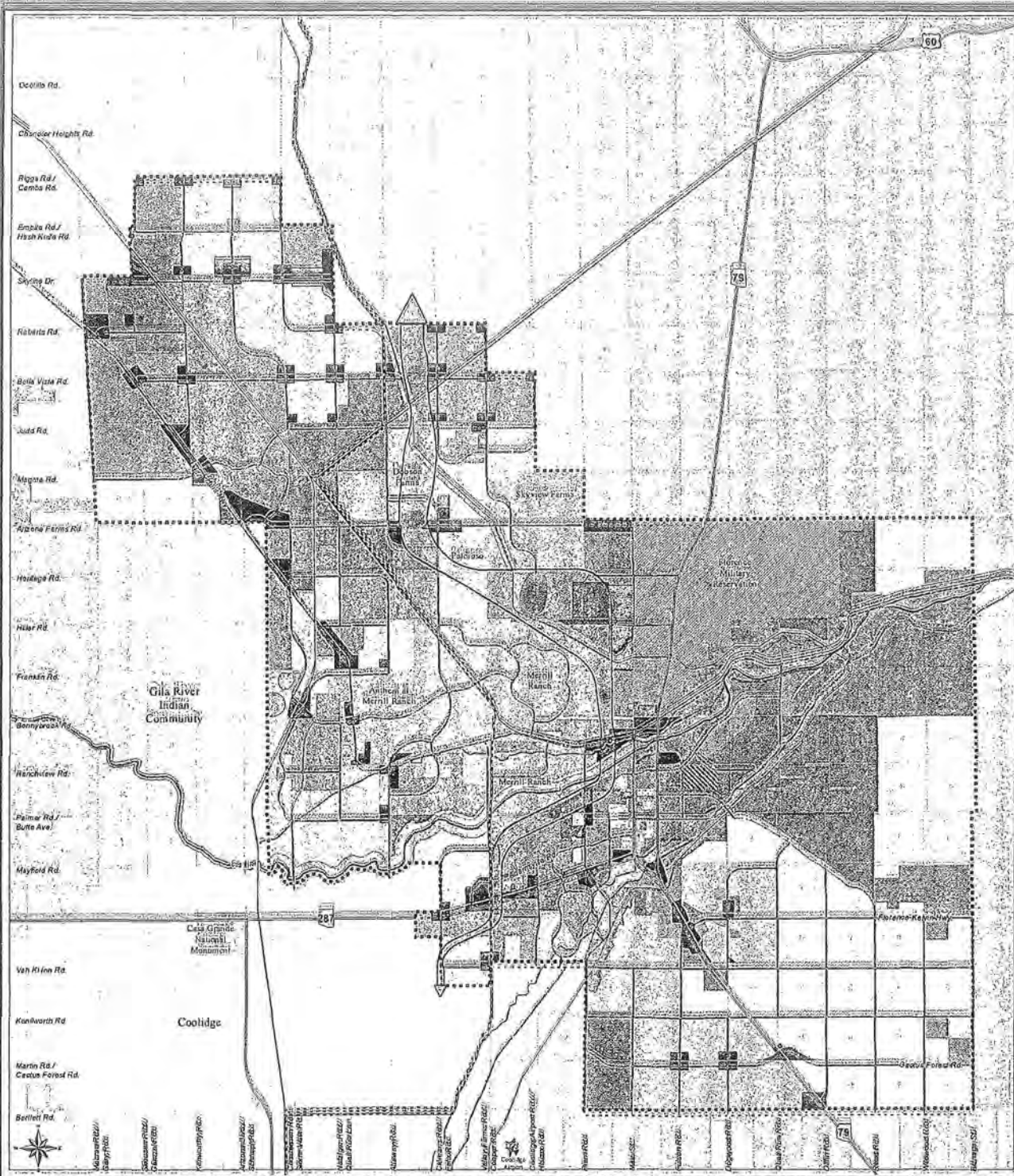
  
James E. Mannato, Town Attorney

EXHIBIT A



EXHIBIT A



# Town of Florence 2020 General Plan Future Land Use Map

### Legend

- Canal
- SAB Canal
- Railroad
- Road
- Highway
- Potential Utility
- Multi-Use Corridor
- Planning Area
- North-South AB&T Freeway Conceptual Corridor
- North-South AB&T Freeway Conceptual Interchanges

### Residential

- Rural Residential (RR)
- Low Density Residential (LDR)
- Medium Density Residential 1 (MDR1)
- Medium Density Residential 2 (MDR2)
- High Density Residential 1 (HDR1)
- High Density Residential 2 (HDR2)

### Commercial/Office/Industrial

- Neighborhood Commercial (NC)
- Community Commercial (CC)
- Professional Office (PO)
- Employment/Light Industrial (E-LI)
- Heavy Industrial (HI)

### Mixed-Use

- Master Planned Community (MPC)
- Downtown Mixed Use (DMU)
- Highway Mixed Use (HMU)
- Prior Employment/Light Industrial (PE-LI)

### Community/Public

- Public/Governmental (P/G)
- Prison (P)
- Military Reservation (MR)
- Parks and Recreation (P/R)
- Open Space (OS)

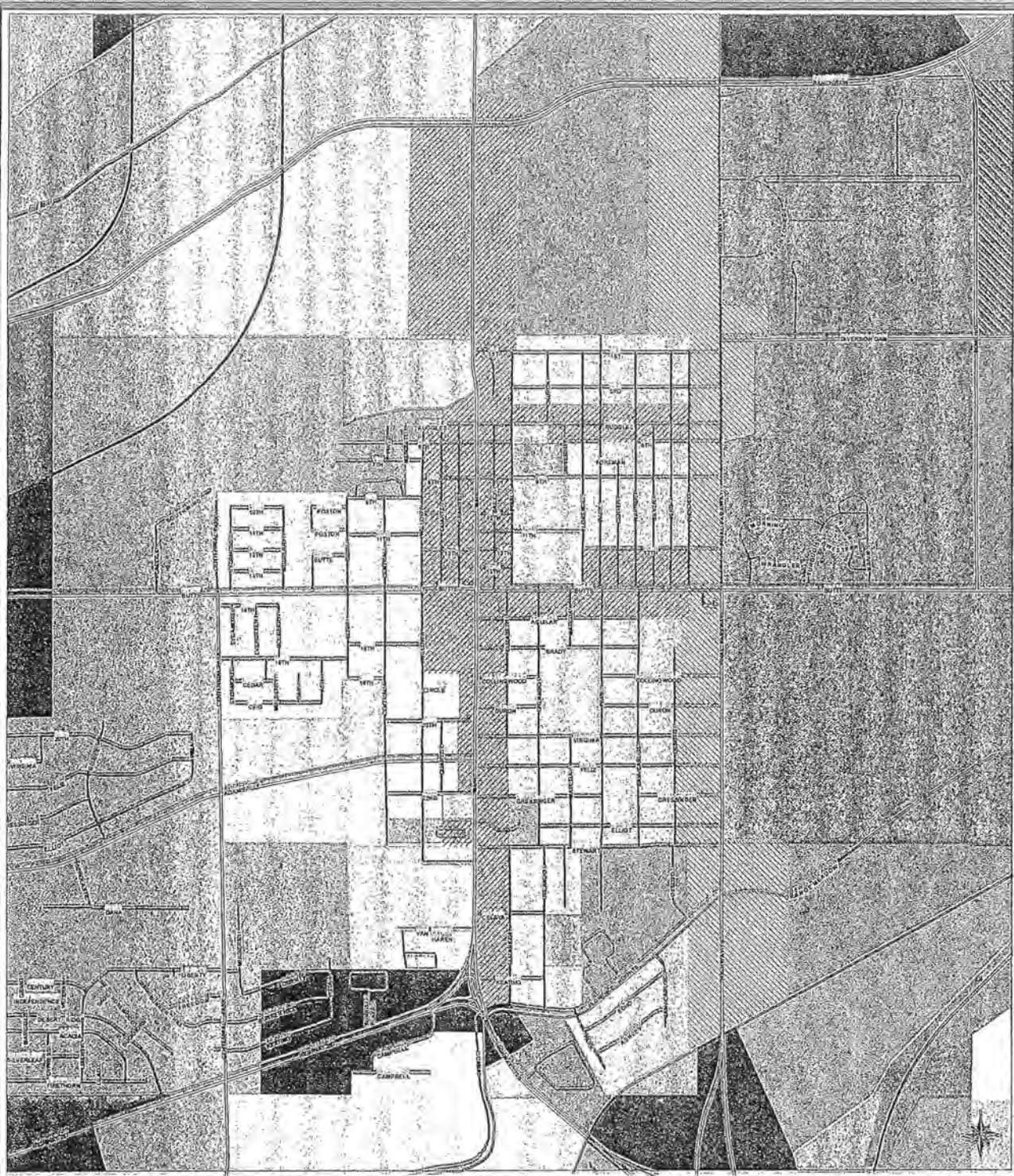
### Land Ownership

- Bureau of Land Management
- Bureau of Reclamation
- Casa Grande National Monument
- Indian Community
- State Trust Land

Amended September 2010 to reflect approved 2010 major general plan amendments.

This map was prepared by the Town of Florence Planning Department. It is intended to provide information only and does not constitute a contract. The Town of Florence is not responsible for any errors or omissions. The map is subject to change without notice. The map is not to be used for any purpose other than that for which it was prepared. The map is not to be used for any purpose other than that for which it was prepared. The map is not to be used for any purpose other than that for which it was prepared.

EXHIBIT B



**Florence General Plan  
Future Land Use Map - Downtown**

**Legend**

- Canals
- CAP Canal
- Existing Roads
- Potential Utility
- Multi-Use Corridor
- Planning Area
- North-South ABOT Freeway Conceptual Corridor
- North-South ABOT Freeway Conceptual Interchanges

**Residential**

- Rural Ranchette Residential (RRR)
- Low Density Residential (LDR)
- Medium Density Residential 1 (MDR1)
- Medium Density Residential 2 (MDR2)
- High Density Residential 1 (HDR1)
- High Density Residential 2 (HDR2)

**Commercial/Office/Industrial**

- Neighborhood Commercial (NE)
- Community Commercial (CC)
- Professional Office (PO)
- Employment/Light Industrial (E/LI)
- Heavy Industrial (HI)

**Mixed-Use**

- Master Planned Community (MPC)
- Downtown Mixed Use (DMU)
- Highway Mixed Use (HMU)
- Prison/Employment/Light Industrial (P/E/LI)

**Community/Public**

- Public/Governmental (P/G)
- Prison (P)
- Military Reservation (MR)
- Parks and Recreation (P/R)
- Open Space (OS)

Scale: 1 inch = 100 feet. This map is a conceptual representation of future land use and is not intended to be used for legal purposes. It is subject to change without notice. The City of Florence reserves the right to modify this map at any time.

**Town of Florence**  
P.O. Box 2670  
775 North Main Street  
Florence, Arizona 85132

Phone (520) 868-7500  
Fax (520) 868-7501  
TDD (520) 868-7502

[www.florenceaz.gov](http://www.florenceaz.gov)

## **TOWN SERVICES**

Building Safety  
868-7573

Community Development  
868-7575

Finance  
868-7624

Fire  
868-7609

Grants  
868-7513

Human Resources  
868-7545

Library  
868-8311

Municipal Court  
868-7514

Parks & Recreation  
868-7589

Police  
868-7681

Public Works  
868-7620

Senior Center  
868-7622

Town Attorney  
868-7557

Utility Billing  
868-7680

Water/Wastewater  
868-7677

April 5, 2013

Mayor Tom J. Rankin  
Town of Florence  
775 N Main Street  
Florence, AZ 85132

SENT VIA EMAIL:

John Halikowski, ADOT Director  
[JHalikowski@azdot.gov](mailto:JHalikowski@azdot.gov)

Cc:

Javier F Gurrola  
[JGurrola@azdot.gov](mailto:JGurrola@azdot.gov)

Brent Cain  
[BCain@azdot.gov](mailto:BCain@azdot.gov)

Steve Boschen  
[SBoschen@azdot.gov](mailto:SBoschen@azdot.gov)

Michael Kies  
[MKies@azdot.gov](mailto:MKies@azdot.gov)

Mary Currie  
[MCurrie@azdot.gov](mailto:MCurrie@azdot.gov)

Re: ADOT North-South Corridor

Dear Mr. Halikowski:

I want to take the opportunity to respond to the March 27th letter prepared by Mr. Gurrola to the Rose Law Group regarding the status and timing of the ADOT North-South Corridor study. First I would like to thank you and the project team for all of your hard work on this project and for working so closely with our internal project team on this very critical project. The Corridor team has been very receptive to the Town's comments and they have developed a keen understanding and knowledge of the issues that impact this region, namely the lack of a robust and diversified transportation network.

As you are aware, this project is essential for the continued growth of the Florence area and the Sun Corridor region and the proper location and timing of the Corridor is vital to the long term vitality and sustainability of Florence and the surrounding areas. That said, I must share my concerns about the delays we have experienced with this project and the possibility that the establishment of a final North-South alignment might be delayed beyond our expectations. While important to complete the companion toll feasibility study and understand how this future freeway will be funded and developed, it is also important that we work diligently to set the final North-South Freeway alignment as soon as practically possible. Certainly, the establishment of the final Corridor will be highly beneficial and it looks like we are getting closer and closer to that point, however, the vast difference between the establishment of the Corridor as opposed to an alignment will have a significant impact on local governments, builders and developers to be able to plan around and for this alignment. With development pressure heating up again and property values increasing, there will be increased reluctance for many to plan around the large study area we have today or even the 1,500 foot wide Corridor. The alignment provides us with much greater certainty and is defined in a manner that allows for logical land use planning and land acquisitions to occur with significantly minimized risks.

I understand the procedures you have to follow and the limitations related to the funding aspects of this project, but an expectation was understood on this project that we were working towards a final alignment in the very near future and I know that the many residents, stakeholders and elected and appointed officials I work with share this expectation. We sincerely ask that you give prioritization to the project moving to the alignment stage regardless of the outcome of the toll feasibility study.

Thank you again for your work on this project and your willingness to address the concerns stated herein.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom J. Rankin". The signature is written in a cursive, flowing style.

Mayor Tom J. Rankin  
Town of Florence

**RESOLUTION NO. 1490-14**

**A RESOLUTION OF THE TOWN OF FLORENCE, PINAL COUNTY, ARIZONA, AFFIRMING THE TOWN OF FLORENCE'S PREFERENCES REGARDING THE PROPOSED ADOT NORTH-SOUTH FREEWAY CORRIDOR.**

**WHEREAS**, the Town of Florence has proactively worked to identify and support the short, mid and long-term transportation needs and goals for the Town; and

**WHEREAS**, the Town of Florence has been actively engaged with the ADOT North-South Freeway and Passenger Rail Corridor Studies to protect the long term transportation needs of the Town; and

**WHEREAS**, the proper alignment and future development of the proposed ADOT Freeway is critical to the long-term prosperity and sustainability of the Town of Florence; and

**WHEREAS**, the Town of Florence 2020 General Plan Future Land Use Map contained within the Land Use Element indicates the Town's conceptual alignment of the proposed North-South ADOT Freeway Corridor, as well as the proposed conceptual alignment of the ADOT Passenger Rail Corridor; and

**WHEREAS**, an ongoing public participation process, including the holding of a public hearings of the Town of Florence Planning and Zoning Commission, public hearings of the Council of the Town of Florence, and public outreach to impacted stakeholders has occurred to establish the Town's preferences for the future ADOT North-south Freeway Corridor on the Town's Future Land Use Map; and

**WHEREAS**, the current ADOT North-South Freeway Study alternatives do not precisely match the preferences of the Town via the approved Future Land Use Map, the Town affirms its support of the Future Land Use Map, but expresses its corridor segment preferences within the Town's Planning Area to be: O3, V, X and AO; and

**WHEREAS**, the Town must take a stance against alternatives that vary substantially from the Town's preferences and that would be damaging to the Town's future prosperity and sustainability, particularly referring to objectionable segments G, Q and AB; and

**WHEREAS**, the Town must support alternatives that are in support of the Town's position as the County Seat of Pinal County and a major employer for the Town of Florence; and

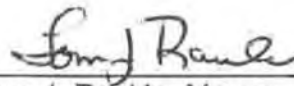
**WHEREAS**, the positions stated via this Resolution have been found to: be

appropriate; be consistent with the goals, objectives and strategies of the Florence 2020 General Plan; Specifically, the Amendment is consistent with Goals One and Two of the Circulation Element that support a safe, efficient, balanced and comprehensive transportation system and Goal One of the Economic Development Element that states "Develop a sustainable economy in order to maintain a vibrant and healthy community". Thus, a determination has been made that this Resolution should be approved.

**THEREFORE, BE IT RESOLVED** by the Mayor and Council of the Town of Florence, Arizona, as follows:

The Mayor and Council of the Town of Florence hereby adopt this resolution affirming the Town's preferences regarding the ADOT North-South Freeway Corridor.

**PASSED AND ADOPTED** by the Mayor and Council of the Town of Florence, Arizona, this 8<sup>th</sup> day of December, 2014.



\_\_\_\_\_  
Tom J. Rankin, Mayor

**ATTEST:**



\_\_\_\_\_  
Lisa Garcia, Town Clerk

**APPROVED AS TO FORM:**

\_\_\_\_\_  
James E. Mannato, Town Attorney



**RESOLUTION NO. 15-1343**

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY SUPPORTING AND ENDORSING SEGMENT "Z/AA" AS IDENTIFIED IN THE NORTH-SOUTH CORRIDOR STUDY AS THE CITY OF ELOY PREFERRED ROUTE ALTERNATIVE IN THE ENVIRONMENTAL IMPACT STUDY BEING PREPARED BY THE ARIZONA DEPARTMENT OF TRANSPORTATION.**

**WHEREAS**, the Arizona Department of Transportation ("ADOT") has completed initial engineering and environmental studies analyzing potential alignment segments, for a proposed freeway connecting Interstate 10 with US Highway 60 ("North-South Freeway") within the central portion of Pinal County; and,

**WHEREAS**, ADOT has conducted extensive public outreach to provide information to, and receive feedback from, the City of Eloy (the "City"), its residents, and the surrounding communities that will integrate the North-South Freeway into its transportation network and land use pattern, benefitting both city-wide and regional mobility; and,

**WHEREAS**, changes in the boundaries of adjacent communities and their respective planning areas have caused the City of Eloy to reevaluate and change its support to the Z/AA Segment rather than the Fast Track Road alignment to preserve economic development efforts of the City as well as increase mobility opportunities for its residents; and,

**WHEREAS**, the alignment of the Z/AA Segment will provide opportunities for the enhancement of the economy of the City; and,

**WHEREAS**, ADOT is preparing the Draft Environmental Impact Statement to assess Segment Z/AA and the other remaining segment of the North-South Freeway; and,

**WHEREAS**, Segment Z/AA utilizes the existing right-of-way of State Route 87, requiring only a portion of new right-of-way, making it more cost effective than the other segment; and,

**WHEREAS**, the utilization of Segment Z/AA significantly diminishes the presence of environmental (i.e. fissures, drainage, etc.) impediments that exist with the other alternative, allowing for a more cost effective North-South Freeway; and,

**WHEREAS**, the location of Segment Z/AA allows for the future freeway to capture vehicle trips to the east and west of SR 87 within the City, rather than the alignment to the east; and,

**WHEREAS**, the utilization of Segment Z/AA places the freeway closer to downtown Eloy, providing opportunities to capture economic development opportunities and patronage, as well as transit access-rather than the alternative segment, which will function as a by-pass; and,

**WHEREAS**, the utilization of Segment Z/AA allows for the potential southerly extension of the freeway to serve the southern portion of the City's planning area in the future.

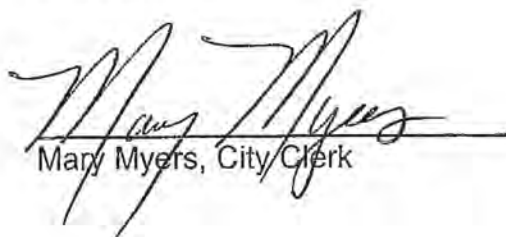
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, ARIZONA AS FOLLOWS:

That the City of Eloy supports and endorses Segment Z/AA as the preferred route alternative for the North-South Corridor Freeway in the Environmental Impact Study being prepared by the Arizona Department of Transportation.

APPROVED this 23rd day of March, 2015.

  
\_\_\_\_\_  
Joel G. Belloc, Mayor

ATTEST:

  
\_\_\_\_\_  
Mary Myers, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Stephen R. Cooper, City Attorney



Property Reserve, Inc.

August 27, 2015

**SENT VIA EMAIL ONLY**

Mr. Victor Yang  
Senior Project Manager  
ADOT Urban Project Management Group  
1611 West Jackson, EM01  
Phoenix, Arizona 85007  
[vyang@azdot.gov](mailto:vyang@azdot.gov)

**RE: North-South Freeway Corridor Study – 400' Wide Alignment Preference  
through Northern Coolidge Area**

Dear Mr. Yang,

Property Reserve, Inc. ("PRI"), a subsidiary of the Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-day Saints ("CPB"), is the owner of approximately 3,860 total acres within the North-South Freeway Corridor Study area, located between Vah Ki Inn Road and Bartlett Road, just northeast of Coolidge.

