

APPENDIX 6-1

NOTICE OF INTENT

**Appendix 6-1**, *Notice of Intent*, contains the Notice of Intent that was published in the Federal Register on April 20, 2001 (Vol. 66, No. 77). This document notifies the public that the Federal Highway Administration, in cooperation with the Arizona Department of Transportation, is preparing an environmental impact statement to evaluate the potential impacts to mountain preserve land, residential and commercial development, Tribal lands, cultural resources, historic roads and canals, endangered species, jurisdictional waters of the U.S., air and noise quality, and hazardous waste in the proposed South Mountain corridor.

facilities they used and the services they received. The information collected will be used to evaluate current maintenance, facility, and service practices and policies and to identify new opportunities for improvements.

**Jacklyn J. Stephenson**,  
*Senior Manager, Enterprise Operations Information Services.*  
[FR Doc. 01–9817 Filed 4–19–01; 8:45 am]  
**BILLING CODE 8120–08–P**

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement;  
Maricopa County, Arizona

**AGENCY:** Federal Highway Administration (FHWA), DOT.  
**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an individual impact statement will be prepared for a proposed highway project within Maricopa County, Arizona.

**FOR FURTHER INFORMATION CONTACT:** Kenneth H. Davis, District Engineer, Federal Highway Administration, 234 North Central Avenue, Suite 330, Phoenix, AZ 85004, telephone (602) 379–3646.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Arizona Department of Transportation (ADOT), will prepare an environmental impact statement (EIS) to study the proposed South Mountain Corridor in Maricopa County, Arizona. The proposed project will involve construction of a new multilane freeway in the metropolitan Phoenix area extending approximately 25 miles from I–10 west of Phoenix to I–10 southeast of Phoenix to form a southwest loop. The proposed project will evaluate potential impacts to mountain preserve land, residential and commercial development, Tribal lands, cultural resources, historic roads and canals, Endangered Species, jurisdictional water of the U.S., air and noise quality, and hazardous waste.

Improvements to the corridor are considered necessary to provide for the existing and projected traffic demand. A full range of reasonable alternatives will be considered including (1) taking no action; (2) using alternate travel modes; (3) limited access parkway; (4) major urban arterial with transportation system management improvements; and (5) a freeway.

A Final State Environmental Assessment was completed for the South Mountain Corridor. At that time,

a recommended alternative was selected and an accompanying Design Concept Report was completed in September 1988. Due to the elapsed time and changed conditions that have occurred since completion of these documents, new studies are required.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State and local agencies including the Environmental Protection Agency, U.S. Army Corps of Engineers, Bureau of Indian Affairs, Bureau of Land Management, U.S. Fish and Wildlife Service, Arizona State Land Department, Arizona Game & Fish Department, City of Phoenix, Town of Laveen, City of Avondale, and the Gila River Indian Tribe. Letters will also be sent to interested parties including, the Ahwatukee Foothills Village Planning Committee, Laveen Village Planning Committee and Estrella Village Planning Committee.

A series of public meetings will be held in the communities within the proposed study area. In addition, a public hearing will be held. Public notice will be given advising of the time and place of the meetings and hearing. A formal scoping meeting is planned between Federal, State, city and Tribal stakeholders.

To insure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments, and suggestions are invited from all interested parties. Comments 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 Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

**Kenneth H. Davis**,  
*District Engineer, Phoenix.*  
[FR Doc. 01–9782 Filed 4–19–01; 8:45 am]  
**BILLING CODE 4910–22–M**

DEPARTMENT OF TRANSPORTATION

Federal Motor Carrier Safety  
Administration

[Docket No. FMCSA–97–2341]

Parts and Accessories Necessary for  
Safe Operation; Manufactured Home  
Tires

**AGENCY:** Federal Motor Carrier Safety Administration (FMCSA), DOT.

**ACTION:** Notice of intent to deny petitions for rulemaking; request for comments.

**SUMMARY:** The FMCSA announces its intent to deny petitions for rulemaking from the Manufactured Housing Institute (MHI) and Multinational Legal Services, PLLC (Multinational) concerning overloading of tires used for the transportation of manufactured homes. Currently, these tires may be loaded up to 18 percent over the load rating marked on the sidewall of the tires, or in the absence of such a marking, 18 percent above the load rating specified in publications of certain organizations specializing in tires. The termination date of the rule allowing 18-percent overloading of these tires was originally set for November 20, 2000, but was delayed until December 31, 2001, to provide the agency time to complete its review of the MHI’s petition to allow 18 percent overloading on a permanent basis. The agency has now completed its review of the MHI’s data and believes that there should be no further delay in the termination date. The agency has also completed its analysis of Multinational’s petition to rescind the final rule which delayed the termination date until December 31, 2001, and determined on a preliminary basis that the petition should be denied. Denial of both petitions would result in transporters of manufactured homes being prohibited from operating such units on overloaded tires on or after January 1, 2002.

