



Addendum

Re	Addendum to the Secondary and Cumulative Impacts Report		
Project	Environmental Impact Statement: South Mountain Transportation Corridor in Maricopa County, Arizona		
Project numbers	Federal-aid Project Number: NH-202-D(ADY) ADOT Project Number: 202L MA 054 H5764 01L	Date	June 2014

Since publication of the Draft Environmental Impact Statement (DEIS), all technical reports supporting the DEIS have been updated to reflect current conditions. Changes to the Secondary and Cumulative Impacts Report are underlined and presented below.

Updates to the Secondary and Cumulative Impacts Report included updates to land use and land ownership. These updates resulted in no substantive changes to the conclusions of the section.

1. Project Description and Purpose and Need

Page 1-3, paragraph 4:

- From 1980 to 2010, the Maricopa County population more than doubled, from 1.5 million to 3.8 million.
- Phoenix is now the sixth-largest city in the country, and the region ranks as the 13th-largest metropolitan area in the country.

Page 1-3, paragraph 5:

- MAG projections (conducted in collaboration with the Arizona Department of Economic Security) indicate Maricopa County's population will increase from 3.8 million in 2010 to 5.8 million in 2035 (MAG 2013). It is projected that in the next 25 years, daily vehicle miles traveled will increase from 91 million to 149 million.

Page 1-4, paragraph 1:

- Even with anticipated improvements in light rail service, bus service, trip-reduction programs, and existing roads and freeways, vehicle traffic volumes are expected to exceed the capacity of Phoenix metropolitan area streets and highways by as much as 18 percent in 2035.
- A freeway within the SMTC would accommodate approximately 11 percentage points of the 18 percent of the unmet travel demand and would be part of an overall traffic solution.

2. Secondary Impacts

Land Use

Agricultural Land

Page 2-4, paragraph 4:

- As of 2010, 22 percent of the land in the Study Area (including the Community portion of the Study Area) was in agricultural use. However, after considering what is planned by local municipal zoning ordinances, only 12 percent of the Study Area is planned for future agricultural use.
- The *Land Use Report* discloses that over 102 developments encompassing 15,815 acres were approved by the local municipalities and are in various stages of planning; these developments have been prompted more by economic conditions than by transportation network improvements.

3. Cumulative Impacts

Methodology

Identification of Past, Existing, and Proposed Relevant Activities

Page 3-3, paragraph 4:

- Other completed, existing, and proposed transportation projects within or near the Study Area include high-capacity transit on I-10, median and outside widening of I-10 (Papago Freeway) between SR 85 and SR 101L, SR 30 freeway, I-10 (Maricopa Freeway) improvements, SR 303L extension, Interstate 17 improvements, and the Avenida Rio Salado project.

Page 3-3, paragraph 5:

- In addition to known past, existing, and future projects, an understanding of population and land use patterns is necessary.
- Agricultural and undeveloped land predominates in the Study Area, at 22 percent and 10 percent of the Study Area, respectively. Population in the Study Area is projected to grow by 53 percent from 2010 to 2035, as compared with 80 percent from 1990 to 2000. Employment is projected to grow by 71 percent from 2010 to 2035. In line with these projections, 102 development proposals, largely consisting of new residential subdivisions, were identified for the Study Area.

Resources Subject to Cumulative Impact Analysis

Land Ownership

Page 3-12, paragraph 2:

- Locally, Proposition 400 funding for transportation development in the MAG region depends on revenues from a tax on retail sales, which are substantially lower than prerecession projections. Nationally, the federal fuel tax, which in part provides funding for highway development, has decreased from 6 to 4 percent during the recession (FHWA 2009).

4. Induced Travel and Growth

No changes.

5. Summary Matrix

No changes.

6. Bibliography/References

Maricopa Area Governments (MAG). 2013. *Socioeconomic Projections: Population, Housing, and Employment by Municipal Planning Area and Regional Analysis Zone*. Phoenix.