PRI, Pinal Land Holdings, and Langley Properties/WDP Partners, all major land owners and stakeholders in the North-South Freeway Corridor Study area, have been working together to arrive at a mutually agreeable 400' wide alignment through the northern Coolidge portion of the Corridor Study area. Our intent has been to remain as consistent as possible with the remaining ADOT corridor segments in the area, as well as the routes historically supported by the land owner/stakeholder group and the City of Coolidge.

**Exhibit "A"** attached hereto shows three possible 400' alignments in this area for ADOT's consideration. Options A and B are supported by all three land owners/stakeholders (PRI, Pinal Land Holdings, and Langley Properties/WDP Partners). Option C is supported by Pinal Land Holdings only.

We encourage you to evaluate these alignment alternatives as you work to identify the recommended 400' wide alignment for the North-South Freeway. Once you have had time to evaluate, we request the opportunity to have further discussion with you about them.

Sincerely,

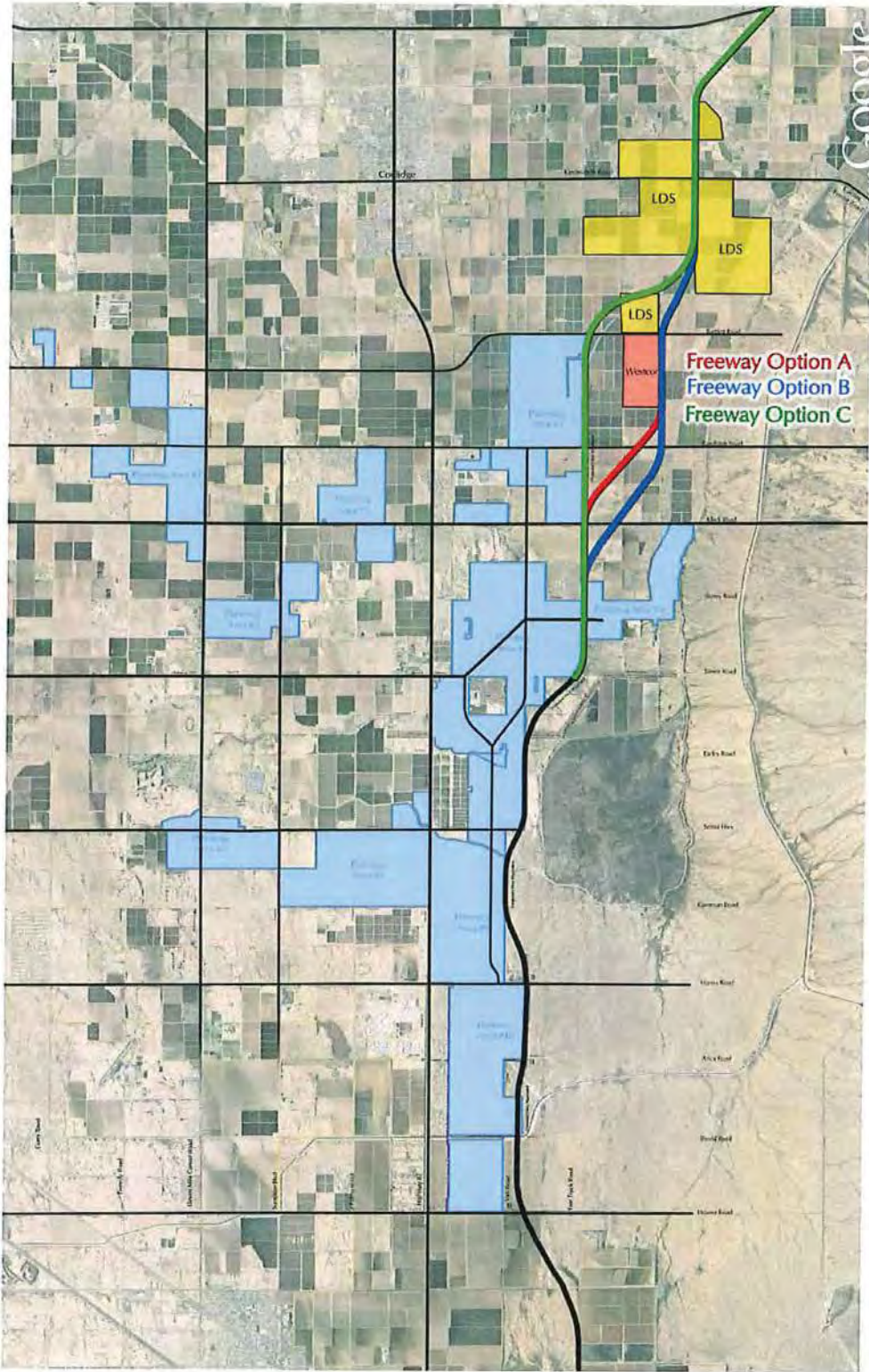
A handwritten signature in black ink, appearing to read 'Danny Owen', is written over a white background.

Danny Owen

Attachment: Exhibit "A"

cc: Bob Flatley, City of Coolidge  
Rick Miller, City of Coolidge

# Exhibit "A"



Pinal Land Group 11,447  
Planning Areas





---

***Salt River Project***

P.O. Box 52025  
Mail Stop: PAB221  
Phoenix, AZ 85072-2025  
Phone: (602) 236-2679  
Fax: (602) 629-8374  
[Janeen.Rohovit@srpnet.com](mailto:Janeen.Rohovit@srpnet.com)

***Janeen C. Rohovit***

SR Government Relations Representative

January 5, 2016

Victor Yang  
Arizona Department of Transportation  
Multimodal Planning Division  
205 S. 17<sup>th</sup> Avenue, MD605E  
Phoenix, AZ 85007

Dear Mr. Yang,

As you know, representatives of SRP have served on the North-South Corridor Study (NSCS) Agency Group throughout the extensive process of alternative route development and selection. SRP appreciates the opportunity to have provided input and technical expertise from an engineering and design perspective. We believe generally that the development and outcomes of the process were comprehensive, collaborative and well-conducted. These comments are in response to the Federal Highway Authority request of the study team to evaluate an Idaho Road interchange option, connecting the NSCS to US 60 through the Portalis development.

The Portalis development, now referred to as Lost Dutchman Heights, is a 7,700-acre development proposed on State Trust land between Meridian and Mountain View Roads. SRP shares the concerns of the Arizona State Land Department (ASLD) and the City of Apache Junction (City) regarding placing an alternative through the future development of Lost Dutchman Heights for the following reasons:

First, as indicated in the meeting summary from July 14, 2015, an Idaho Road alternative may, within a short distance, cross both the CAP Canal and Maricopa County Flood Control District's flood retarding structure(s). We are concerned this change would add unnecessary costs to the project. Second, it is our opinion that only one-mile spacing between the Ironwood interchange and an Idaho Road interchange, both located on US60, is inconsistent with the overall planning for this area and in fact creates significant planning congestion.

For over a decade, the Lost Dutchman Heights property, located on both sides of Idaho Road, has been a key focus for regional comprehensive planning conducted by the ASLD, the City, and by Pinal County. The primary planning for the region, some of which is currently moving forward, stems from the

anticipated development of Lost Dutchman Heights. Adoption of an Idaho Road alternative will divide a pivotal property and significantly alter future development opportunities as well as the economic growth opportunities predicted to occur locally and for the region as a whole.

SRP appreciates the opportunity to provide comments on this critical component of the North-South Corridor Study. SRP supports the ASLD and the City in their request to reject the Idaho Road option and keep the Lost Dutchman Heights development unimpaired.

Sincerely,

A handwritten signature in black ink, appearing to read "Janeen Rohovit". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke at the end.

Janeen Rohovit

Cc: Lisa Atkins; ASLD  
Michelle Green; ASLD  
Bryant Powell; City of Apache Junction  
Molly Greene; SRP

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] CENTRAL ARIZONA GOVERNMENTS (CAG)  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does not wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

NOVEMBER 1, 2016

Name of Organization:

CENTRAL ARIZONA GOVERNMENTS (CAG)

Agency contact  
for this project:

TRAVIS ASHBAUGH

Address:

1075 SOUTH IDAHO ROAD, SUITE 300, APACHE JUNCTION, AZ 85119

Email Address:

tashbaugh@cagaz.org

Phone Number:

480-474-9300

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Sun Corridor MPO,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

11/1/16

Name of Organization:

Sun Corridor MPO

Agency contact  
for this project:

Irene Higgs

Address:

211 N. Florence St. Ste 103 Casa Grande, Az 85222

Email Address:

i.higgs@scmpo.org

Phone Number:

(520) 705-5143

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

**North-South Corridor Study  
Participating Agencies Acceptance Form**

**North-South Corridor Study Tier 1 Environmental Impact Statement**

Yes, the [complete agency name] City of Eloy  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be listed as a stakeholder agency and continue to receive information on the project.

Date: November 3, 2016

Name of Organization: City of Eloy  
Agency contact for this project: HARVEY KRAUSS, City MANAGER  
Address: 628 N. Main Street, Eloy, AZ 85131  
Email Address: HKRAUSS@eloyAZ.gov  
Phone Number: 520-466-9201

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] CITY OF COOLIDGE,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: NOV. 4, 2016

Name of Organization: CITY OF COOLIDGE

Agency contact  
for this project: GILBERT LOPEZ

Address: 131 W. PINKLEY AVE. COOLIDGE AZ <sup>85128</sup>

Email Address: glopez@coolidgeaz.com

Phone Number: 520-723-6075

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Pinal County - Public Works,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does not wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: 11/7/2016

Name of Organization: Pinal County

Agency contact  
for this project: Andy Smith

Address: 31 W. Pinal Street Florence, AZ 85132

Email Address: Andrew.Smith@pinalcountyaz.gov

Phone Number: 520-866-6407

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S. 17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] CITY OF APACHE JUNCTION  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or,

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

11/8/16

Name of Organization:

CITY OF APACHE JUNCTION

Agency contact  
for this project:

GIAO N. PHAM

Address:

575 E. BASELINE AVE AJ, AZ  
85119

Email Address:

GPHAM@AJCITY.NET

Phone Number:

(480) 474-8513

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

**North-South Corridor Study  
Participating Agencies Acceptance Form**

**North-South Corridor Study Tier 1 Environmental Impact Statement**

Yes, the [complete agency name] Town of Florence, AZ,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: 11/8/2016

Name of Organization: Town of Florence, Arizona  
Agency contact  
for this project: Mark Eckhoff  
Address: 224 W. 20<sup>th</sup> St., Florence, AZ 85132  
Email Address: mark.eckhoff@florenceaz.gov  
Phone Number: 520-868-7540

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

**North-South Corridor Study  
Participating Agencies Acceptance Form**

**North-South Corridor Study Tier 1 Environmental Impact Statement**

Yes, the [complete agency name] FLOOD CONTROL DISTRICT of MARICOPA COUNTY  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: 11/9/16

Name of Organization: FLOOD CONTROL DISTRICT of MARICOPA COUNTY

Agency contact  
for this project: FELICIA TERRY

Address: 2801 W DURANGO ST.  
PHOENIX AZ 85009

Email Address: fet@mail.maricopa.gov

Phone Number: 602-506-8111

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Maricopa County Department of Transportation wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_ does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be listed as a stakeholder agency and continue to receive information on the project.

Date:

12/1/14

Name of Organization: Maricopa County Department of Transportation  
Agency contact for this project: Denise Lacey

Address: 2901 W. Durango St Phoenix, AZ 85308

Email Address: denise.lacey@mail.maricopa.gov

Phone Number: 602-506-6172

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



## RESOLUTION NO. 16-30

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF COOLIDGE, ARIZONA, ADOPTING A MAJOR AMENDMENT TO THE 2025 GENERAL PLAN FOR THE CITY OF COOLIDGE, ARIZONA TO CHANGE PORTIONS OF THE CIRCULATION ELEMENT OF THE 2025 GENERAL PLAN BY CHANGING THE PREFERRED NORTH-SOUTH FREEWAY ALIGNMENT, CHANGING THE PREFERRED LOCATIONS OF TWO INTERCHANGES AND ADDING AN ADDITIONAL INTERCHANGE DEDICATED EXCLUSIVELY TO INLAND PORT TRAFFIC.**

**WHEREAS**, A.R.S. §9-461.06(H) provides that a major amendment to a city's general plan shall be approved by an affirmative vote of at least two-thirds of the legislative body, and that these amendments must be presented at a single public hearing during the calendar year during which the proposal is made; and

**WHEREAS**, the City has consulted with, advised and provided an opportunity for official comment by public officials and agencies, the county, appropriate school districts, associations of governments, public land management agencies, other appropriate government jurisdictions, public service corporations, civic educational, professional and other organizations, together with property owners and citizens; and

**WHEREAS**, at least sixty (60) days prior to the adoption of this Resolution, the City has provided a copy of the proposed Major Amendment to the 2025 General Plan for the review and further comment to:

1. Pinal County Planning Department
2. City of Casa Grande
3. Town of Florence
4. City of Eloy
5. Gila River Indian Community
6. Arizona Commerce Authority
7. Central Arizona Association of Governments
8. Arizona State Land Department
9. Arizona Department of Water Resources
10. Eloy Chamber of Commerce
11. Florence Chamber of Commerce
12. Greater Casa Grande Chamber of Commerce
13. Casa Grande Union High School District
14. Casa Grande Elementary School District
15. Pinal County

16. Eloy Fire Department
17. Arizona Public Service
18. San Carlos Irrigation Project
19. Ho Ho Kam Irrigation Drainage District
20. Coolidge Unified School District
21. Pinal County School Offices
22. Florence Unified School District
23. Southwest Gas Corp
24. Santa Cruz Valley Union High School District
25. Eloy Elementary School District
26. Gila River Indian Community

**WHEREAS**, the Planning and Zoning Commission of the City having held a public hearing on the proposed Major Amendment to the 2025 General Plan on October 5, 2016, and notice of such hearing was published in the Coolidge Examiner not less than fifteen (15) days nor more than thirty (30) days prior to the hearing; and

**WHEREAS**, the Mayor and City Council held a public hearing on the proposed Major Amendment to the 2025 General Plan on November 14, 2016, and notice of such hearing was published in the Coolidge Examiner not less than fifteen (15) days nor more than thirty (30) days prior to the hearing; and

**WHEREAS**, the proposed Major Amendment would have the effect of changing portions of the Circulation Element of the 2025 General Plan by changing the City's preferred alignment corridor for the future North-South freeway and changing select preferred interchange locations on said freeway. The location of the proposed change is south of Randolph Road to the southern end of the City's Planning Boundary as shown in Exhibit A, which is attached hereto and incorporated herein by reference.; and

**WHEREAS**, the Mayor and City Council of the City of Coolidge, Arizona believe it is in the best interests of the City and citizens of the City of Coolidge that the 2025 General Plan Major Amendment be approved.

**NOW THEREFORE BE IT RESOLVED** by the Mayor and City Council of the City of Coolidge, Arizona as follows:

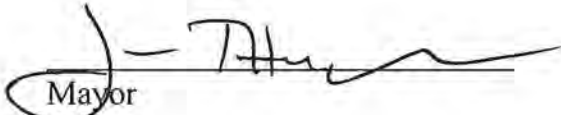
**Section 1.** That the Mayor and City Council of the City of Coolidge, Arizona find and determine that Notice has been given in the manner required by A.R.S. §9-461.06 of the proposal of the City to adopt a Major Amendment to the 2025 General Plan of the City of Coolidge and that each of the required publications have been made as required by law.

**Section 2.** That the proposed Major Amendment to the 2025 General Plan of the City of Coolidge, Arizona has been approved by an affirmative vote of at least two-thirds of the City Council as required by the general plan amendment process as outlined in A.R.S. §9-461.06(H).

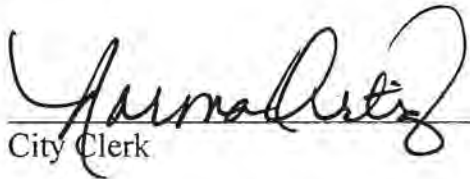
**Section 3.** That the City of Coolidge 2025 General Plan be amended to change portions of the Circulation Element of the 2025 General Plan by changing the City's preferred alignment corridor for the future North-South freeway and changing select preferred interchange locations on said freeway as shown on attached Exhibit A.

Passed and adopted by the Mayor and the City Council of the City of Coolidge, Arizona this 12<sup>th</sup> day of December, 2016.

APPROVED:

  
Mayor

ATTEST:

  
City Clerk

APPROVED AS TO FORM:

  
City Attorney

**EXHIBIT A**



SEP 06 2016  
SEP 6 2016

**CITY OF ELOY**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**PLANNING & ZONING ° BUILDING & SAFETY ° CODE ENFORCEMENT**

September 1, 2016

City of Coolidge  
C/o Rick Miller, City Manager  
131 W. Pinkley Avenue  
Coolidge, AZ 85128

RE: City of Coolidge 2016 Major General Plan Amendment  
2025 General Plan Circulation Element-Transportation Plan Map

Dear Mr. Miller:

Thank you for your notification regarding the 60-Day Notice regarding City of Coolidge 2016 proposed Major General Plan Amendment. Staff has reviewed the proposed amendment and offers the following comments for your consideration:

**Alignment of the North-South Freeway.** The City of Eloy is supporting the alignment that brings the freeway through the City of Eloy on the existing alignment of State Route 87, as identified on the City of Eloy Circulation Map. As such, we recommend that your proposed future North/South Freeway alignment be shifted to the west, which will continue to be in conformance with the North-South Freeway corridors identified on the Pinal County Regionally Significant Routes for Safety & Mobility Map.

**Location of Fully Directional Freeway to Arterial Interchanges.** The City of Eloy is currently proposing the amendment of its Circulation Map to identify future North-South Freeway interchanges at the following arterial roads: Florence Boulevard, Selma Highway, Aztec Street (1/2 mi. street between Arica Street and Shedd Road), Houser Road and Alsdorf Road. We believe the Aztec alignment is a logical location to allow for an equi-distant interchange between Houser Road and Arica Road. We note that your proposal locates an interchange at Arica Road, which would only create a one mile interval between Hanna and Arica Roads.

We have included the Eloy General Plan Circulation Map (60-day review version) for your reference. If you have any questions or require additional information, please do not hesitate to contact me.

Regards,



Jon Vlaming  
Community Development Director

Cc: City of Coolidge Planning and Zoning Commission  
City of Coolidge Mayor and City Council, c/o City Clerk  
Andy Smith, Pinal County, Transportation Planning Principal Planner  
Gina Salinas, Pinal County, Transportation Planning Specialist  
Harvey Krauss, City of Eloy, City Manager  
Ken Martin, City of Eloy, Public Works Director/Engineer  
Lance Dunagan, City of Eloy Public Works Superintendent

1137 West Houser Road, Eloy, Arizona 85131 • 520/466-2578 • FAX 520/464-1438

"Right in the Heart of Arizona's Future"



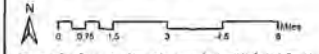
# Circulation Element Eloy General Plan

- Transportation Classes**
- Interstate
  - State Highway
  - Major Arterial
  - Minor Arterial
  - Two Lane Collector (Main St.)
  - ++ Union Pacific Railroad

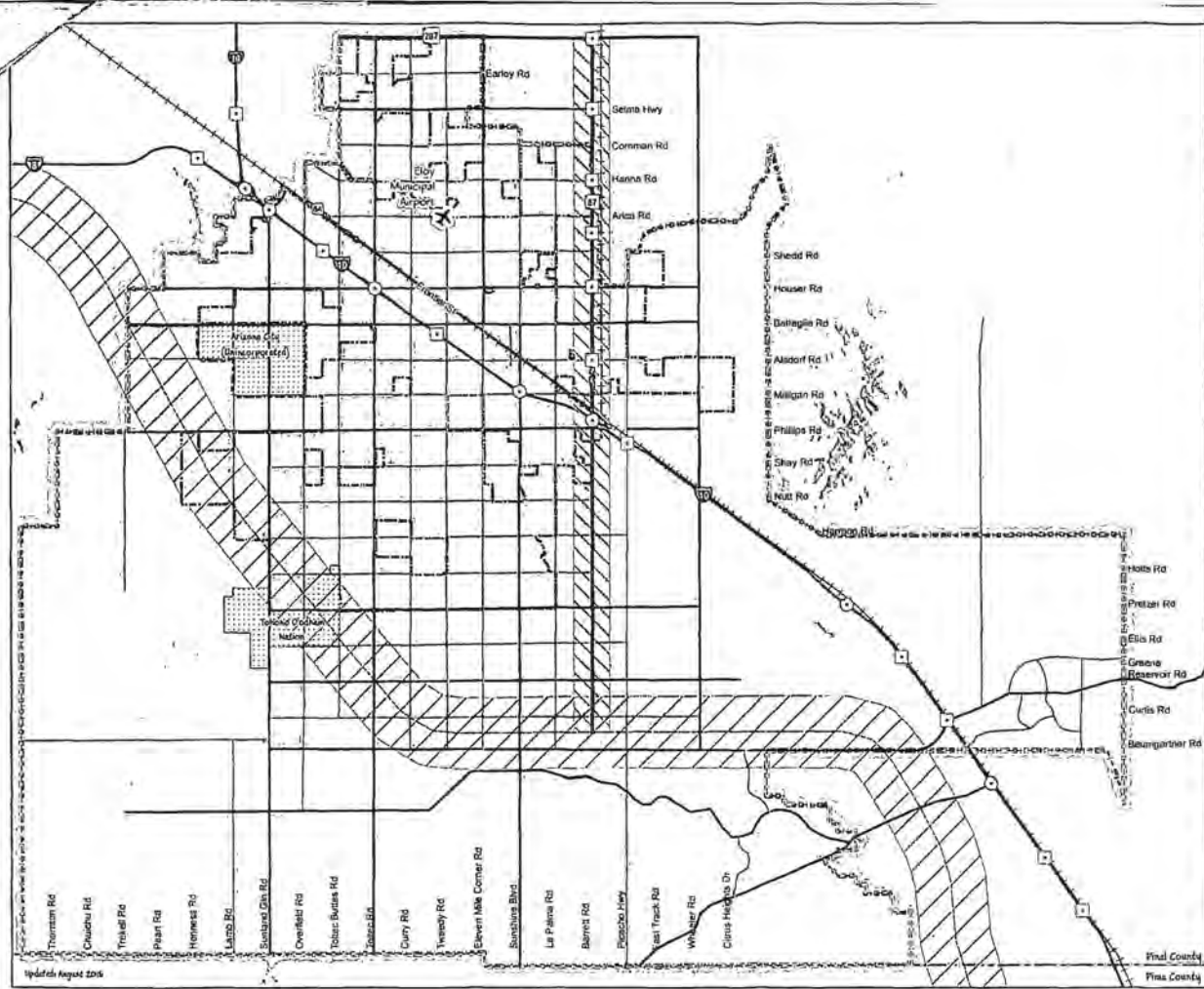
- Interchanges**
- Existing Interchange
  - Potential Interchange

- Proposed Transportation Corridors**
- ▨ Preferred North-South Corridor
  - ▨ Proposed West Pinal Freeway Corridor

- Municipal Boundaries**
- ⊕ Eloy City Limits
  - ⊕ Eloy Planning Area



This map is for reference only and has not been prepared or is suitable for legal, financial, engineering, or surveying purposes or commitments. While every effort has been made to ensure the accuracy and completeness, the City of Eloy, its officers, employees, and contractors, and its agents, assume no responsibility for errors, omissions, or inaccuracies presented. Any information derived from this map is the responsibility of the user. The City of Eloy shall have neither liability nor responsibility in any proceeding with respect to any direct or indirect loss or damage to the extent such loss or damage is caused by the information on this map.