**DATES:** We must receive your comments by May 21, 2001. We will consider comments received after the comment closing date to the extent practicable.

**ADDRESSES:** You can mail, fax, hand deliver or electronically submit written comments to the U.S. Department of Transportation, Docket Management Facility, Room PL–401, 400 Seventh Street, SW., Washington, DC 20590–0001, FAX (202) 493–2251, on-line at <http://dmses.dot.gov/submit>. You must include the docket number that appears in the heading of this document in your comment. You can examine and copy all comments at the above address from 9 a.m. to 5 p.m., e.t. Monday through Friday, except Federal holidays. If you want us to notify you that we received your comments, please include a self-addressed, stamped envelope or postcard.

**FOR FURTHER INFORMATION CONTACT:** Mr. Larry W. Minor, Office of Bus and Truck Standards and Operations, MC–PSV, (202) 366–4009, Federal Motor Carrier Safety Administration, 400 Seventh

APPENDIX 6-2

NEWSLETTERS AND ADVERTISEMENTS

**Appendix 6-2**, *Newsletters and Advertisements*, includes the project newsletters and public meeting advertisements. These documents were published and distributed to inform the public of the project, meeting times, and locations and to inform the public on ways to comment or otherwise participate in the process.

A R I Z O N A D E P A R T M E N T O F  
T R A N S P O R T A T I O N



South Mountain Corridor Study

Fall/Winter 2001-2002

Issue 1



Overview

A South Mountain Freeway was included in the Regional Freeway System plan that was approved by Maricopa County voters in 1985. A conceptual design and state-level Environmental Assessment were completed in 1988. As presented in the Environmental Assessment, the freeway would connect Interstate 10 south of Phoenix with Interstate 10 west of the city, following an east-west alignment along Pecos Road, through the western tip of South Mountain Park, then north to Interstate 10 between 55th and 63rd avenues.

The north-south leg of the freeway would pass near the community of Laveen and through agricultural lands within the city of Phoenix. After it passed South Mountain Park and turned to the east, the freeway would pass through the Ahwatukee/Foothills community, following an alignment along Pecos Road.

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration are conducting a new engineering and environmental study known as an Environmental Impact Statement that will examine a full range of alternatives to the concept presented in the 1988 Environmental Assessment. The potential social, economic and environmental impacts of each reasonable alternative will be studied, along with ways to lessen those impacts.

Study Process

The South Mountain Corridor Study and Environmental Impact Statement (EIS) will take approximately three years to complete. The process, which began in July 2001, will include an examination of the transportation needs in the corridor and an evaluation of all reasonable ways to meet them.

The first thing to be decided is whether there is a need for a major transportation improvement in the corridor. If so, the need must be carefully weighed against an analysis of potential transportation problems that might occur if nothing is done. If a need is found to exist, the study will move on to an evaluation of a broad range of alternatives.

A key component of the study process is an extensive public involvement program, which will provide ample opportunity for

Por favor vea este documento en español en las páginas 5-7.

Please see pages 5-7 for this document in Spanish.

citizens to express their opinions and concerns. Every effort will be made to involve local residents, community leaders, government-tal agencies and elected officials in the decision-making process.

The goal of the process is to achieve a broad consensus on a recommendation that will meet the region's existing and future transportation needs.

Chronology

A brief history of the South Mountain Corridor, from its inception to the present.