Updated August 2016

Louis Andersen  
Public Works Director

Scott Bender  
County Engineer



PINAL COUNTY  
*wide open opportunity*

Greg Stanley  
County Manager

August 10, 2016

Mr. Richard Miller  
Growth Management Director  
City of Coolidge  
131 W. Pinkley Ave.  
Coolidge, Arizona 85128

Re: General Plan Amendment – Inland Port Arizona

Dear Mr. Miller;

We are in receipt of your General Plan Amendment request dated July 14, 2016.

We are in agreement with the Coolidge's General Plan amendment, and support the change in alignment of the North-South Freeway. Keep in mind that the ultimate configuration will be determined by ADOT.

If you should have any questions please do not hesitate to contact me at (520) 866-6558 or [louis.andersen@pinalcountyyaz.gov](mailto:louis.andersen@pinalcountyyaz.gov).

Sincerely,

Louis Andersen

Cc: Scott Bender – Pinal County  
Himanshu Patel – Pinal County  
Andy Smith – Pinal County  
Victor Yang - ADOT

PUBLIC WORKS DEPARTMENT

31 North Pinal Street; Building F, PO Box 727 Florence, AZ 85132

T 520-509-3555 Hours M-F 8:00 am – 5:00 pm F 520-866-6511 [www.pinalcountyyaz.gov](http://www.pinalcountyyaz.gov)



**JLC FAMILY INVESTMENTS, LLC**

6859 E. Rembrandt Ave., Suite 125  
Mesa, AZ. 85212  
PHONE 480-988-3110 FAX 480-988-3059

September 9, 2016

City of Coolidge  
c/o Rick Miller, City Manager  
131 W. Pinkley Ave.  
Coolidge, AZ 85128

RE: City of Coolidge 2016 Major General Plan Amendment; 2025 General Plan Circulation Element –  
Transportation Plan Map

Mr. Miller

We have been made aware of the proposed changes in the City of Coolidge 2016 proposed Major General  
Plan Amendment and offer the following comments for your review and consideration:

**Kleck Rd. North-South Freeway Interchange.** We prefer an alignment in this area with the North-South  
Freeway interchange on Kleck Rd. about ¼ mile east of Attaway Rd.

**Coolidge Ave. North-South Freeway Interchange.** Coolidge Ave. is the major east/west route through  
the center of Coolidge. Therefore, we feel an interchange on the North-South Freeway should be located  
on Coolidge Ave.

**North-South Freeway Alignment Between Steele and Houser Roads.** We are supportive of a North-  
South Freeway alignment, between Steele and Houser Roads, that brings the freeway on the existing  
alignment of SR 87.

**Aztec St. North-South Freeway Interchange.** The City of Eloy is currently proposing an amendment of  
its Circulation Map which would locate a future North-South Freeway interchange at Aztec Street (1/2-mile  
street between Arica Street and Shedd Road). We support the City of Eloy's proposed amendment because  
the Aztec interchange would provide for an equi-distant interchange between Hanna and Houser Roads.  
We would also support the movement of the City of Coolidge's proposed "Dedicated Inland Port  
Interchange" to Aztec St.

Sincerely,



Todd Cooley  
Manager



# PLANNING AND ZONING COMMISSION

AGENDA

# 1

## STAFF REPORT

**TO:** PLANNING AND ZONING COMMISSION  
**FROM:** Rick Miller, Growth Management Director  
**MEETING DATE:** October 5, 2016 (Public Hearing)  
**SUBJECT:** **COOLPZ 16-07-04:** Major GPA modifying portions of the transportation element of the General Plan.

### REQUEST

**Request by** the City of Coolidge to modify portions of the preferred North-South freeway alignment, changing the preferred locations of two interchanges, and adding an additional interchange dedicated exclusively to inland port traffic.

**COOLPZ 16-07-04:** A Major General Plan Amendment submitted by the City of Coolidge changing the City preferred alignment corridor for the future North-South freeway and changing select preferred interchange locations on said freeway. The location of the proposed change is south of Randolph Rd to the southern end of the City's Planning Boundary.

### APPLICANT/OWNER

City of Coolidge  
130 W. Central Ave  
Coolidge, AZ 85128  
P: (602) 808-8600

### HISTORY

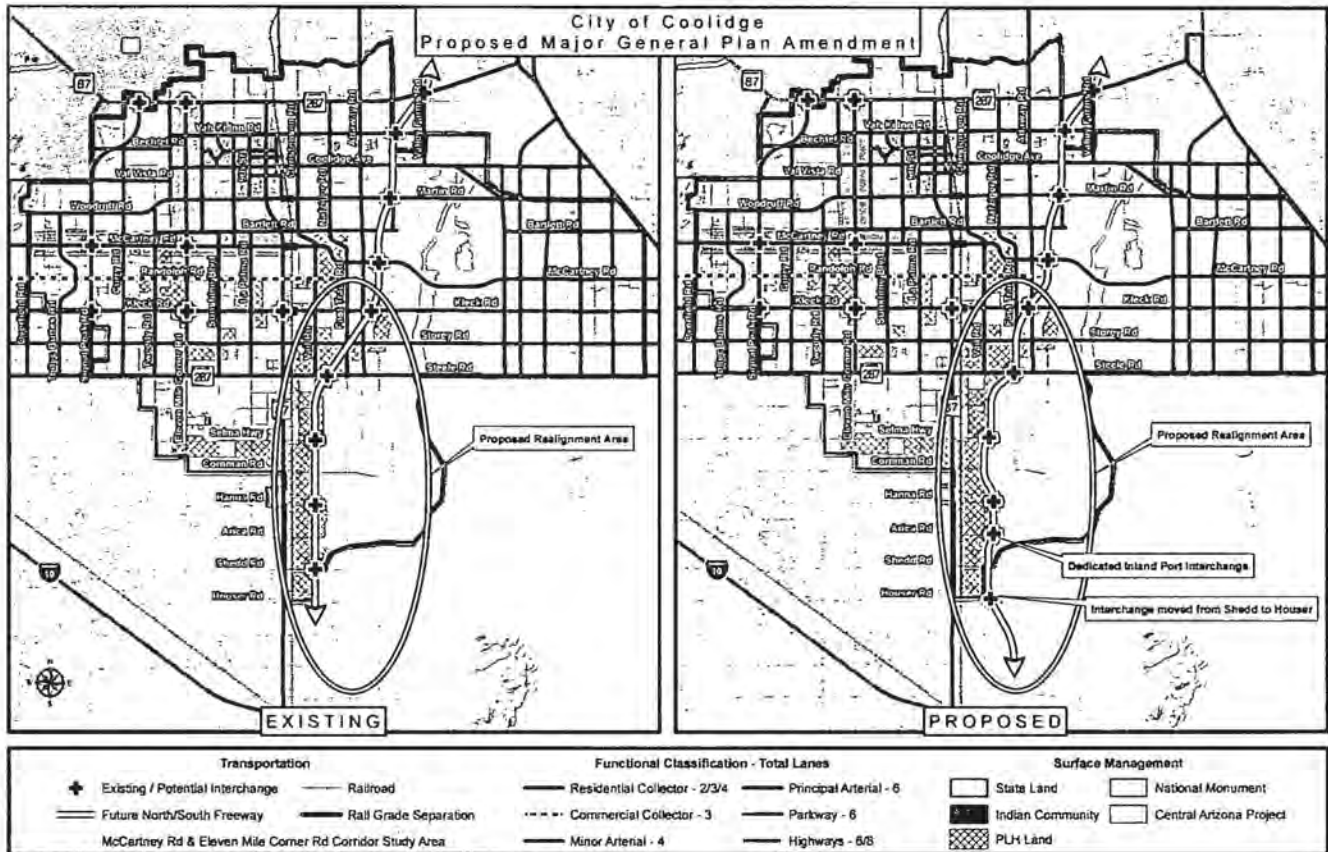
June 23, 2014 - 2025 General Plan "The Future Today" – Adopted by the Mayor and City Common Council and ratified by the voters at the November 4, 2014 General Election established a transportation element map and a process where these elements could be changed through either major or minor amendments. This proposed amendment qualifies as a Major Amendment which the Planning and Zoning Commission meet only once per year to consider these type of amendment requests.

### DISCUSSION

The proposed Major General Plan Amendment is being requested by the City of Coolidge to better facilitate a large scale inland port and industrial park near the southern end of the City's Planning Area Boundary.

The proposed realignment should have no adverse impact on the surrounding area or the General Plan as a whole as it is currently vacant and/or farmland. The majority owners of property involved have expressed an interest in developing the property and wishes to work with the City of Coolidge to do so; they have other land holdings within the City.

## CORRIDOR REALIGNMENT AREA MAP



### General Plan Amendment Review Criteria:

In considering applications for a Major General Plan Amendment, the Planning and Zoning Commission & City Council shall find that the following review criteria set forth in the current City's General Plan 2025 and in accordance with ARS 9-461.05 and 06 are substantially met as follows:

- 1) The pattern and distribution of land use categories in the existing General Plan provides an adequate number of optional sites for the type and intensity of land use proposed to be changed by the amendment.

***Not applicable to this amendment.***

- 2) The amendment would create an overall and long-term improvement of the General Plan for the entire community and will not create a short term benefit for an individual property owner and/or an exclusive class of property owners.

***The proposed amendment is requested because it will better allow development of large portions of land within the City's Planning Area and existing Corporate Limits. The eventual development of these lands will provided much needed economic activity and jobs, as well as future housing opportunities. The amendment will be in harmony with the land use policy figure in the General Plan Update.***

- 3) The amendment will not create an adverse impact on the community, or any part of the community by: a) significantly altering existing acceptable land use patterns; b) requiring increased levels of service for roads, sewer, water and/or other public services than are need to support the predominant land uses in the immediate area, and which may impact the ability or cost of providing services in other areas; c) significantly increasing traffic on existing facilities; d) impacting the health, safety and quality of life for existing residents

***Approval of this amendment will have a positive impact on the community and surrounding area. The freeway realignment in this area will not alter existing or accepted land use patterns and is consistent with previously adopted zoning and development plans. Future development of the area will ultimately increase traffic on existing roadways and may impact existing levels of service on these roads. Sewer, Water and other levels of public service will be required when this area is developed. There will be some increased traffic associated with the future development of this area and the developer(s) will be required to improve the roadway(s) to approved standards outlined in the City's approved master transportation plan.***

The amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

***Changing the preferred alignment of the North-South freeway and subsequent interchange modifications to this area is consistent with the overall intent of the General Plan 2025 as it provides for commercial and industrial development in the realignment area consistent with the Land Use Policy figure.***

|                                     |
|-------------------------------------|
| <b>PUBLIC NOTIFICATION/COMMENTS</b> |
|-------------------------------------|

Public hearing notification efforts for this request meet the requirements set out by City Code and ARS 9-461.06E. They include:

- 60-Day Review period for all Governmental Officials, Public Officials, County, School Districts, Public Land Management Agencies, Public Utility Companies, Professional, and other organizations sent on July 22, 2016.
- On September 21, 2016 the public hearing notice was published in the Coolidge Examiner for the Planning Commission meeting on October 5, 2016.

**Inquiries/Comments**

See attached

|                             |
|-----------------------------|
| <b>STAFF RECOMMENDATION</b> |
|-----------------------------|

Staff recommends approval of the Major General Plan Amendment, to modify portions of the preferred North-South freeway alignment, changing the preferred locations of two interchanges, and adding an additional interchange dedicated exclusively to inland port traffic, in accordance with the map included with this report.

## RESOLUTION NO. 16-30

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF COOLIDGE, ARIZONA, ADOPTING A MAJOR AMENDMENT TO THE 2025 GENERAL PLAN FOR THE CITY OF COOLIDGE, ARIZONA TO CHANGE PORTIONS OF THE CIRCULATION ELEMENT OF THE 2025 GENERAL PLAN BY CHANGING THE PREFERRED NORTH-SOUTH FREEWAY ALIGNMENT, CHANGING THE PREFERRED LOCATIONS OF TWO INTERCHANGES AND ADDING AN ADDITIONAL INTERCHANGE DEDICATED EXCLUSIVELY TO INLAND PORT TRAFFIC.**

**WHEREAS**, A.R.S. §9-461.06(H) provides that a major amendment to a city's general plan shall be approved by an affirmative vote of at least two-thirds of the legislative body, and that these amendments must be presented at a single public hearing during the calendar year during which the proposal is made; and

**WHEREAS**, the City has consulted with, advised and provided an opportunity for official comment by public officials and agencies, the county, appropriate school districts, associations of governments, public land management agencies, other appropriate government jurisdictions, public service corporations, civic educational, professional and other organizations, together with property owners and citizens; and

**WHEREAS**, at least sixty (60) days prior to the adoption of this Resolution, the City has provided a copy of the proposed Major Amendment to the 2025 General Plan for the review and further comment to:

1. Pinal County Planning Department
2. City of Casa Grande
3. Town of Florence
4. City of Eloy
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7. Central Arizona Association of Governments
8. Arizona State Land Department
9. Arizona Department of Water Resources
10. Eloy Chamber of Commerce
11. Florence Chamber of Commerce
12. Greater Casa Grande Chamber of Commerce
13. Casa Grande Union High School District
14. Casa Grande Elementary School District
15. Pinal County

16. Eloy Fire Department
17. Arizona Public Service
18. San Carlos Irrigation Project
19. Ho Ho Kam Irrigation Drainage District
20. Coolidge Unified School District
21. Pinal County School Offices
22. Florence Unified School District
23. Southwest Gas Corp
24. Santa Cruz Valley Union High School District
25. Eloy Elementary School District
26. Gila River Indian Community

**WHEREAS**, the Planning and Zoning Commission of the City having held a public hearing on the proposed Major Amendment to the 2025 General Plan on October 5, 2016, and notice of such hearing was published in the Coolidge Examiner not less than fifteen (15) days nor more than thirty (30) days prior to the hearing; and

**WHEREAS**, the Mayor and City Council held a public hearing on the proposed Major Amendment to the 2025 General Plan on November 14, 2016, and notice of such hearing was published in the Coolidge Examiner not less than fifteen (15) days nor more than thirty (30) days prior to the hearing; and

**WHEREAS**, the proposed Major Amendment would have the effect of changing portions of the Circulation Element of the 2025 General Plan by changing the City's preferred alignment corridor for the future North-South freeway and changing select preferred interchange locations on said freeway. The location of the proposed change is south of Randolph Road to the southern end of the City's Planning Boundary as shown in Exhibit A, which is attached hereto and incorporated herein by reference.; and

**WHEREAS**, the Mayor and City Council of the City of Coolidge, Arizona believe it is in the best interests of the City and citizens of the City of Coolidge that the 2025 General Plan Major Amendment be approved.

**NOW THEREFORE BE IT RESOLVED** by the Mayor and City Council of the City of Coolidge, Arizona as follows:

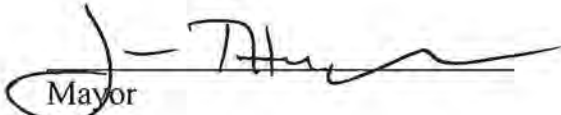
**Section 1.** That the Mayor and City Council of the City of Coolidge, Arizona find and determine that Notice has been given in the manner required by A.R.S. §9-461.06 of the proposal of the City to adopt a Major Amendment to the 2025 General Plan of the City of Coolidge and that each of the required publications have been made as required by law.

**Section 2.** That the proposed Major Amendment to the 2025 General Plan of the City of Coolidge, Arizona has been approved by an affirmative vote of at least two-thirds of the City Council as required by the general plan amendment process as outlined in A.R.S. §9-461.06(H).

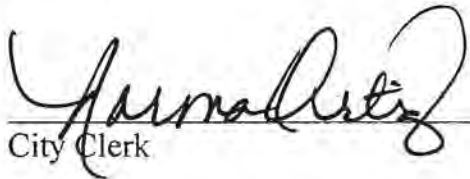
**Section 3.** That the City of Coolidge 2025 General Plan be amended to change portions of the Circulation Element of the 2025 General Plan by changing the City's preferred alignment corridor for the future North-South freeway and changing select preferred interchange locations on said freeway as shown on attached Exhibit A.

Passed and adopted by the Mayor and the City Council of the City of Coolidge, Arizona this 12<sup>th</sup> day of December, 2016.

APPROVED:

  
Mayor

ATTEST:

  
City Clerk

APPROVED AS TO FORM:

  
City Attorney

**EXHIBIT A**





SEP 06 2016  
SEP 6 2016

# CITY OF ELOY

COMMUNITY DEVELOPMENT DEPARTMENT  
PLANNING & ZONING ° BUILDING & SAFETY ° CODE ENFORCEMENT

September 1, 2016

City of Coolidge  
C/o Rick Miller, City Manager  
131 W. Pinkley Avenue  
Coolidge, AZ 85128

RE: City of Coolidge 2016 Major General Plan Amendment  
2025 General Plan Circulation Element-Transportation Plan Map

Dear Mr. Miller:

Thank you for your notification regarding the 60-Day Notice regarding City of Coolidge 2016 proposed Major General Plan Amendment. Staff has reviewed the proposed amendment and offers the following comments for your consideration:

**Alignment of the North-South Freeway.** The City of Eloy is supporting the alignment that brings the freeway through the City of Eloy on the existing alignment of State Route 87, as identified on the City of Eloy Circulation Map. As such, we recommend that your proposed future North/South Freeway alignment be shifted to the west, which will continue to be in conformance with the North-South Freeway corridors identified on the Pinal County Regionally Significant Routes for Safety & Mobility Map.

**Location of Fully Directional Freeway to Arterial Interchanges.** The City of Eloy is currently proposing the amendment of its Circulation Map to identify future North-South Freeway interchanges at the following arterial roads: Florence Boulevard, Selma Highway, Aztec Street (1/2 mi. street between Arica Street and Shedd Road), Houser Road and Alsdorf Road. We believe the Aztec alignment is a logical location to allow for an equi-distant interchange between Houser Road and Arica Road. We note that your proposal locates an interchange at Arica Road, which would only create a one mile interval between Hanna and Arica Roads.

We have included the Eloy General Plan Circulation Map (60-day review version) for your reference. If you have any questions or require additional information, please do not hesitate to contact me.

Regards,



Jon Vlaming  
Community Development Director

Cc: City of Coolidge Planning and Zoning Commission  
City of Coolidge Mayor and City Council, c/o City Clerk  
Andy Smith, Pinal County, Transportation Planning Principal Planner  
Gina Salinas, Pinal County, Transportation Planning Specialist  
Harvey Krauss, City of Eloy, City Manager  
Ken Martin, City of Eloy, Public Works Director/Engineer  
Lance Dunagan, City of Eloy Public Works Superintendent

1137 West Houser Road, Eloy, Arizona 85131 • 520/466-2578 • FAX 520/464-1438

"Right in the Heart of Arizona's Future"



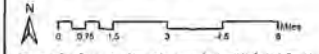
# Circulation Element Eloy General Plan

- Transportation Classes**
- Interstate
  - State Highway
  - Major Arterial
  - Minor Arterial
  - Two Lane Collector (Main St.)
  - ++ Union Pacific Railroad

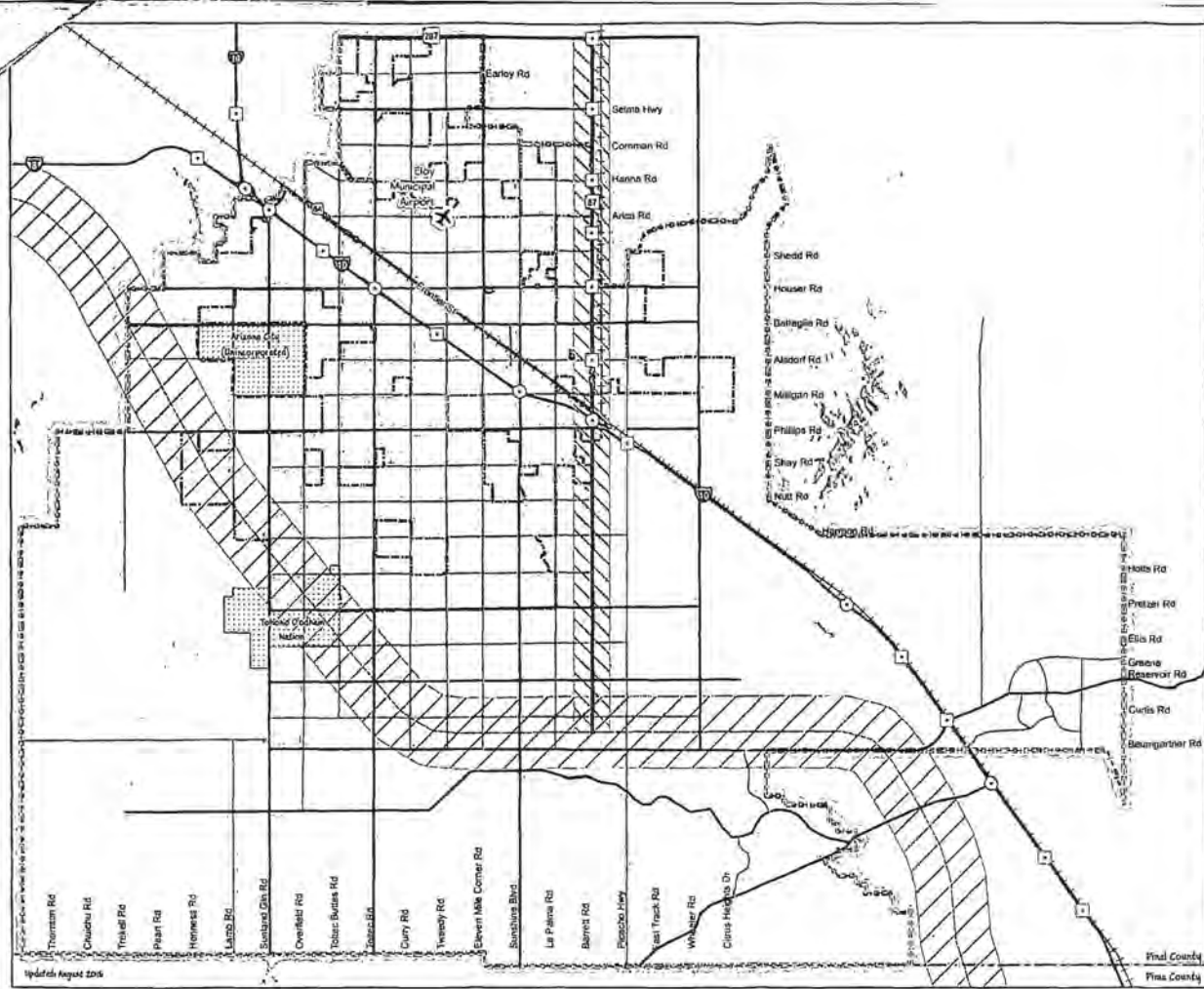
- Interchanges**
- Existing Interchange
  - Potential Interchange

- Proposed Transportation Corridors**
- ▨ Preferred North-South Corridor
  - ▨ Proposed West Pinal Freeway Corridor

- Municipal Boundaries**
- ⊕ Eloy City Limits
  - ⊕ Eloy Planning Area



This map is for reference only and has not been prepared or is suitable for legal, financial, engineering, or surveying purposes or commitments. While every effort has been made to ensure the accuracy and completeness, the City of Eloy, its officers, employees, and contractors, and its agents, assume no responsibility for errors, omissions, or inaccuracies presented. Any information derived from this map is the responsibility of the user. The City of Eloy shall have neither liability nor responsibility in any proceeding with respect to any direct or indirect loss or damage to the extent such is arising from the information on this map.



Updated August 2016

Louis Andersen  
Public Works Director

Scott Bender  
County Engineer



PINAL COUNTY  
*wide open opportunity*

Greg Stanley  
County Manager

August 10, 2016

Mr. Richard Miller  
Growth Management Director  
City of Coolidge  
131 W. Pinkley Ave.  
Coolidge, Arizona 85128

Re: General Plan Amendment – Inland Port Arizona

Dear Mr. Miller;

We are in receipt of your General Plan Amendment request dated July 14, 2016.

We are in agreement with the Coolidge's General Plan amendment, and support the change in alignment of the North-South Freeway. Keep in mind that the ultimate configuration will be determined by ADOT.

If you should have any questions please do not hesitate to contact me at (520) 866-6558 or [louis.andersen@pinalcountyyaz.gov](mailto:louis.andersen@pinalcountyyaz.gov).

Sincerely,

Louis Andersen

Cc: Scott Bender – Pinal County  
Himanshu Patel – Pinal County  
Andy Smith – Pinal County  
Victor Yang - ADOT

PUBLIC WORKS DEPARTMENT

31 North Pinal Street; Building F, PO Box 727 Florence, AZ 85132

T 520-509-3555 Hours M-F 8:00 am – 5:00 pm F 520-866-6511 [www.pinalcountyyaz.gov](http://www.pinalcountyyaz.gov)

**JLC FAMILY INVESTMENTS, LLC**

6859 E. Rembrandt Ave., Suite 125  
Mesa, AZ. 85212  
PHONE 480-988-3110 FAX 480-988-3059

September 9, 2016

City of Coolidge  
c/o Rick Miller, City Manager  
131 W. Pinkley Ave.  
Coolidge, AZ 85128

RE: City of Coolidge 2016 Major General Plan Amendment; 2025 General Plan Circulation Element –  
Transportation Plan Map

Mr. Miller

We have been made aware of the proposed changes in the City of Coolidge 2016 proposed Major General  
Plan Amendment and offer the following comments for your review and consideration:

**Kleck Rd. North-South Freeway Interchange.** We prefer an alignment in this area with the North-South  
Freeway interchange on Kleck Rd. about ¼ mile east of Attaway Rd.

**Coolidge Ave. North-South Freeway Interchange.** Coolidge Ave. is the major east/west route through  
the center of Coolidge. Therefore, we feel an interchange on the North-South Freeway should be located  
on Coolidge Ave.

**North-South Freeway Alignment Between Steele and Houser Roads.** We are supportive of a North-  
South Freeway alignment, between Steele and Houser Roads, that brings the freeway on the existing  
alignment of SR 87.

**Aztec St. North-South Freeway Interchange.** The City of Eloy is currently proposing an amendment of  
its Circulation Map which would locate a future North-South Freeway interchange at Aztec Street (1/2-mile  
street between Arica Street and Shedd Road). We support the City of Eloy's proposed amendment because  
the Aztec interchange would provide for an equi-distant interchange between Hanna and Houser Roads.  
We would also support the movement of the City of Coolidge's proposed "Dedicated Inland Port  
Interchange" to Aztec St.

Sincerely,



Todd Cooley  
Manager



# PLANNING AND ZONING COMMISSION

AGENDA

# 1

## STAFF REPORT

**TO:** PLANNING AND ZONING COMMISSION  
**FROM:** Rick Miller, Growth Management Director  
**MEETING DATE:** October 5, 2016 (Public Hearing)  
**SUBJECT:** **COOLPZ 16-07-04:** Major GPA modifying portions of the transportation element of the General Plan.

### REQUEST

**Request by** the City of Coolidge to modify portions of the preferred North-South freeway alignment, changing the preferred locations of two interchanges, and adding an additional interchange dedicated exclusively to inland port traffic.

**COOLPZ 16-07-04:** A Major General Plan Amendment submitted by the City of Coolidge changing the City preferred alignment corridor for the future North-South freeway and changing select preferred interchange locations on said freeway. The location of the proposed change is south of Randolph Rd to the southern end of the City's Planning Boundary.

### APPLICANT/OWNER

City of Coolidge  
130 W. Central Ave  
Coolidge, AZ 85128  
P: (602) 808-8600

### HISTORY

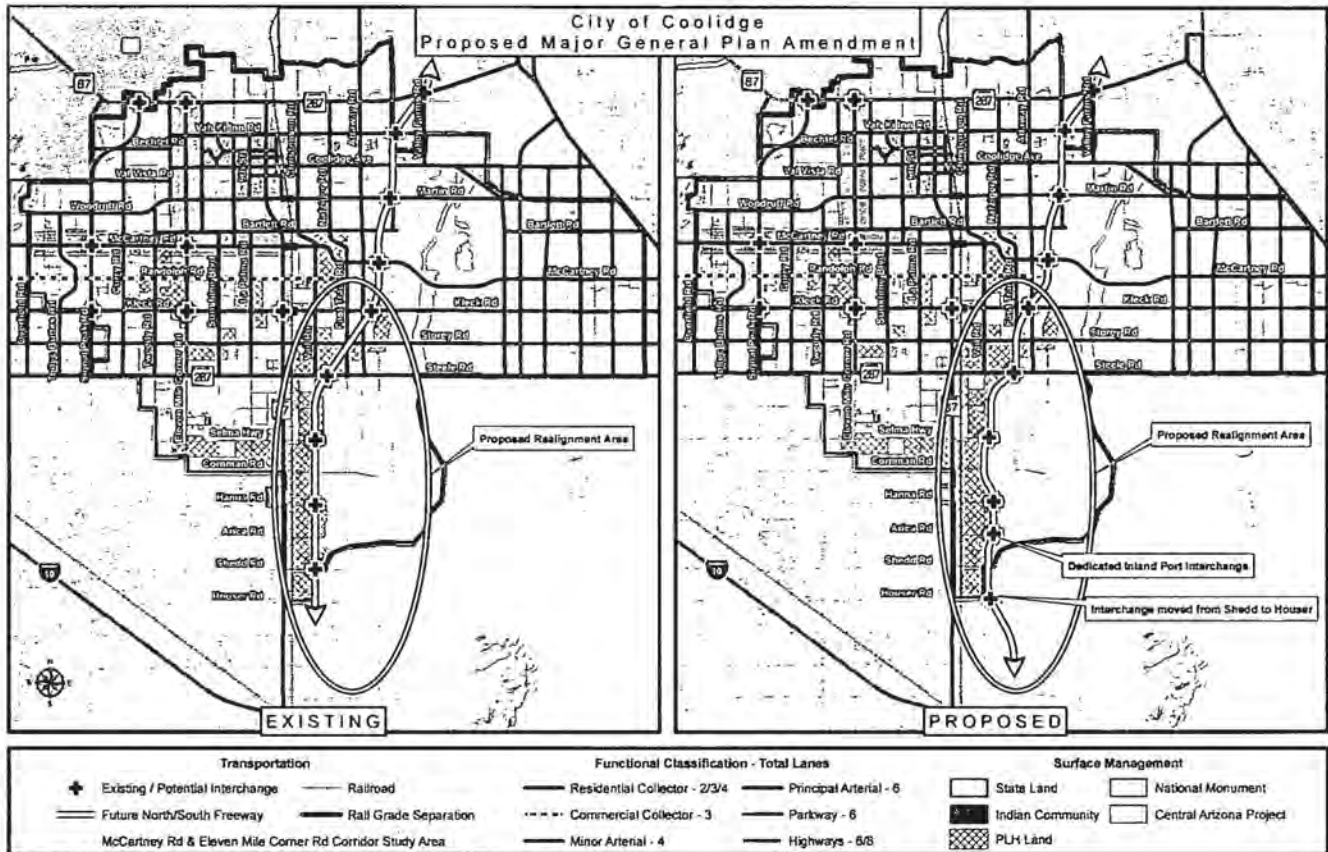
June 23, 2014 - 2025 General Plan "The Future Today" – Adopted by the Mayor and City Common Council and ratified by the voters at the November 4, 2014 General Election established a transportation element map and a process where these elements could be changed through either major or minor amendments. This proposed amendment qualifies as a Major Amendment which the Planning and Zoning Commission meet only once per year to consider these type of amendment requests.

### DISCUSSION

The proposed Major General Plan Amendment is being requested by the City of Coolidge to better facilitate a large scale inland port and industrial park near the southern end of the City's Planning Area Boundary.

The proposed realignment should have no adverse impact on the surrounding area or the General Plan as a whole as it is currently vacant and/or farmland. The majority owners of property involved have expressed an interest in developing the property and wishes to work with the City of Coolidge to do so; they have other land holdings within the City.

## CORRIDOR REALIGNMENT AREA MAP



### General Plan Amendment Review Criteria:

In considering applications for a Major General Plan Amendment, the Planning and Zoning Commission & City Council shall find that the following review criteria set forth in the current City's General Plan 2025 and in accordance with ARS 9-461.05 and 06 are substantially met as follows:

- 1) The pattern and distribution of land use categories in the existing General Plan provides an adequate number of optional sites for the type and intensity of land use proposed to be changed by the amendment.

***Not applicable to this amendment.***

- 2) The amendment would create an overall and long-term improvement of the General Plan for the entire community and will not create a short term benefit for an individual property owner and/or an exclusive class of property owners.

***The proposed amendment is requested because it will better allow development of large portions of land within the City's Planning Area and existing Corporate Limits. The eventual development of these lands will provided much needed economic activity and jobs, as well as future housing opportunities. The amendment will be in harmony with the land use policy figure in the General Plan Update.***

- 3) The amendment will not create an adverse impact on the community, or any part of the community by: a) significantly altering existing acceptable land use patterns; b) requiring increased levels of service for roads, sewer, water and/or other public services than are need to support the predominant land uses in the immediate area, and which may impact the ability or cost of providing services in other areas; c) significantly increasing traffic on existing facilities; d) impacting the health, safety and quality of life for existing residents

***Approval of this amendment will have a positive impact on the community and surrounding area. The freeway realignment in this area will not alter existing or accepted land use patterns and is consistent with previously adopted zoning and development plans. Future development of the area will ultimately increase traffic on existing roadways and may impact existing levels of service on these roads. Sewer, Water and other levels of public service will be required when this area is developed. There will be some increased traffic associated with the future development of this area and the developer(s) will be required to improve the roadway(s) to approved standards outlined in the City's approved master transportation plan.***

The amendment is consistent with the overall intent of the General Plan and other adopted plans, codes and ordinances.

***Changing the preferred alignment of the North-South freeway and subsequent interchange modifications to this area is consistent with the overall intent of the General Plan 2025 as it provides for commercial and industrial development in the realignment area consistent with the Land Use Policy figure.***

|                                     |
|-------------------------------------|
| <b>PUBLIC NOTIFICATION/COMMENTS</b> |
|-------------------------------------|

Public hearing notification efforts for this request meet the requirements set out by City Code and ARS 9-461.06E. They include:

- 60-Day Review period for all Governmental Officials, Public Officials, County, School Districts, Public Land Management Agencies, Public Utility Companies, Professional, and other organizations sent on July 22, 2016.
- On September 21, 2016 the public hearing notice was published in the Coolidge Examiner for the Planning Commission meeting on October 5, 2016.

**Inquiries/Comments**

See attached

|                             |
|-----------------------------|
| <b>STAFF RECOMMENDATION</b> |
|-----------------------------|

Staff recommends approval of the Major General Plan Amendment, to modify portions of the preferred North-South freeway alignment, changing the preferred locations of two interchanges, and adding an additional interchange dedicated exclusively to inland port traffic, in accordance with the map included with this report.



# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] City of Casa Grande,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does not wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date:

12/16/16

Name of Organization:

City of Casa Grande

Agency contact  
for this project:

Duane S. Eitel, P.E.

Address:

3181 N. Lear Ave, Casa Grande, AZ 85197

Email Address:

deitel@casagrandeaz.gov

Phone Number:

480-600-2091

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S. 17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Salt River Project,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or;

No, the [complete agency name] \_\_\_\_\_,  
does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: 12.21.10

Name of Organization: Salt River Project  
Agency contact  
for this project: Janeen Rokovit

Address: P.O. Box 52025 Phoenix AZ

Email Address: janeen.rokovit@srpnet.com 85072-2025

Phone Number: 602.236.2679

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



January 24, 2017

Victor Yang, P.E.  
Project Manager  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue MD605E  
Phoenix, AZ 85007

***Re: 999-A(365)X  
TRACS No. 999 PN 000 H7454  
North-South, US 0 to I-10  
North-South Corridor Tier 1 EIS  
Coordination Plan for Agency and Public Involvement***

Dear Victor,

Thank you for providing the North-South Corridor Tier 1 EIS Coordination Plan for review and solicitation for comments. Since no portions of the airport are within the proposed project area, Phoenix-Mesa Gateway Airport Authority (PMGAA) does not have any jurisdiction or authority with respect to the project. PMGAA would request to remain a stakeholder in this coordination plan, as well as through the duration of the EIS. PMGAA believes that the planned North-South Corridor, combined with the extension of, and connection to State Route 24, plays a significant role in the continued development of the Phoenix-Mesa Gateway Airport area. Planned transportation connections are a key component for that success.

While PMGAA does not have a preference as to where the roadway will start south from US 60, to help ensure the growth and development of the Gateway region PMGAA respectfully requests ADOT's considerations for:

- The interchange/connection between the North-South Corridor Roadway and State Route 24
- State Route 24 extension design and construction to the North-South Corridor Roadway interchange
- Construct the North-South Corridor Roadway, State Route 24 extension and connecting interchange in a coordinated timeline
- Ellsworth Road & Williams Field Road connectivity from westbound State Route 24 to provide access to planned airport facilities for North-South Corridor traffic

Thank you for the opportunity to provide comment on the North-South Corridor's next phase. PMGAA welcomes the opportunity to further discuss and work with ADOT, and associated agencies, on these important regional projects.

Sincerely,

Tony Bianchi, C.M.  
Airport Planner

Cc: Rebecca Yedlin

Louis Andersen  
Public Works Director

Scott Bender  
County Engineer



Greg Stanley  
County Manager

February 3, 2017

Mr. Victor Yang P.E  
Major Projects Group Manager  
Multimodal Planning Division  
205 S.17<sup>th</sup> Ave, MD605E  
Phoenix, AZ 85007

Re: North South (& SR 24) Study Tier 1 EIS (999 PN 000 H7454 01L/ STP-999-A (365) (X)

Dear, Mr. Yang;

We appreciate all the time, energy, and resources that you and the North South Project Team have been doing for the identification of a preferred corridor. Pinal County has participated in the studies for the last ten years.

Pinal County is very interested in identifying a preferred corridor and feel that the Tier I Environmental Impact Statement (EIS) could be the tool to identification of a preferred corridor. We are aware there have been similar studies throughout the Country that create a "working-alignment" at a 400 feet wide corridor. We are not suggesting that the culturally sensitive areas and other environmental impacts be confined to the 400 feet corridor. However, we know there has been multiple environmental research efforts conducted and believe that refinement to a 400 feet wide corridor is feasible while preserving the culturally sensitive properties. We also understand a Tier II effort in the future will be performed to recommend a preferred alignment.

Thank you for your consideration and we continue to support the north south study efforts. Please feel free to contact me at (520) 866-6407.

Sincerely,

Andrew Smith – sent by email  
Planning Supervisor

Cc: Greg Stanley  
Louis Andersen  
Scott Bender  
Michael LaBianca HDR  
Aryan Lirange FHWA  
Paul O'Brien ADOT EPG

**PUBLIC WORKS DEPARTMENT**

31 North Pinal Street, Building F, PO Box 727 Florence, AZ 85132

T 520-509-3555 **Hours** M-F 8:00 am – 5:00 pm F 520-866-6511 [www.pinalcountyaz.gov](http://www.pinalcountyaz.gov)

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the *[complete agency name]* Phoenix-Mesa Gateway Airport Authority, wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental Impact Statement (EIS).

Or;

No, the *[complete agency name]* \_\_\_\_\_, does **not** wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be listed as a stakeholder agency and continue to receive information on the project.

Date:

2/22/17

Name of Organization: Phoenix-Mesa Gateway Airport Authority

Agency contact  
for this project:

Tony Bianchi, Airport Planner

Address:

5835 South Sossaman Road

Email Address:

tbianchi@gatewayairport.com

Phone Number:

480-988-7649

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov

**From:** [Rohovit Janeen C](#)  
**To:** [LaBianca, Michael](#); [Victor Yang \(VYang@azdot.gov\)](#)  
**Cc:** [Hardin Floyd E](#); [Lubandi Elijah B](#); [Laurence Alexis R](#); [Henley Bryce L](#)  
**Subject:** FW: North South Corridor Study / H7454 01L ADOT / LJ62657  
**Date:** Tuesday, February 21, 2017 12:18:48 PM  
**Attachments:** [image001.png](#)  
[20160329101211573.pdf](#)  
[EHV Setup Areas 030211.pdf](#)  
[69KV Setup Areas 030911.pdf](#)

---

Hello Michael and Victor,

Writing in response to submitting comments for the Tier1 EIS by February 21st, SRP is resubmitting the attached. We recognize it is very likely you have already integrated these items but, we are submitting on the off chance that has not occurred.

We are happy to address any questions.

Thank you, Janeen

---

**From:** Lubandi Elijah B  
**Sent:** Friday, February 17, 2017 3:46 PM  
**To:** Rohovit Janeen C <[Janeen.Rohovit@srpnet.com](mailto:Janeen.Rohovit@srpnet.com)>  
**Cc:** Laurence Alexis R <[Alexis.Laurence@srpnet.com](mailto:Alexis.Laurence@srpnet.com)>; Hardin Floyd E <[Floyd.Hardin@srpnet.com](mailto:Floyd.Hardin@srpnet.com)>; Henley Bryce L <[Bryce.Henley@srpnet.com](mailto:Bryce.Henley@srpnet.com)>  
**Subject:** FW: North South Corridor Study / H7454 01L ADOT / LJ62657

Hello Janeen,

Below is the last formal communication we shared with the ADOT team regarding potential conflict points. I have also attached the markup as well as the exhibits that we shared so they would “self-police” as they explored their route options.

Thanks and have a great weekend.

*Elijah Lubandi*

**SRP – Transmission Line Asset Management**

**Mail Station: EVS 119**

**7050 E. University Drive**

**Mesa, AZ 85207**

**Phone: (602) 236-3794**

**Cell: (310) 844-3163**

“The best preparation for tomorrow is doing your best today.” **H. Jackson Brown, Jr**

---

**From:** Victor Yang [<mailto:VYang@azdot.gov>]  
**Sent:** Thursday, March 31, 2016 10:10 AM  
**To:** Lubandi Elijah B <[Elijah.Lubandi@srpnet.com](mailto:Elijah.Lubandi@srpnet.com)>  
**Cc:** Damron Troy G <[Troy.Damron@srpnet.com](mailto:Troy.Damron@srpnet.com)>; Donahue Jolie M <[Jolie.Donahue@srpnet.com](mailto:Jolie.Donahue@srpnet.com)>; Palomino Ernest J <[Ernest.Palomino@srpnet.com](mailto:Ernest.Palomino@srpnet.com)>; Stewart Floyd W <[Floyd.Stewart@srpnet.com](mailto:Floyd.Stewart@srpnet.com)>; Johnsen William M (Bill) <[Bill.Johnsen@srpnet.com](mailto:Bill.Johnsen@srpnet.com)>; Rohovit Janeen C <[Janeen.Rohovit@srpnet.com](mailto:Janeen.Rohovit@srpnet.com)>; Hardin Floyd E <[Floyd.Hardin@srpnet.com](mailto:Floyd.Hardin@srpnet.com)>; Hays Donald T (Don) <[Don.Hays@srpnet.com](mailto:Don.Hays@srpnet.com)>; Reber Norman R (Norm) <[Norm.Reber@srpnet.com](mailto:Norm.Reber@srpnet.com)>; Unser Mike D <[Mike.Unser@srpnet.com](mailto:Mike.Unser@srpnet.com)>; Callahan Tami A <[Tami.Callahan@srpnet.com](mailto:Tami.Callahan@srpnet.com)>;

Earwood Ryan D <[Ryan.Earwood@srpnet.com](mailto:Ryan.Earwood@srpnet.com)>; Laurence Alexis R <[Alexis.Laurence@srpnet.com](mailto:Alexis.Laurence@srpnet.com)>

**Subject:** RE: North South Corridor Study / H7454 01L ADOT / LJ62657

Elijah,

Thank you for the information. This is very helpful data for our reference. Once NS study moves to the next level of detail and we are ready to share the information with stakeholders, my team will coordinate with your group with more refined information.

Thanks again,

Victor Yang P.E.

**Major Projects Group Manager**

Multimodal Planning Division

205 S.17<sup>th</sup> Ave, MD605E

Phoenix, AZ 85007

Direct (602) 712-8715

Fax (602) 712-8992

[Vyang@azdot.gov](mailto:Vyang@azdot.gov)



---

**From:** Lubandi Elijah B [<mailto:Elijah.Lubandi@srpnet.com>]

**Sent:** Thursday, March 31, 2016 9:58 AM

**To:** Victor Yang

**Cc:** Damron Troy G; Donahue Jolie M; Palomino Ernest J; Stewart Floyd W; Johnsen William M (Bill); Rohovit Janeen C; Hardin Floyd E; Hays Donald T (Don); Reber Norman R (Norm); Unser Mike D; Callahan Tami A; Earwood Ryan D; Laurence Alexis R

**Subject:** RE: North South Corridor Study / H7454 01L ADOT / LJ62657

Hello Victor,

Attached is a more detailed redline of your latest route study area as it relates to SRP's 69kV/115kV/230kV/500kV facilities from Transmission Line Asset Management. Please note that as you refine and narrow down your route selection, we shall be able to more clearly identify the locations that might create conflicts between your route proposal and the existing and future SRP EHV facilities. We shall at some point need to clearly identify the SRP easement boundaries, as well as surveyed structure locations as they relate to the proposed routes in order to evaluate any potential mitigation plans as the route selection evolves.

I have attached two exhibits that illustrate the design offsets from our facilities that will assist your team as they evaluate the potential route options. There are some facilities that have not been built yet, and are in the design phase. I am hopeful that by the time you get to narrowing the route selections we shall have completed design with structure locations identified, that we shall be able to use as reference to evaluate compatibility with your proposed design that might need to co-exist with SRP's EHV facilities.

Please advise if you have any questions and we shall be glad to assist. Also please refer any questions related to SRP's Distribution conflicts 12kV and below to Ryan Earwood @ 602-236-4128, Water facilities to Susana Ortega @ 602-236-5799, Communication facilities to Damron Troy @ 602-236-8503, and Substation to Floyd Stewart @ 602-236-3727.

Sincerely

*Elijah Lubandi*

## SRP – Transmission Line Asset Management

Mail Station: EVS 119

7050 E. University Drive

Mesa, AZ 85207

Phone: (602) 236-3794

Cell: (310) 844-3163

---

**From:** Victor Yang [<mailto:VYang@azdot.gov>]  
**Sent:** Monday, March 07, 2016 9:00 AM  
**To:** Laurence Alexis R <[Alexis.Laurence@srpnet.com](mailto:Alexis.Laurence@srpnet.com)>  
**Cc:** Damron Troy G <[Troy.Damron@srpnet.com](mailto:Troy.Damron@srpnet.com)>; Lubandi Elijah B <[Elijah.Lubandi@srpnet.com](mailto:Elijah.Lubandi@srpnet.com)>; Donahue Jolie M <[Jolie.Donahue@srpnet.com](mailto:Jolie.Donahue@srpnet.com)>; Palomino Ernest J <[Ernest.Palomino@srpnet.com](mailto:Ernest.Palomino@srpnet.com)>; Stewart Floyd W <[Floyd.Stewart@srpnet.com](mailto:Floyd.Stewart@srpnet.com)>; Johnsen William M (Bill) <[Bill.Johnsen@srpnet.com](mailto:Bill.Johnsen@srpnet.com)>  
**Subject:** RE: North South Corridor Study / H7454 01L ADOT / LJ62657

\*\*\*SRP EXTERNAL WARNING: THINK BEFORE TAKING ANY ACTION WITH UNEXPECTED EMAILS. REPORT ANYTHING SUSPICIOUS.\*\*\*

---

Thank you all for your inputs on this subject.

Best,

Victor Yang P.E.

### Major Projects Group Manager

Multimodal Planning Division

205 S.17<sup>th</sup> Ave, MD605E

Phoenix, AZ 85007

Direct (602) 712-8715

Fax (602) 712-8992

[Vyang@azdot.gov](mailto:Vyang@azdot.gov)



---

**From:** Laurence Alexis R [<mailto:Alexis.Laurence@srpnet.com>]  
**Sent:** Monday, March 07, 2016 8:44 AM  
**To:** Victor Yang  
**Cc:** Damron Troy G; Lubandi Elijah B; Donahue Jolie M; Palomino Ernest J; Stewart Floyd W; Johnsen William M (Bill)  
**Subject:** RE: North South Corridor Study / H7454 01L ADOT / LJ62657

Victor,

Thank you for submitting your updated plans. Your plans have been reviewed and I've included updated comments below.

| Response Group                               | Conflict Type      | Comment   | Responder |
|--|--------------------|---|-----------|
| Communications Engineering                   | No Conflict        |   | TGDAMRON  |
| Distribution Planning                        | No Conflict        |   | EJPALOMI  |
| Customer and System Improvement Distribution | Potential Conflict |   | JMDONAHU  |
| Land   | Potential Conflict | Facilities in land rights.                        | ARLAUREN  |
|  |                    | 1. Still in preliminary stage of route selection. |           |



|                        |                    |  |          |
|------------------------|--------------------|--|----------|
| Line Asset Management  | Potential Conflict | 2. Potential conflicts to be resolved as project develops. 3. Floyd and Elijah will process for TLAM.  | EBLUBAND |
| Substation Maintenance | Potential Conflict | Dinosaur sub is shown on DWG No U-2.10, our current access is Germann Rd. from Schnepf Rd. The proposed western alternative is shown between the substation and Schnepf and does not show a connection to Germann. What would be our access to the substation? | FWSTEWAR |

In addition to the comments above regarding existing facilities, I also received these comments regarding proposed transmission facilities:

**ADOT's proposed western corridor shown on the attached sheet may have a potential conflict with our new Abel-Pfister-Ball 230kV line. It will be a double circuit 230kV line underbuilt with a double circuit 69kV line. The crossing is in the SW quarter of Section 26, T3 South, R8 East on the north side of the Magma Arizona Railroad.**

**We will need to make sure we have our NESC minimum line clearances met. If the freeway is going to be elevated to go over the Magma Railroad, our proposed line most likely will have to be raised from its current design, as will our existing 500/230kV line on the south side of the RR.**

Contact information for these individuals is included on the attached list. The individuals listed above will work with you to resolve specific issues related to their facilities. Please continue to submit updated plans for review

Thank you again for utilizing our plan review process!

**Alexis Laurence** | Land Management Agent | Salt River Project  
 Mail Station PAB 348 | P.O. Box 52025 | Phoenix | AZ 85072-2134  
 Phone: (602) 236-3532 | Fax: (602) 236-8193 | [Alexis.Laurence@srpnet.com](mailto:Alexis.Laurence@srpnet.com)

---

**From:** Laurence Alexis R  
**Sent:** Monday, December 28, 2015 12:22 PM  
**To:** 'VYang@azdot.gov'  
**Cc:** Damron Troy G; Lubandi Elijah B  
**Subject:** North South Corridor Study / H7454 01L ADOT / LJ62657

Thank you for submitting your plans through the SRP Land Department's Initial Plan Review process. Your plans have been reviewed to determine possible conflicts with existing SRP facilities. The following SRP facility types are located within the scope of your project. Included with the facility type is the SRP department and individual who is responsible for the further review of your project and any specific issues which need to be addressed.

| Response Group             | Conflict Type      | Comment  | Responder |
|----------------------------|--------------------|--|-----------|
| Communications Engineering | No Conflict        |  | TGDAMRON  |
| Land                       | Potential Conflict | Facilities in land rights.   | ARLAUREN  |
| Line Asset Management      | Potential Conflict | 1. Still in preliminary stage of route selection.<br>2. Potential conflicts to be resolved as project develops. 3. Floyd and Elijah will process for TLAM. | EBLUBAND  |

Contact information for these individuals is included on the attached list. I will be the Land Agent facilitating the resolution of land right issues and any required documentation to complete the review and approval of your proposed improvements relative to SRP facility conflicts. My contact information is included below. The individuals listed above will work with you to resolve specific issues related to their facilities. If you have an SRP plan submittal web site, please submit subsequent

plans/revisions through the new project site you initially created for this specific project. If you do not have an SRP plan submittal web site then subsequent plans should be delivered to **the DMS Coordinator. The DMS Coordinator can be contacted via email at [workflow@srpnet.com](mailto:workflow@srpnet.com). The DMS Coordinator can also assist you to establish your company plan submittal web site.**

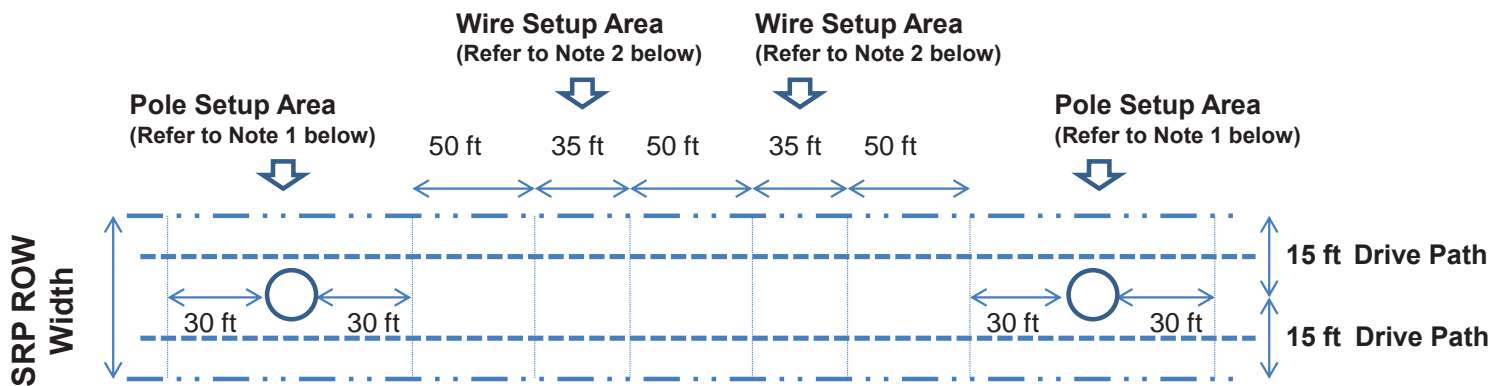
Thank you again for utilizing our plan review process! We look forward to the successful review and approval of your project.

**Alexis Laurence** | Land Management Agent | Salt River Project  
Mail Station PAB 348 | P.O. Box 52025 | Phoenix | AZ 85072-2134  
Phone: (602) 236-3532 | Fax: (602) 236-8193 | [Alexis.Laurence@srpnet.com](mailto:Alexis.Laurence@srpnet.com)

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## SRP TRANSMISSION ROW MAINTENANCE SETUP AREAS Applicable to 69KV



### Legend



Pole



ROW Boundary

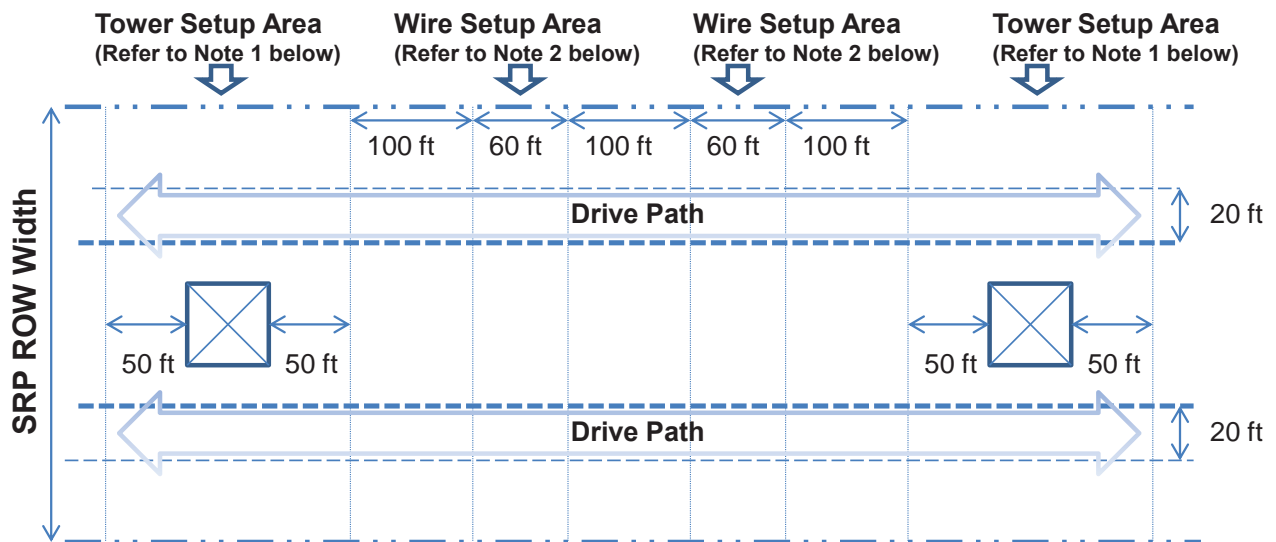


Wires

### Notes

1. Pole Setup Areas are defined as a rectangular area 30 ft on each side of the face of pole by the width of the easement. Unobstructed "high and dry" access is required 24/7.
2. Wire Setup Areas are defined as a rectangular area 35 ft long by the width of easement, repeating every 50 ft between the Pole Setup Areas.
3. Wire and Pole Setup Areas must be clear of above grade improvements with a 20:1 max slope.
4. Below Grade improvements within Setup Areas are reviewed on a case by case basis. Prior written Consent by SRP is required.
5. SRP requires an unobstructed "high and dry" equipment drive path, 15 ft wide with a 20:1 max slope, running parallel to the wires for the entire length of the easement on both sides of the Poles (if double circuit).
6. Refer to *SRP Design Guidelines for Proposed Improvement in Transmission ROW* for more details, including requirements for Point Load Calculations and Pole Stability Study submittals to SRP.

## SRP TRANSMISSION ROW MAINTENANCE SETUP AREAS Applicable to 115KV, 230KV & 500KV



### Legend



Tower / Pole



ROW Boundary



Wires

### Notes

1. Tower / Pole Setup Areas are defined as a rectangular area 50 ft on each side of the outside tower legs or face of pole by the width of the easement. Unobstructed "high and dry" access is required 24/7.
2. Wire Setup Areas are defined as a rectangular area 60 ft long by the width of easement, repeating every 100 ft between the Tower / Pole Setup Areas.
3. Wire and Pole Setup Areas must be clear of above grade improvements with a 20:1 max slope.
4. Below Grade improvements within Setup Areas are reviewed on a case by case basis. Prior written Consent by SRP is required.
5. SRP requires an unobstructed "high and dry" equipment drive path, 20ft wide with a 20:1 max slope, running parallel to the wires for the entire length of the easement on both sides of the Towers / Poles.
6. Refer to *SRP Design Guidelines for Proposed Improvement in Transmission ROW* for more details, including requirements for Point Load Calculations and Pole Stability Study submittals to SRP.



# City of Coolidge

130 West Central Avenue

Coolidge, Arizona 85128

Phone: (520) 723-5361

TDD: (520) 723-4653 / Fax: (520) 723-7910

July 19, 2017

North South Corridor Study Team

## City of Coolidge Comments

Using the current Highway 87 Right-of-Way South of Coolidge to Interstate 10 is not an appropriate route for the North South Freeway Corridor for the following reasons:

The highway parallels the Union Pacific Railroad approximately 1,350 feet apart. The cost of establishing future grade separated interchanges and non-interchange crossings over both of these facilities would be cost prohibitive. On and off ramp design with the railroad conflict would be difficult and costly.

The current 1,350 depth from Highway 87 to the Union Pacific Railroad is an excellent location for light and heavy industrial uses that will have a positive economic benefit to the region. Placing a freeway on this highway will virtually eliminate that potential.

Placing a freeway over the current two lane highway will only net two lanes of traffic. Placing the freeway east of the Union Pacific Railroad in the vicinity of the Vail Road alignment will provide greater capacity for traffic by maintaining the existing Highway 87 for local traffic. Highway 87 could also be used as a detour route if there is a serious accident on the freeway. Highway 87 will likely be widened in the future to four or six lanes serving as a local major arterial street.

The proposed Arizona Inland Port and Pinal Logistics Park lying east of the Union Pacific Railroad will be one of the major economic development hubs of the South West Region. Placing a future freeway along the East side of this development, as designed in the preliminary development plan, provides excellent transportation access to the development for the thousands of employees that will be working in this area as well as the freight access out of the inland port to markets.

There are fewer utility conflicts on the route East of the Union Pacific Railroad near the Vail Road alignment.

---

The City of Coolidge General Plan Transportation Map identifies the freeway corridor to the East of the Union Pacific railroad consistent with the Arizona Inland Port and Pinal Logistics Park. The Coolidge Mayor and City Council negotiated and approved a development agreement with the City of Mesa and Pinal Land Holdings giving support for the North South Freeway as shown in the City General Plan.

The Highway 87 route supported by the City of Eloy may be contrary to pre-annexation development agreements they negotiated with developers of the proposed Orchards at Picacho and Orchard Hills Planned Area Developments. These documents should be evaluated and the owners of these projects should be consulted.

The City of Eloy previously supported a project called "Arizona TransPort" which is shown on a map of proposed developments on the Eloy Website under *Departments>Community Development>Documents,Forms and Maps>Proposed developments*. This unsuccessful project was proposed by Colorado Springs based Schuck Corporation and is in the exact same location that the City of Coolidge successfully annexed for the Arizona Inland Port and Pinal Logistics Park. Attached is an article from the Arizona Daily Star which references this project and the City of Eloy's support for it.

The City of Coolidge appreciates the efforts by ADOT and its consultants to gain public input in this corridor study effort. The Mayor and City Council have gone on record supporting a preferred alignment through the Coolidge Planning Area by passing a Resolution which has previously been provided to ADOT.

Please give me a call if you have any questions about the points of consideration outlined in this letter.

Sincerely,



Rick Miller  
City Manager

Cc: Mayor and City Council members



## Office of the Mayor

130 West Central Avenue

Coolidge, Arizona 85128

Phone: (520) 723-5361

TDD: (520) 723-4653 / Fax: (520) 723-7910

**City of Coolidge**  
**Jon Thompson, Mayor**

---

September 28, 2017

North South Corridor Study Team

**City of Coolidge Comments Tier 1, Western Alternative W3, E3c/d, and W4 on ADOT map dated 8/3/2017**

In summary, the City of Coolidge **strongly opposes** the proposed late changes (new western alignment-cultural avoidance resource area) to the currently adopted routes through the City of Coolidge, established through an extensive public process.

The City of Coolidge conducted an extensive North South Freeway alignment review process to ensure that all stakeholders had input into the alternative routes that were proposed for consideration. This also recognized our community efforts to plan for the utilization of these properties to their best potential from a land use and economic development standpoint. Because our community is located in a growth corridor, the planning for these properties was established before the latest recession. A majority of properties affected by the North South Freeway were planned and entitled taking into account the proximity of the proposed alignment.

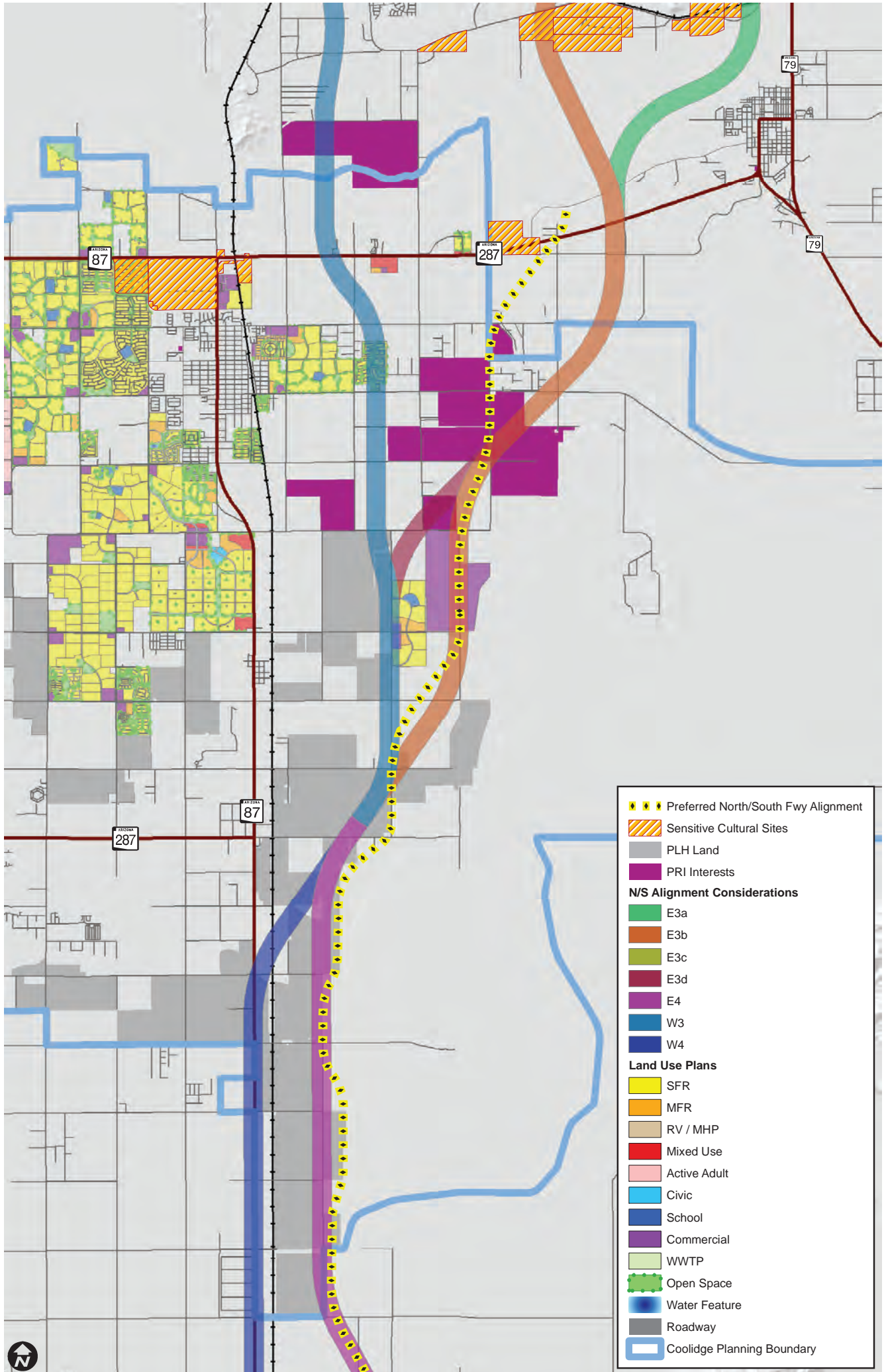
Likewise, the new western alternative would disrupt a high number of existing and planned residential developments (PAD's) that are existing now or will be in the future. We have highlighted those developments on the attached map.

We also believe this new proposal would negatively impact our future Mall development agreement entered into with WESTCOR (now Maserich Co.), which was developed on the original proposed freeway route adopted by the City Council, many years ago.

The City of Coolidge appreciates the ongoing efforts by ADOT and their consultants to solicit public input for the North South Freeway alignment. Please call us if you have any questions.

Sincerely

Mayor Jon Thompson





## LaBianca, Michael

---

**From:** Victor Yang <VYang@azdot.gov>  
**Sent:** Monday, December 18, 2017 11:38 AM  
**To:** Tony Bianchi  
**Cc:** LaBianca, Michael; ADOT NSCS  
**Subject:** RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

**Categories:** REVIEWED

Tony,

Thank you for coordinating with me on this potential concern. We will consider this as we develop and evaluate the alternatives.

Thanks Again!

Victor Yang P.E.  
**Major Projects Group Manager**  
Multimodal Planning Division  
205 S.17<sup>th</sup> Ave, MD605E  
Phoenix, AZ 85007  
Direct (602) 712-8715  
Fax (602) 712-8992  
[Vyang@azdot.gov](mailto:Vyang@azdot.gov)



---

**From:** Tony Bianchi [mailto:TBianchi@gatewayairport.com]  
**Sent:** Monday, December 18, 2017 11:01 AM  
**To:** Victor Yang  
**Cc:** Bob Draper  
**Subject:** RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good Morning Victor:

One item that I made note of during the recent stakeholder's call was the W1a & W1b alignment located near the Rittenhouse Auxiliary Airfield which the AZ Army National Guard may be concerned with the proximity of the possible freeway for their practice operations (helicopter).

The FAA and Gateway Airport completed a siting study a couple years ago to relocate our current Airport Surveillance Radar (ASR) on the airport to a site @ Rittenhouse as well. By moving the radar facility it will enable Gateway to develop 700 acres on the airport's east side and will close a radar coverage gap between portions of Phoenix and Tucson due to the Santan Mountains. While no timetable for the move has been finalized yet, I wanted to share this consideration with you as well, so that as you work towards alignments Gateway will also have a vested interested to not create any obstruction, or potential radar coverage gap, that highway construction and placement could possibly have. Down the

road this is an item we would want to coordinate with ADOT on if one of the west alignments was selected. But for now, I wanted to make you aware of this selected site and possible facility @ Rittenhouse.  
Let me know if you'd need any more information, or if this email could constitute additional participating agency contact from our original letter submitted.

Thanks,  
Tony Bianchi, GISP, C.M.  
Airport Planner  
Phoenix-Mesa Gateway Airport Authority  
5835 South Sossaman Road  
Mesa, Arizona 85212-6014  
Office: 480-988-7649  
Fax: 480-988-2315  
[tbianchi@gatewayairport.com](mailto:tbianchi@gatewayairport.com)  
[www.gatewayairport.com](http://www.gatewayairport.com)

Please be advised that our office hours are Monday - Thursday 7 a.m. to 6 p.m. We are closed Fridays.

---

**From:** Victor Yang [<mailto:VYang@azdot.gov>]  
**Sent:** Friday, December 15, 2017 11:06 AM  
**To:**  
**Subject:** RE: North South Corridor Study H7454 01L/STP 999-A(365)X - Agency Stakeholder Meeting

Good Morning,

Thank you for attending yesterday's Stakeholder Agency Meeting.  
During the meeting yesterday we discussed about the Cooperating and Participating Agencies Corridor Preference Form. This is one of the attachments that I emailed to all of you on 12/13/2017 (one of the four email attachments of meeting material). I have attached this form in this email again. This form provides another opportunity for all cooperating and participating agencies on this project to submit comments on their preferred corridor alignments. The deadline for submitting is 12/28/2017 (one per agency).  
If you have any questions please feel free to contact me.

Happy Holiday!

Victor Yang P.E.  
**Major Projects Group Manager**  
Multimodal Planning Division  
205 S.17<sup>th</sup> Ave, MD605E  
Phoenix, AZ 85007  
Direct (602) 712-8715  
Fax (602) 712-8992  
[Vyang@azdot.gov](mailto:Vyang@azdot.gov)



---

**From:** Victor Yang  
**Sent:** Wednesday, December 13, 2017 4:13 PM  
**To:**

Good afternoon,

Attached meeting material for tomorrow Agency Stakeholder meeting. Skype Link and parking direction is included in the meeting invite sent to you earlier. Look forward to seeing you.

Best,

Victor Yang P.E.

**Major Projects Group Manager**

Multimodal Planning Division

205 S.17<sup>th</sup> Ave, MD605E

Phoenix, AZ 85007

Direct (602) 712-8715

Fax (602) 712-8992

[Vyang@azdot.gov](mailto:Vyang@azdot.gov)



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# City of Apache Junction

300 East Superstition Boulevard • Apache Junction, Arizona 85119 • [www.ajcity.net](http://www.ajcity.net)

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January 11, 2018

Arizona Department of Transportation  
Attn: Victor Yang  
205 S. 17<sup>th</sup> Ave, MD605E  
Phoenix, AZ 85007

Dear Mr. Yang:

The City of Apache Junction's Silly Mountain master plan proposed funding for implementation is not identified and there is no time table for funding of this project.

If there ever is funding identified, the City of Apache Junction will contact and coordinate any joint planning with the Arizona Department of Transportation.

Thank you for the opportunity to provide you with the City of Apache Junction's perspective.

Sincerely,

Bryant Powell  
City Manager

**RESOLUTION NO. 19-1454**

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY IN SUPPORT OF SEGMENT 4, EXTENDING FROM HIGHWAY 287 (FLORENCE BOULEVARD) TO INTERSTATE 10 (I-10), ADVOCATING FOR THE SELECTION OF THE "W4" CORRIDOR OF THE PROPOSED NORTH-SOUTH FREEWAY IN THE TIER ONE DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS).**

**WHEREAS**, the Arizona Department of Transportation ("ADOT") is in the process of completing a Tier 1 Environmental Impact Statement, for a proposed freeway connecting Interstate 10 with US Highway 60 ("North-South Freeway") within the central portion of Pinal County;

**WHEREAS**, ADOT has identified two potential corridors within Segment 4 in which to locate the North-South Freeway identified as "W4" and "E4" that will integrate the North-South Freeway into the City's transportation network and land use pattern, benefitting city-wide and regional mobility, economic growth and diversification and compatible land use relationships;

**WHEREAS**, the City of Eloy is reaffirming its prior determination in 2015 (of the Z/AA Segment) that is synonymous with their support of Corridor "W4" at this time.

**WHEREAS**, the selection of Corridor "W4" utilizes the existing right of way of State Route 87, requiring the acquisition of only a portion of new right of way for the ultimate freeway right of way, allowing for the interim use of SR-87 and making the W4 Corridor the more cost effective solution than the easterly corridor;

**WHEREAS**, the selection of Corridor "W4" significantly diminishes the presence of environmental (i.e. fissures, drainage, etc.) hazards and cultural resources that exist further to the east, expediting the timeframe and reducing the cost of environmental approvals/clearances necessary for the North-South Freeway;

**WHEREAS**, the location of Corridor "W4" allows for the future freeway to "balance" its capture of vehicle trips to the east and west of SR 87, rather than pushing future freeway access to the east, further from the future development of the City and surrounding area.


**WHEREAS**, the utilization of Corridor "W4" places the freeway closer to downtown Eloy, providing opportunities to capture economic development opportunities and patronage, as well as transit access-rather than the alternative segment, which will function as a by-pass.

**WHEREAS**, the utilization of Corridor "W4" allows for the potential southerly extension of the freeway to serve the southern portion of the City and its planning area, and connecting with the future Interstate 11.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF ELOY, ARIZONA AS FOLLOWS:

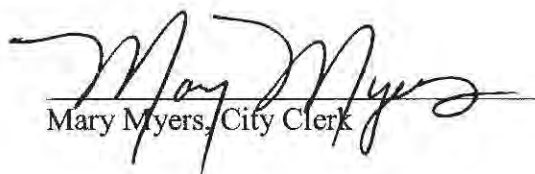
1. The City advocates for the selection of the "W4 Corridor" of the proposed North-South Freeway in the Tier One Draft Environmental Impact Statement (DEIS) as their preferred alignment.

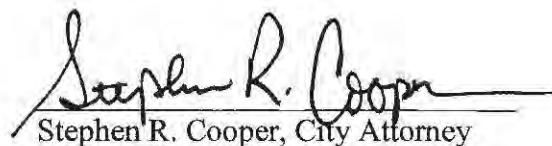
APPROVED this 8th day of April, 2019.

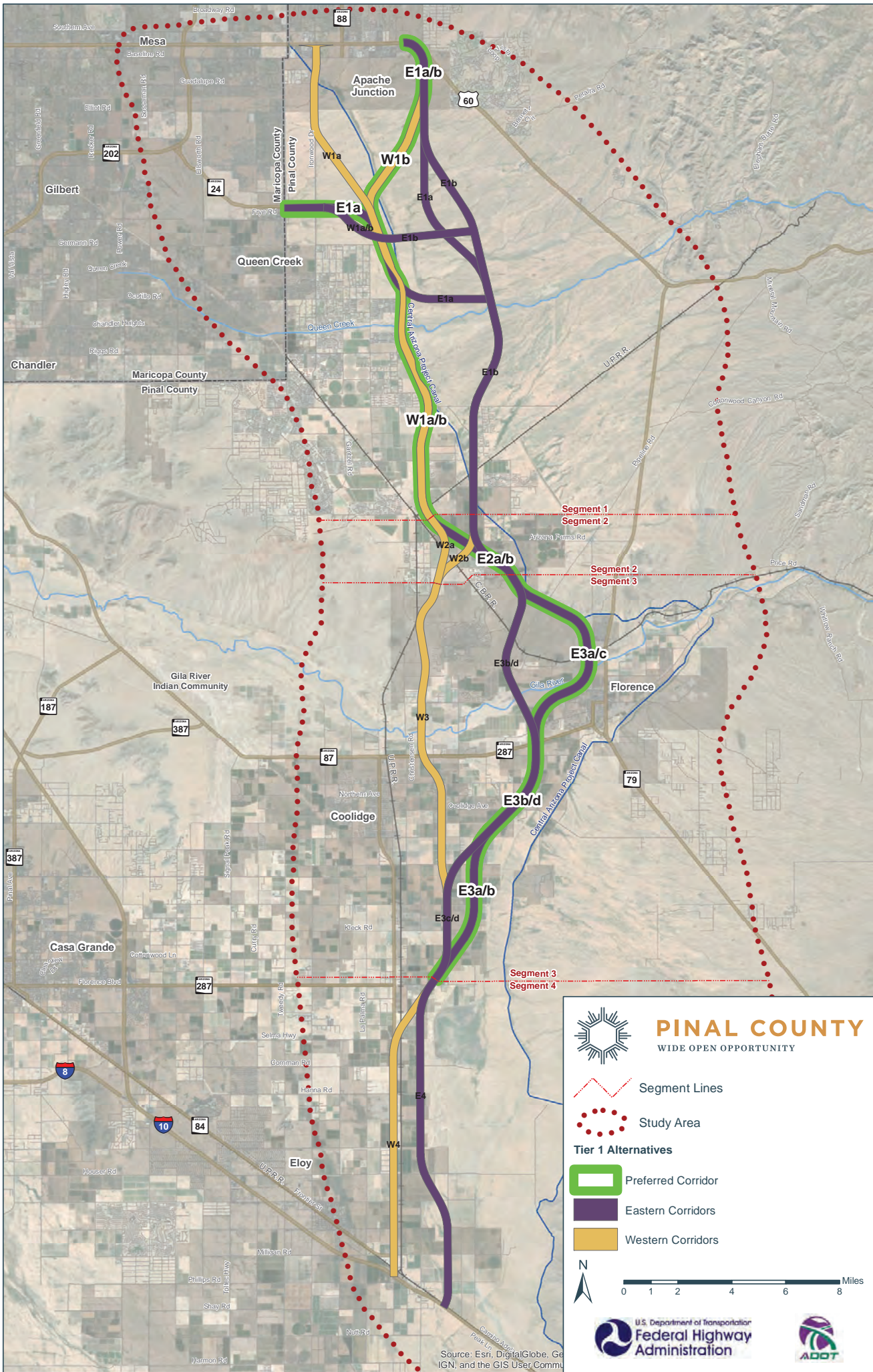
  
\_\_\_\_\_  
Joel G. Belloc, Mayor

ATTEST:

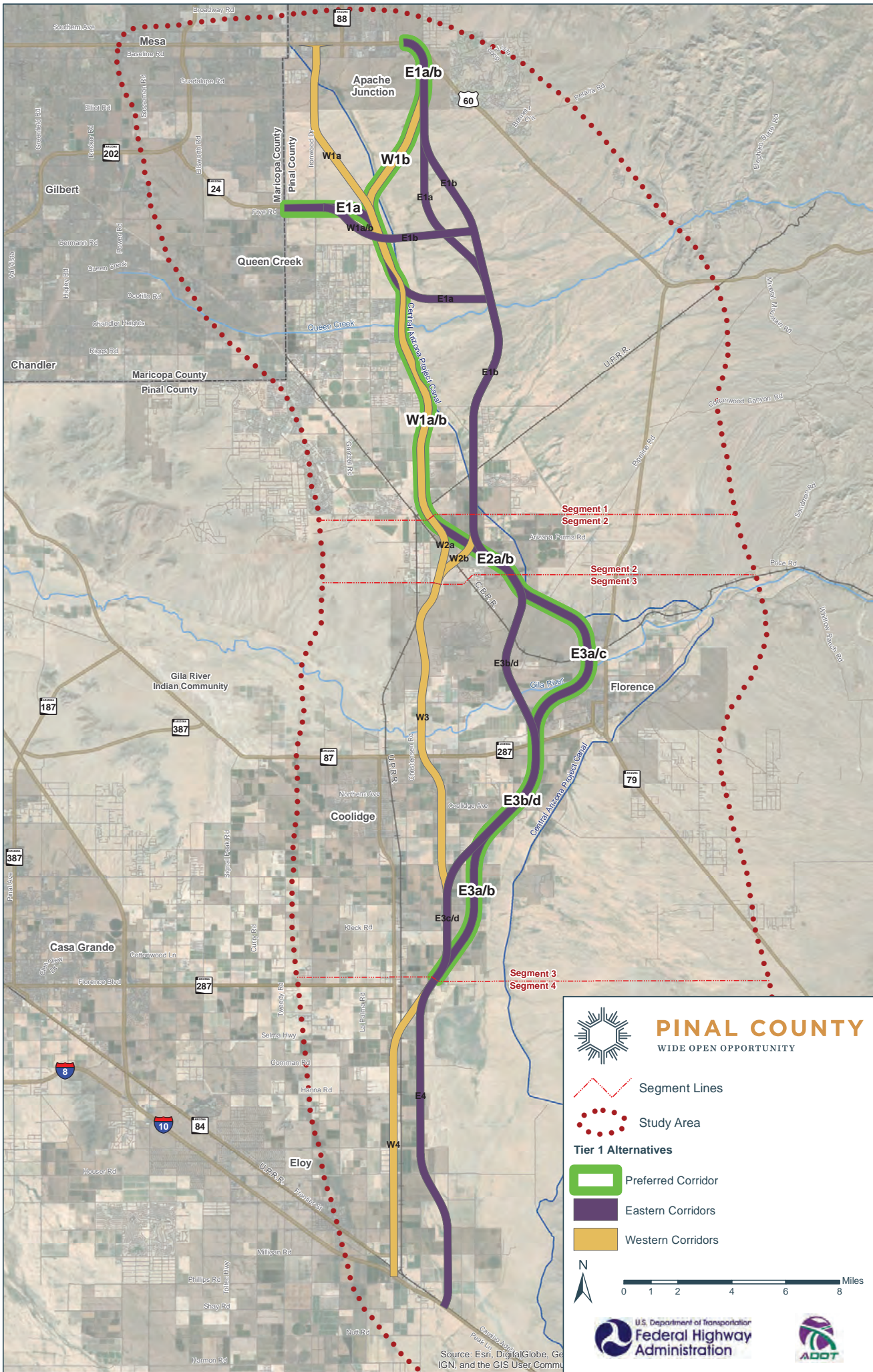
APPROVED AS TO FORM:

  
\_\_\_\_\_  
Mary Myers, City Clerk

  
\_\_\_\_\_  
Stephen R. Cooper, City Attorney



Source: Esri, DigitalGlobe, Geo  
IGN, and the GIS User Commu



Source: Esri, DigitalGlobe, Geo  
IGN, and the GIS User Commu



## RESOLUTION 1269-19

**A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF QUEEN CREEK, ARIZONA FURTHER CLARIFYING AND AFFIRMING THE TOWN'S SUPPORT FOR THE PREFERRED ROUTING OF THE NORTH-SOUTH FREEWAY CORRIDOR AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE VOTERS OF PINAL COUNTY, ARIZONA.**

**WHEREAS**, on November 7, 2017, the voters of Pinal County, Arizona, including residents of the Town of Queen Creek, approved Proposition 416; and,

**WHEREAS**, Proposition 416 established the Pinal Regional Transportation Plan, laying out various projects of key importance to the future growth and economic development of Pinal County and municipalities; and,

**WHEREAS**, one of the key projects within the plan is the North-South Freeway Corridor; and,

**WHEREAS**, on November 7, 2017, Pinal County voters approved Proposition 417, agreeing to a funding mechanism for the North-South Freeway Corridor and other projects within the plan; and

**WHEREAS**, the North-South Freeway Corridor is planned to serve as a major commercial highway, relieving commercial traffic from frequent delays on Interstate 10, providing a more direct route from U.S. 60 to the East Valley and Phoenix-Mesa Gateway Airport; and,

**WHEREAS**, the North-South Freeway Corridor will serve as a major route for the future economic development of Pinal County and Queen Creek; and,

**WHEREAS**, ensuring the route is determined in a way that considers the extensive work the Town has already undertaken with land developers and future land use patterns;

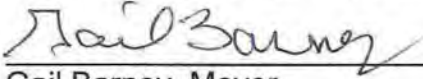
**NOW THEREFORE, BE IT RESOLVED** by the Mayor and Town Council of the Town of Queen Creek, Arizona as follows:

- Section 1: Reaffirms its support for the North-South Freeway Corridor;
- Section 1: Supports the routing of the North-South Freeway Corridor detailed in the plan that was approved by the voters of Pinal County attached in Exhibit A identified as the "Preferred Corridor".

**FURTHER, BE IT RESOLVED** that a copy of this resolution be filed with each member of the State Transportation Board, the Director of the Arizona Department of Transportation, the Governor's Office, the Commissioner of the State Land Department, members of the State Legislature and any other bodies that may impact the routing of the North-South Freeway Corridor.

**PASSED AND ADOPTED** by the Mayor and Common Council of the Town of Queen Creek, Arizona, this 5<sup>th</sup> day of June 2019.

FOR THE TOWN OF QUEEN CREEK:

  
\_\_\_\_\_  
Gail Barney, Mayor

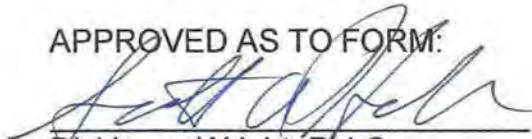
ATTESTED TO:

  
\_\_\_\_\_  
Jennifer F. Robinson, Town Clerk

REVIEWED BY:

  
\_\_\_\_\_  
John Kross, Town Manager

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Dickinson Wright, PLLC  
Attorneys for the Town

3R



OFFICIAL RECORDS OF  
PINAL COUNTY RECORDER  
Virginia Ross

When recorded return to:  
Clerk of the Board  
P.O. Box 827  
Florence AZ 85132

DATE/TIME: 07/02/2019 1504  
FEE: \$0.00  
PAGES: 3  
FEE NUMBER: 2019-053348

RESOLUTION NO. 062619-RD18-091

**A RESOLUTION OF THE PINAL COUNTY, ARIZONA, BOARD OF SUPERVISORS FURTHER CLARIFYING AND AFFIRMING SUPPORT FOR THE ROUTING OF THE NORTH-SOUTH CORRIDOR AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE VOTERS OF PINAL COUNTY, ARIZONA**

WHEREAS, in October 2016, the Arizona Department of Transportation (ADOT), in coordination with the Federal Highway Administration (FHWA), initiated a Tier 1 Environmental Impact Statement (EIS) study for selection of a corridor for a new transportation route in Pinal County; and,

WHEREAS, the planned North-South Corridor spans more than 40 miles long between the US 60 Highway in Apache Junction and Interstate 10 near Eloy; and,

WHEREAS, as part of the North-South Corridor Tier 1 EIS, ADOT and FHWA will select a corridor that would extend State Route (SR) 24 from Ironwood Drive and connect with the North-South Corridor; and,

WHEREAS, on November 7, 2017, the voters of Pinal County, Arizona approved Proposition 416, with 57% of voters in favor and 43% opposed; and,

WHEREAS, Proposition 416 established the Pinal Regional Transportation Plan, ("the Plan"), laying out various projects of key importance to the future growth and development of Pinal County; and,

WHEREAS, one of the key projects within the Plan is the North-South Corridor; and,

WHEREAS, on November 7, 2017, Pinal County voters also approved Proposition 417, agreeing to pay an additional one-half percent sales tax on goods purchased in Pinal County, and which provides the funding mechanism for the North-South Corridor and other projects within the Plan; and,

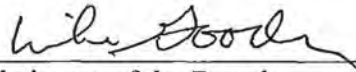
WHEREAS, the North-South Corridor is planned to serve as a major commercial route, relieving commercial traffic from frequent delays on Interstate 10, and providing a more direct route from U.S. 60 to the east valley of Phoenix, including to the Phoenix-Mesa Gateway Airport; and,

WHEREAS, the North-South Corridor will serve as a major route for the future economic development of Pinal County.

NOW THEREFORE, IT IS HEREBY RESOLVED that the Pinal County Board of Supervisors reaffirms its support for the Pinal Regional Transportation Plan and the North-South Corridor;

BE IT FURTHER RESOLVED that the Pinal County Board of Supervisors supports the routing of the North-South Corridor detailed in the Pinal Regional Transportation Plan that was approved by Pinal County voters in 2017, as reiterated and further clarified in Exhibit A. That is, to wit, Segments E1a/b, W1b, E1a (Frye Road alignment), W1a/b, E2a/b, E3a/c, E3b/d, E3a/b, and E4 or W4.

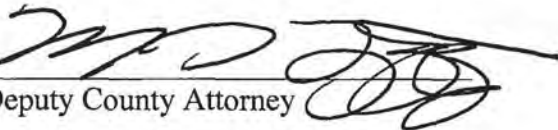
PASSED AND ADOPTED this 26<sup>th</sup> day of June, 2019, by the  
PINAL COUNTY BOARD OF SUPERVISORS.

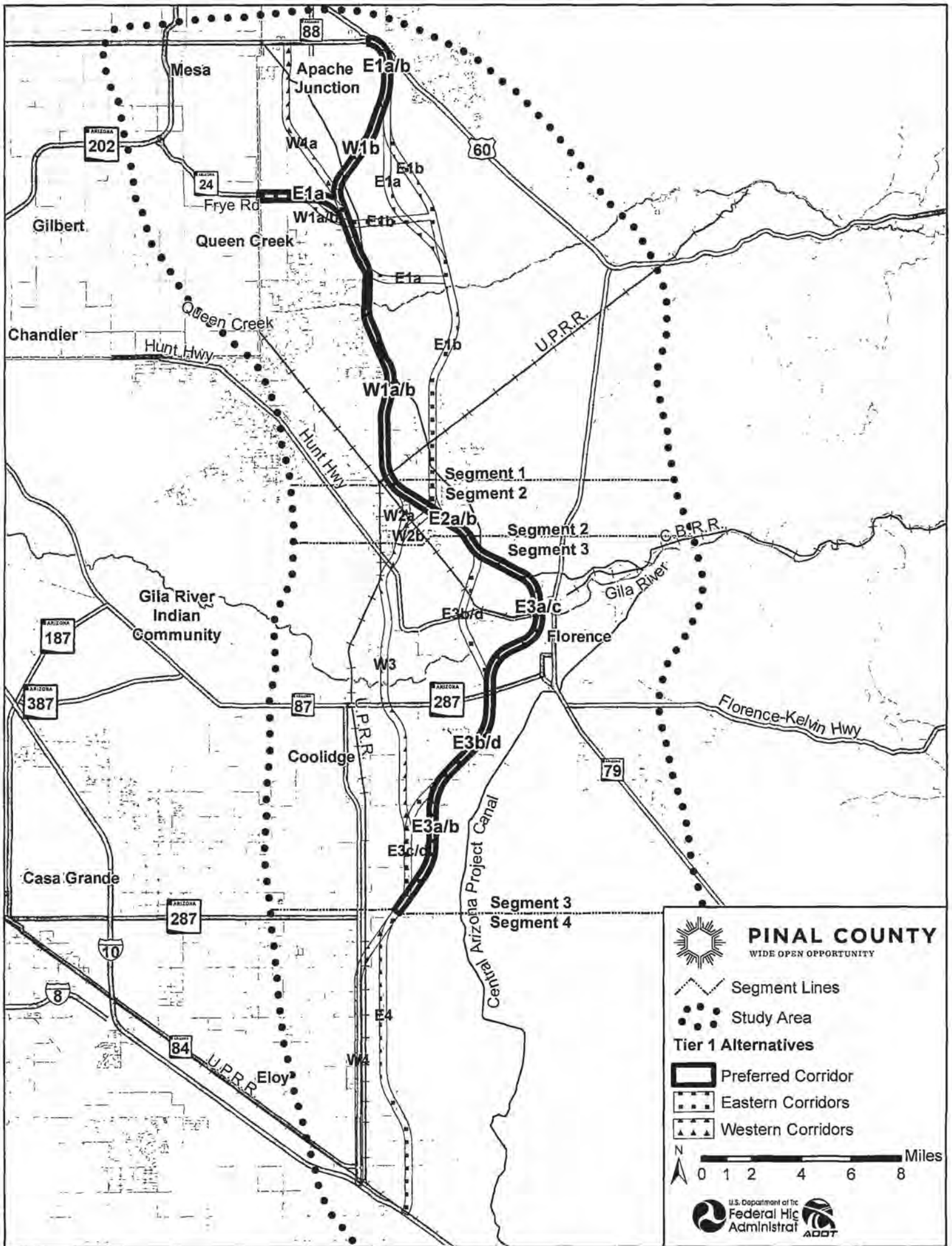
  
Chairman of the Board

ATTEST:

  
Clerk of the Board

APPROVED AS TO FORM:

  
Deputy County Attorney



**PINAL COUNTY**  
WIDE OPEN OPPORTUNITY

- Segment Lines
- Study Area
- Tier 1 Alternatives**
  - Preferred Corridor
  - Eastern Corridors
  - Western Corridors



## RESOLUTION NO. 2019-03

### **RESOLUTION OF THE SUN CORRIDOR METROPOLITAN PLANNING ORGANIZATION (MPO), PINAL COUNTY, ARIZONA, FURTHER CLARIFYING AND AFFIRMING SUPPORT FOR THE ROUTING OF THE NORTH-SOUTH CORRIDOR AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE VOTERS OF PINAL COUNTY, ARIZONA.**

**WHEREAS**, the Arizona Department of Transportation (ADOT) is in the process of completing a Tier 1 Environmental Impact Statement (EIS) for a proposed freeway connecting US Highway 60 with Interstate 10 (North-South Freeway) within Pinal County;

**WHEREAS**, Proposition 416 established the Pinal Regional Transportation Plan, (the Plan), laying out various projects of key importance to the future growth and development of Pinal County;

**WHEREAS**, one of the key projects within the Plan is the North-South Corridor;

**WHEREAS**, on November 7, 2017, the voters of Pinal County, Arizona approved Proposition 416, with 57% of voters in favor and 43% opposed;

**WHEREAS**, on November 7, 2017, Pinal County voters also approved Proposition 417, agreeing to pay an additional one-half percent sales tax on goods purchased in the County, and which provides the funding mechanism for the North-South Corridor and other projects within the Plan;

**WHEREAS**, the North-South Corridor is planned to serve as a major commercial highway, relieving commercial traffic from frequent delays on Interstate 10, and providing a more direct route from U.S. 60 in the east valley of Phoenix, including to the Phoenix-Mesa Gateway Airport, south to Interstate 10;

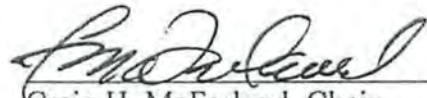
**WHEREAS**, within Pinal County, the North-South Corridor will address a lack of capacity, improve the efficiency of the existing freeway and arterial street networks, improve access to future activity centers, enhance transportation system linkages, and create a more direct connection to the eastern portion of the Phoenix metropolitan area;

**THEREFORE, BE IT RESOLVED THAT** the Sun Corridor Metropolitan Planning Organization reaffirms its support for the Pinal Regional Transportation Plan and the North-South Corridor Tier 1 Environmental Impact Statement;

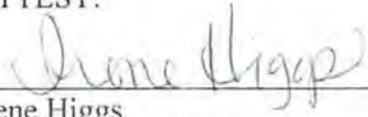
**FURTHER BE IT RESOLVED THAT** that the Sun Corridor MPO is supportive of the routing of the North-South Corridor detailed in the Plan that was approved by the voters of Pinal County, as reiterated and further clarified in the

attached Exhibit A (highlighted route). That is, to wit, Segments W1b, W1a/b, E1a (Frye Road Connection portion), E2b, E2a/b, E2a/c, E3a/c, E3a/b, and E4 or W4.

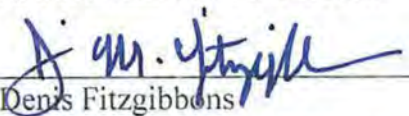
PASSED AND ADOPTED this 9<sup>th</sup> day of July, 2019, by the SUN CORRIDOR METROPOLITAN PLANNING ORGANIZATION.

  
\_\_\_\_\_  
Craig H. McFarland, Chair  
Sun Corridor MPO Executive Board  
Mayor, City of Casa Grande

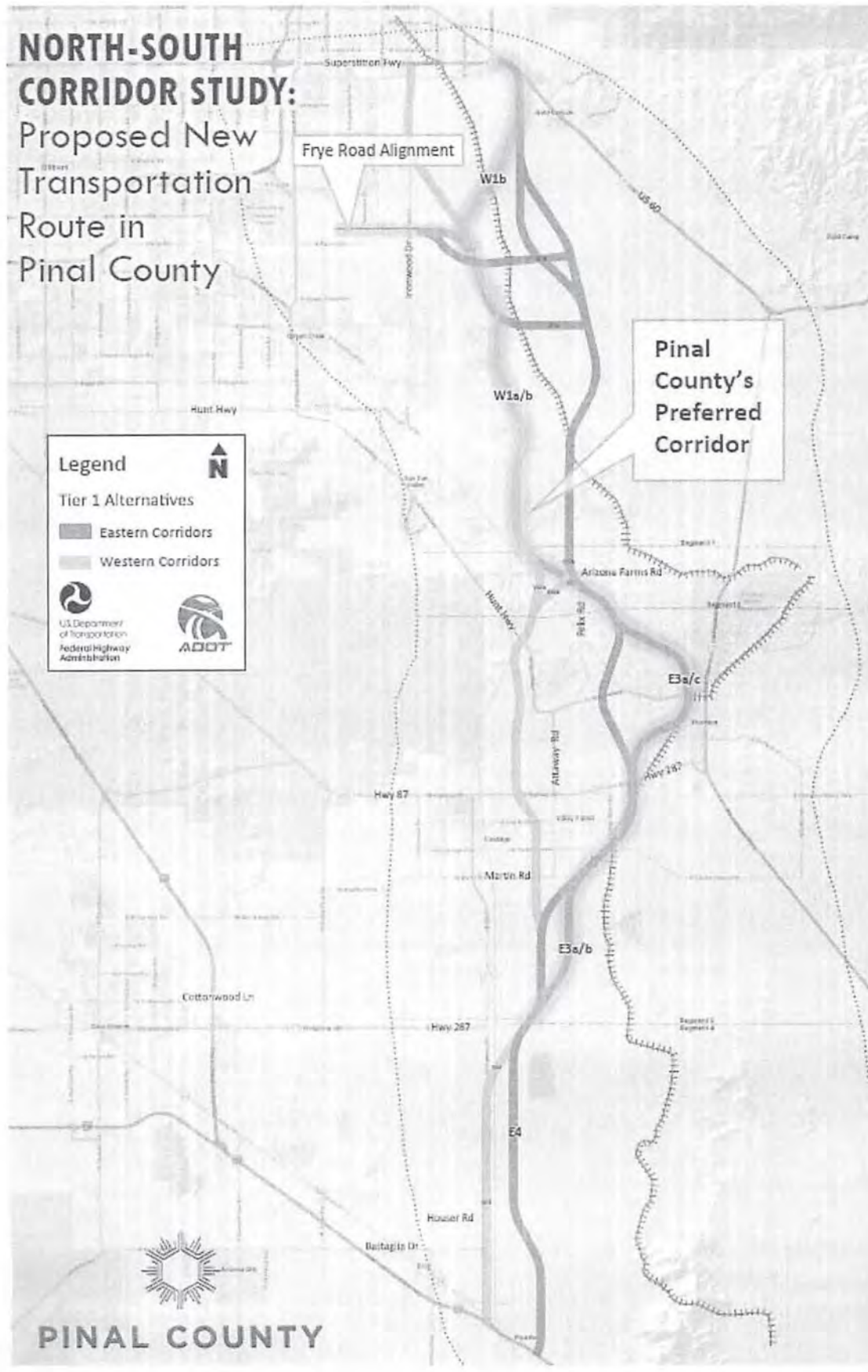
ATTEST:

  
\_\_\_\_\_  
Irene Higgs  
Sun Corridor MPO Executive Director

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Denis Fitzgibbons  
Sun Corridor MPO Attorney

**EXHIBIT A (INSERT NEW REVISED MAP WITH SEGMENTS CLEARLY IDENTIFIED)  
PREFERRED ALIGNMENT OF NORTH-SOUTH CORRIDOR**





RESOLUTION NO. 19-22

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, CLARIFYING AND AFFIRMING SUPPORT FOR THE NORTH-SOUTH CORRIDOR AS DETAILED IN THE PINAL REGIONAL TRANSPORTATION PLAN APPROVED BY THE VOTERS OF PINAL COUNTY, ARIZONA

WHEREAS, in October 2016, the Arizona Department of Transportation ("ADOT"), in coordination with the Federal Highway Administration ("FHWA"), initiated a Tier 1 Environmental Impact Statement ("EIS") study for selection of a corridor for a new transportation route in Pinal County; and

WHEREAS, the planned North-South Corridor spans more than 40 miles long between U.S. 60 Highway in Apache Junction and Interstate 10 near Eloy; and

WHEREAS, as part of the North-South Corridor Tier 1 EIS, ADOT and FHWA will select a corridor that would extend State Route ("SR") 24 from Ironwood Drive and connect with the North-South Corridor; and

WHEREAS, on November 7, 2017, the voters of Pinal County, Arizona, approved Proposition 416 with 57% of voters in favor and 43% opposed; and

WHEREAS, Proposition 416 established the Pinal Regional Transportation Plan ("the Plan"), laying out various projects of key importance to the future growth and development of Pinal County; and

WHEREAS, one of the key projects within the Plan is the North-South Corridor; and

WHEREAS, on November 7, 2017, Pinal County voters also approved Proposition 417, agreeing to pay an additional one-half percent sales tax on goods purchased in Pinal County, and which provides the funding mechanism for the North-South Corridor and other projects within the Plan; and

WHEREAS, the North-South Corridor will serve as a major commercial route, relieving commercial traffic from frequent

delays on Interstate 10, and providing a more direct route from U.S. 60 to the east valley of Phoenix, including to the Phoenix-Mesa Gateway Airport; and

WHEREAS, the North-South Corridor will serve as a major route for the future economic development of Pinal County.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, AS FOLLOWS:

1) The City of Apache Junction reaffirms its support for the Pinal Regional Transportation Plan and the North-South Corridor.

2) The City of Apache Junction supports the routing of the North-South Corridor detailed in the Pinal Regional Transportation Plan that was approved by Pinal County voters in 2017, as reiterated and further clarified in Exhibit A, that is, to wit, Segments E1a/b, W1b, E1a (Frye Road alignment), W1a/b, E2a/b, E3a/c, E3b/d, E3a/b, and E4 or W4.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF APACHE JUNCTION, ARIZONA, THIS 16<sup>th</sup> DAY OF July, 2019.


SIGNED AND ATTESTED TO THIS 16<sup>th</sup> DAY OF July, 2019.

  
\_\_\_\_\_  
JEFF HARDY  
Mayor

ATTEST:

  
\_\_\_\_\_  
KATHLEEN CONNELLY  
City Clerk

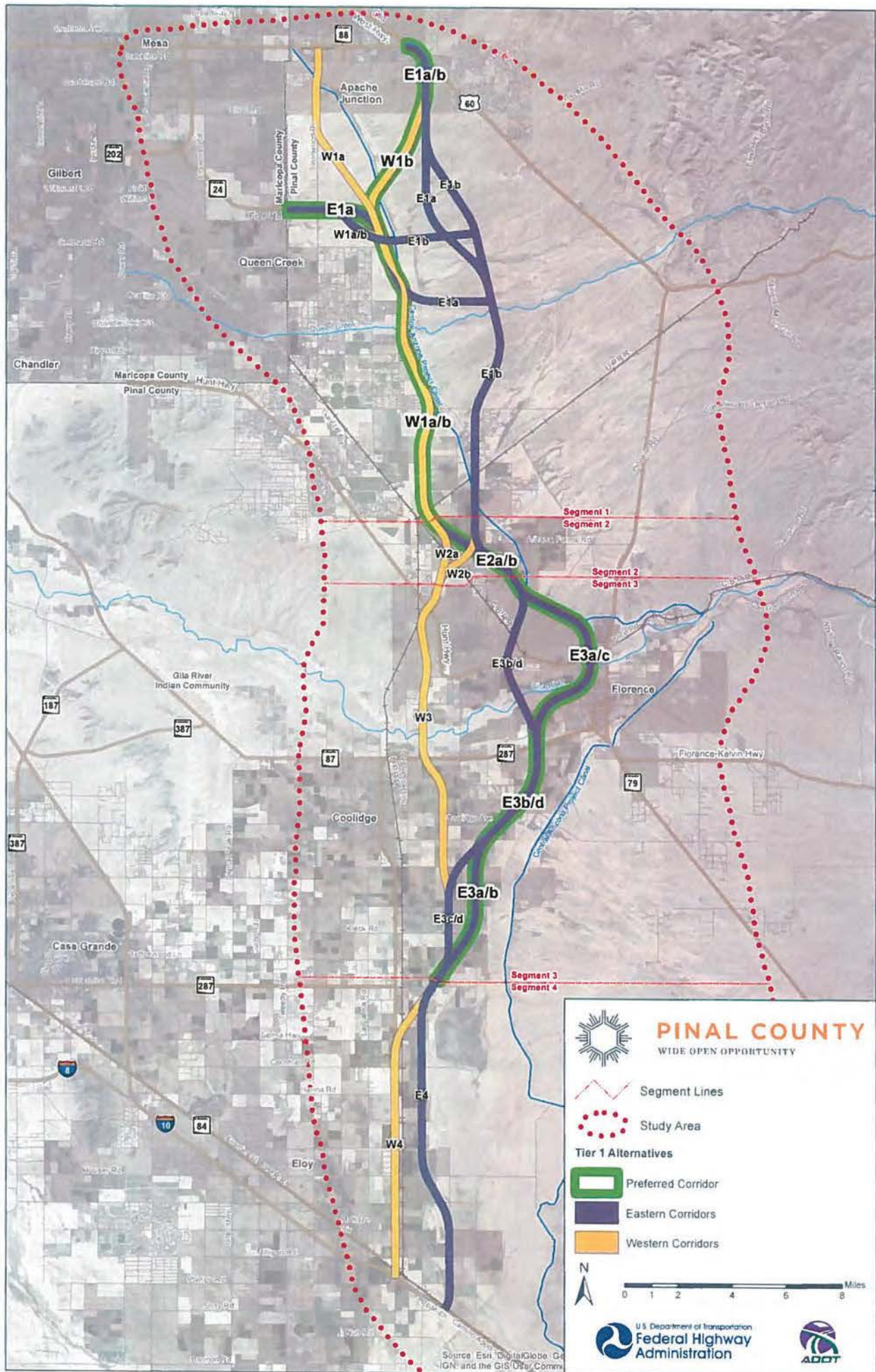
APPROVED AS TO FORM:

 6.24.19

---

RICHARD J. STERN  
City Attorney

EXHIBIT A



Source: Esri, DigitalGlobe, GeoEye, IGN, and the GIS User Community

**PINAL COUNTY**  
WIDE OPEN OPPORTUNITY



- Segment Lines
- Study Area
- Tier 1 Alternatives**
  - Preferred Corridor
  - Eastern Corridors
  - Western Corridors



**RESOLUTION NO. 19-17**

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY COOLIDGE, ARIZONA SUPPORTING THE EASTWARD ALIGNMENT DESIGNATED AS E(4) AND THOSE ALIGNMENT SEGMENTS GENERALLY CONSISTENT AND PREFERRED AS SHOWN ON EXHIBIT 1 FOR THE PLANNED NORTH-SOUTH FREEWAY AND ENCOURAGING THE COMMERCIAL, RESIDENTIAL AND INDUSTRIAL DEVELOPMENT ALONG THE PROPOSED NORTH-SOUTH FREEWAY CORRIDOR.**

**WHEREAS**, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have already started a formal corridor study to evaluate potential routes for a proposed transportation facility connecting Interstate 10 to US Highway 60 through Pinal County (North-South Freeway); and

**WHEREAS**, ADOT and FHWA have conducted extensive public outreach, including a public meeting in Coolidge, to both provide information to and receive feedback from the City and its residents concerning the North-South Freeway; and

**WHEREAS**, the Study Corridor that has been indentified for the alignment of the North-South Freeway runs through part of the City of Coolidge and its planning area; and

**WHEREAS**, the proposed North-South Freeway will provide significant opportunities for enhancement of the City's economy; and

**WHEREAS**, ADOT and FHWA are still considering a number of proposed alignments but have not yet approved a single alignment for the North-South Freeway nor have they completed a final Environmental Impact Statement; and

**WHEREAS**, there are a number of significant and specific developments desiring to take advantage of a proposed North-South Freeway potential alignment along Vail Road; and

**WHEREAS**, the North-South Freeway will affect traffic patterns in and around the City, and the City wants to have input into the alignment in the hope that ADOT and FHWA indentify an alignment that best serves the needs of our residents and property owners; and

**WHEREAS**, the City Council finds that the proposed alignments advance the public health, safety and welfare in a number of ways including but not limited to: (1) enhancing the community's infrastructure and transportation; (2) providing opportunities for commercial and residential development, and (3) promoting the City's development goals; and

**WHEREAS**, recently completed highway improvements and interchanges along State Route 87 and Interstate 10 will not support the proposed infrastructure required to adequately serve the North-South Freeway in their current condition and will incur significant cost to upgrade to accommodate a proposed North-South Freeway interchange; and

**WHEREAS**, the City previously adopted Resolution 08-18 in support of the North-South Freeway and encouraging volunteer dedication of right-of-way in exchange for density transfers; and

**WHEREAS**, the Pinal County Board of Supervisors have acquired right-of-way for the proposed North-South Freeway consistent with the proposed E(4) alignment; and

**WHEREAS**, the City is working with Nikola Motor Company to develop a one billion dollar manufacturing plant to build hydrogen fuel cell semi-trucks adjacent to, and West of the E(4) alignment; and

**WHEREAS**, the City is working with a developer on a workforce housing project on Highway 87 across the highway from the existing Core Civic Correctional facility and ICE Detention Center; and

**WHEREAS**, these developments would be in conflict with the proposed W(4) alignment; and

**WHEREAS**, the W(4) alignment is less than 1,000 feet west of the Union Pacific railroad which runs parallel to the Highway 87; and

**WHEREAS**, the W(4) alignment in such close proximity to the Union Pacific Railroad will present significant and costly challenges when constructing future crossings over the proposed freeway and Railroad; and

**WHEREAS**, a new North-South Freeway along the W(4) alignment will not provide as much capacity as building a new freeway alignment along the proposed E(4) route; and


**WHEREAS**, building a North-South Freeway on the proposed W(4) route impacts future rail served industrial development along the existing Highway 87; and

**WHEREAS**, Pinal Land Holdings is marketing the Arizona Inland Port adjacent to the Union Pacific Railroad to reduce congestion at the West Coast Ports as shown on Exhibit 2 attached hereto.

**NOW, THEREFORE, BE IT RESOLVED BY** the Mayor and City Council of the City of Coolidge, Arizona that the City supports the eastward alignment designated as E(4) and those alignment segments generally consistent and preferred as shown in Exhibit 1, and the City encourages private property owners to facilitate commercial, residential, and industrial development by voluntarily transferring land to ADOT for the North-South Freeway thereby minimizing the need to apply eminent domain processes.

**PASSED AND ADOPTED** by the Mayor and City Council of the City of Coolidge, Arizona this 12<sup>th</sup> day of August, 2019.

**MAYOR:**

  
Jon Thompson, Mayor

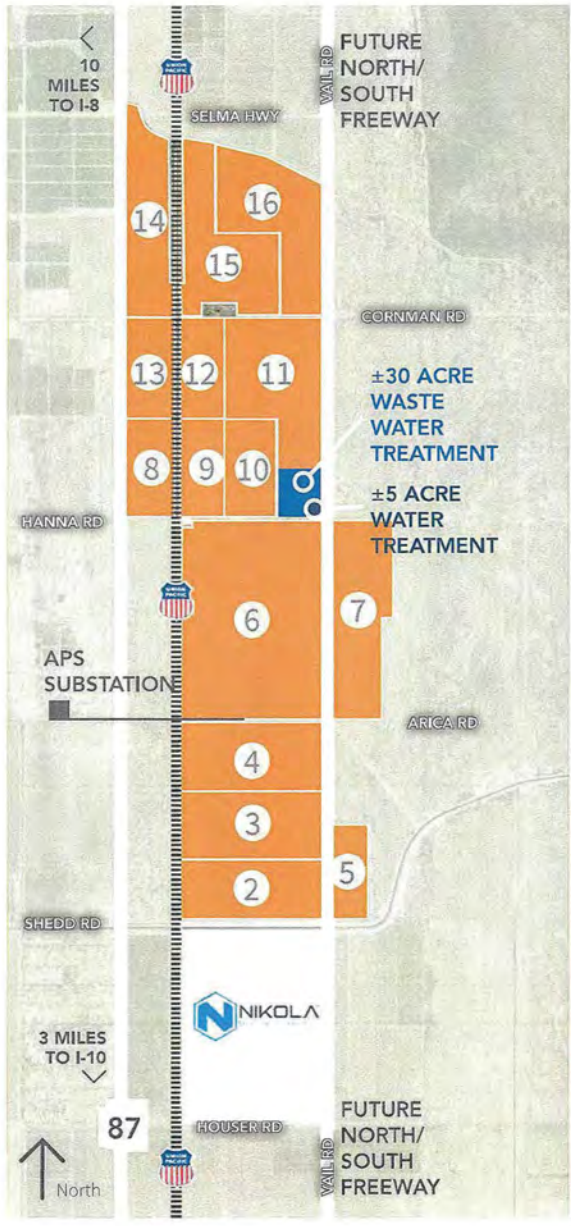
ATTEST:

  
\_\_\_\_\_  
City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Attorney



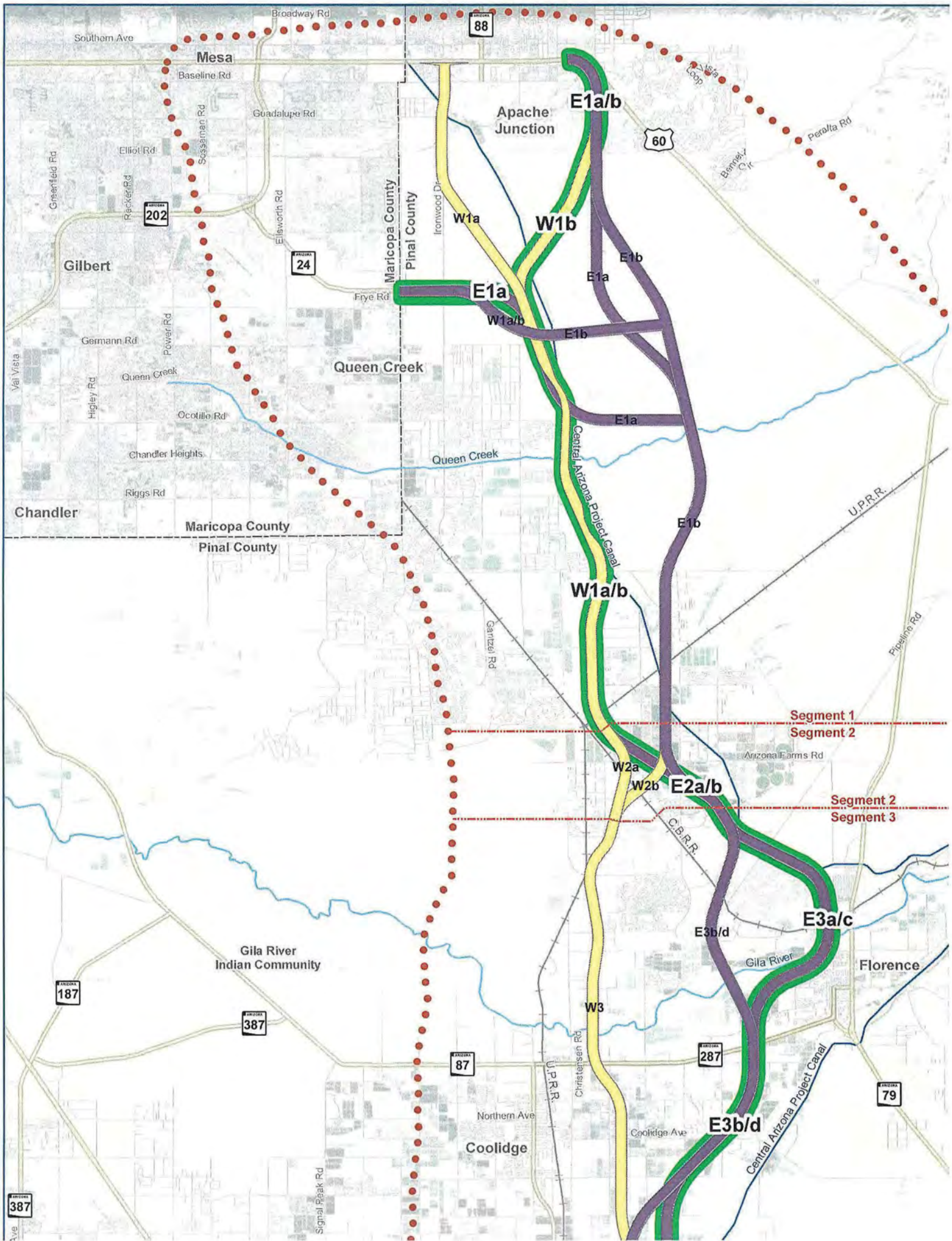


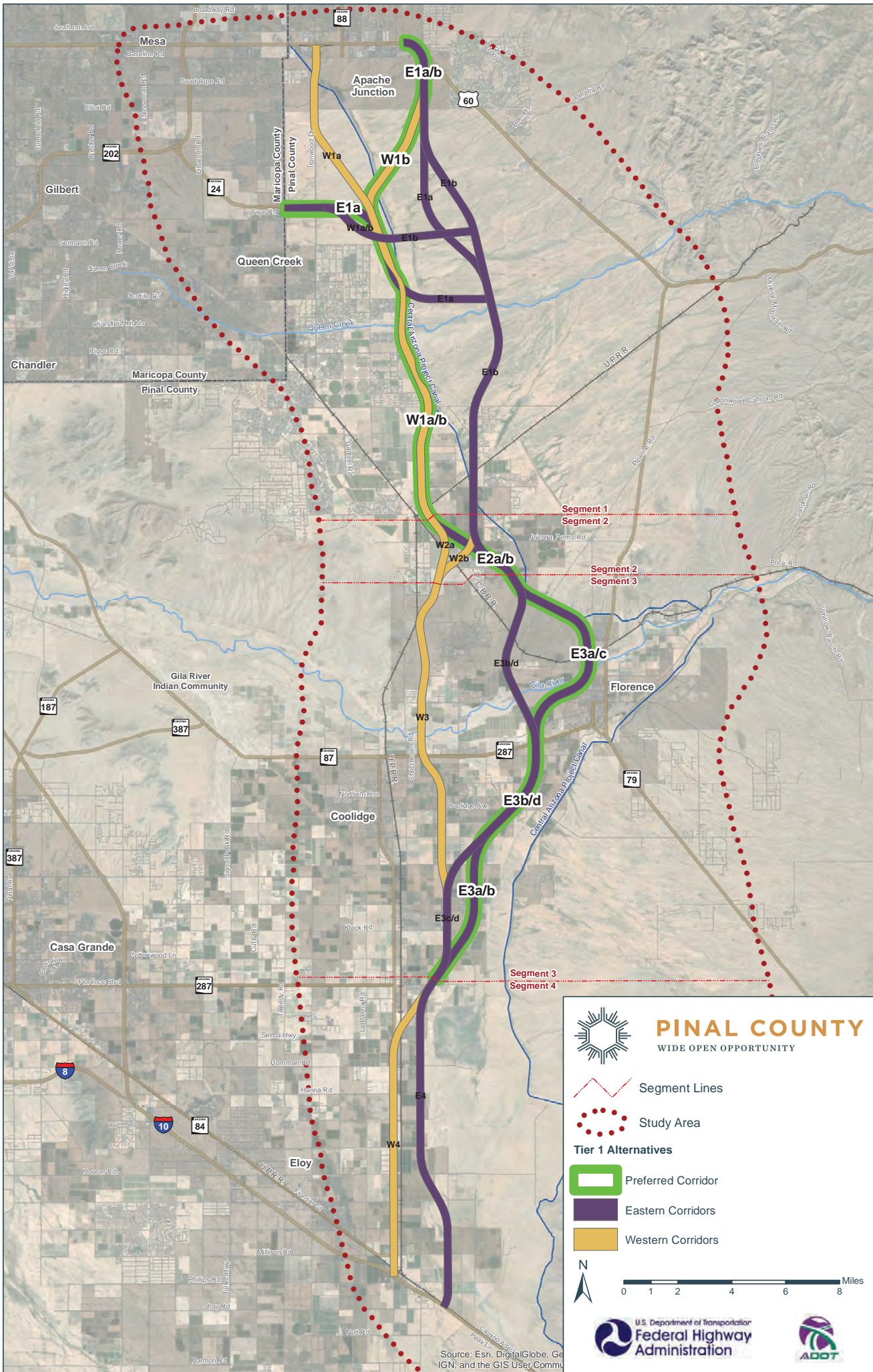
## Availabilities at IPAZ

- + Parcels available from 35 to ±900 acres.
- + All parcels within IPAZ are development-ready with infrastructure plans in place.

| Lot | Size         | Lot | Size         |
|-----|--------------|-----|--------------|
| 1   | 421.34 acres | 9   | 71.32 acres  |
| 2   | 155.60 acres | 10  | 80.00 acres  |
| 3   | 155.60 acres | 11  | 200.00 acres |
| 4   | 155.60 acres | 12  | 72.73 acres  |
| 5   | 80.00 acres  | 13  | 78.60 acres  |
| 6   | 466.44 acres | 14  | 137.36 acres |
| 7   | 198.00 acres | 15  | 174.33 acres |
| 8   | 80.00 acres  | 16  | 171.22 acres |







**PINAL COUNTY**  
WIDE OPEN OPPORTUNITY

- Segment Lines
- Study Area
- Tier 1 Alternatives**
  - Preferred Corridor
  - Eastern Corridors
  - Western Corridors



Source: Esri, DigitalGlobe, GeoEye, IGN, and the GIS User Community

# North-South Corridor Study Participating Agencies Acceptance Form

## North-South Corridor Study Tier 1 Environmental Impact Statement

Yes, the [complete agency name] Town of Queen Creek,  
wishes to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
Council on Environmental Quality (CEQ) for the North-South Corridor Study Tier 1 Environmental  
Impact Statement (EIS).

Or,

No, the [complete agency name] \_\_\_\_\_,  
does not wish to be a Participating Agency under Section 40 CFR 1501.6 and 40 CFR 1508.5 of the  
CEQ for the North-South Corridor Study Tier 1 EIS. Unless requested otherwise your agency will be  
listed as a stakeholder agency and continue to receive information on the project.

Date: 9-26-2019

Name of Organization: Town of Queen Creek  
Agency contact  
for this project: Brett Burningham, (Development Services Director)  
Address: 22359 E. Ellsworth Rd. Queen Creek, AZ 85142  
Email Address: brett.burningham@queen-creek.org  
Phone Number: 480-358-3097

Please return to:

Aryan Lirange  
Senior Urban Engineer  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, Arizona 85012  
(602) 382-8973  
aryan.lirange@dot.gov

or Victor Yang  
Project Manager  
Arizona Department of Transportation  
205 S.17th Ave MD605E  
Phoenix AZ 85007  
(602) 712-8715  
VYang@azdot.gov



## DEPARTMENTS OF THE ARMY AND THE AIR FORCE

ARIZONA ARMY NATIONAL GUARD  
CONSTRUCTION & FACILITIES MANAGEMENT OFFICE  
5636 E. MCDOWELL RD., BLDG M5330  
PHOENIX, ARIZONA 85008

May 6, 2020

SUBJECT: North/South Corridor Preferences

Arizona Department of Transportation  
Attn: Asadul Karim  
1655 West Jackson Street, MD 126F  
Phoenix, AZ 85007

Dear Asadul Karim

In September of 2019 the Arizona Department of Transportation (ADOT) requested from the Arizona Army National Guard our input regarding the North/South Corridor and our preferences for segments. An email response was sent to ADOT on Friday September 20, 2019 confirming our preferred segments: E1b, E1 a/b, E2a, E2a/b, E3 a/b, E4, W2b and W3.

A review of all segments show that these are the best choices to continue to support the missions of Rittenhouse Training Site and Florence Military Reservation. Both installations provide much needed training to the Soldiers of the Arizona Army National Guard. Any deviation from our preferred segments has the potential to shut down training at Rittenhouse and greatly impact training at Florence Military Reservation. Both training sites also host training from local, state and national organizations that could be impacted.

The POC is Ms. Dorenda Coleman, telephone (602) 629-4261, or [dorenda.j.coleman.nfg@mail.mil](mailto:dorenda.j.coleman.nfg@mail.mil).

Sincerely,

Zoe M. Ollinger  
Colonel, AZ ARNG  
Construction and Facilities  
Management Officer

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