- 1983** The Maricopa Association of Government (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network. The South Mountain Freeway corridor is defined as a roughly two-mile wide corridor from I-10 near 51st Avenue, around South Mountain, to I-10 near Chandler Boulevard.
- 1985** Maricopa County voters approve a half-cent sales tax to fund construction of the MAG Regional Freeway System, including a 22-mile freeway connecting I-10 in Chandler with I-10 in west Phoenix.
- 1988** A state-level Location/Design Concept Report and an Environmental Assessment are completed for the South Mountain Freeway, designating an alignment along Pecos Road and the Gila River Indian Community border and north to I-10 between 55th and 63rd avenues. This refined corridor is adopted by the State Transportation Board.
- 1994** Due to a funding shortfall, ADOT identifies 76 miles of planned freeways as "unfunded segments" and later drops some of those segments from the system. The South Mountain Corridor is designated for potential development as a toll road.
- 1996** A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would



## For South Mountain Corridor Study information updates, or to send your comments...

Project Information: 602-712-7006

Website: [www.dot.state.az.us](http://www.dot.state.az.us)

Email: [SouthMountain@dot.state.az.us](mailto:SouthMountain@dot.state.az.us)

South Mountain Corridor Team  
HDR Engineering, Inc.  
2141 E. Highland Ave., Ste. 250  
Phoenix, AZ 85016

later withdraw its proposal, saying the project was not financially feasible. The South Mountain Corridor remains a part of the MAG regional Freeway System, but is designated as "unfunded."

- **1999** ADOT announces plans to accelerate completion of the entire Regional Freeway System by seven years to 2007. The acceleration plan includes an unspecified portion of the South Mountain Corridor, which remains largely unfunded.
- **2000** In anticipation of initial construction of the South Mountain Freeway, the city of Phoenix conducts a local study of Ahwatukee/ Foothills area transportation needs that includes an assessment of freeway options.
- **2001** ADOT begins preparation of a new Location/Design Concept Report and Environmental Impact Statement to examine a broad range of alternatives to the 1988 South Mountain Freeway concept.

### Issues

The purpose and need evaluation will consider three fundamental questions posed by the U.S. Environmental Protection Agency:

1. Why? What is the basic problem or deficiency with the existing situation and why is this a problem?
2. Why here? Why is this problem or deficiency occurring here and why is it important?
3. Why now? Why does the problem need to be addressed now? What could happen if the problem were not addressed now?

If a need is found to exist for a major transportation improvement in this corridor, the study then will move forward to consider all reasonable solutions, including the original freeway concept from the 1988 Environmental Assessment.

### Questions and Answers

The South Mountain Corridor Team has attempted to anticipate and answer as many questions as possible regarding this study and the future of the corridor. Some questions cannot be fully answered until later in the study process. This document will be updated as new questions are asked and new information becomes available.

*Has an alignment along Pecos Road already been decided?*

No. Although an alignment along Pecos Road was identified as a result of the 1988 Environmental Assessment, this study will start from the beginning and will consider all reasonable alternatives.

*Why is ADOT conducting a second environmental study?*

Much has changed in this area since the 1988 Environmental Assessment was completed. The new study is being conducted in light of new development in the area as well as changes in design standards and environment regulations and to qualify for federal funds.

*If the Pecos Road alignment is not a foregone conclusion, then why has ADOT purchased right-of-way along that alignment?*

ADOT began purchasing right-of-way in the corridor at a time when a specific alignment along Pecos Road had been identified and adopted. ADOT began acquiring right-of-way to preserve the result of this study. ADOT can dispose of the land that has been viability of the corridor and to minimize future relocation of homes and businesses. Should another alternative be adopted as a

acquired but is no longer needed.

*Will the fact that ADOT already owns right-of-way in this corridor influence the final decision?*

FHWA regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the adoption of an alternative.

*Will an alignment on the Gila River Indian Community be considered?*

Yes. The Gila River Indian Community is an active participant in this process. As long as the Community is receptive to alignments that might cross Indian lands, those alignments will be considered. However, if it were clearly indicated that the Community does not want and will not accept an alignment across its lands, consideration of such an alternative would no longer be considered viable or productive.

*What factors will be considered in choosing an alternative?*

Many factors will be studied, including whether there is a need for a major transportation improvement in this area and the degree to which the original freeway concept or any alternatives would address that need. Other factors that will be considered include social, economic and environmental impacts, environmental regulations, relocating of existing homes and businesses, traffic projections, safety, constructability, cost and public concerns and preferences.

*What about truck traffic that might be generated by a new highway?*

One of the factors that will be considered in this study is the amount of truck traffic that would be generated and its potential impact on the surrounding community.

*Will the public have a voice in choosing an alternative?*

Yes. An extensive effort has been developed to keep the public informed of the progress of the study and to elicit public comment. Problems, concerns and preferences expressed by citizens will be factors in the ultimate decision whether to build or not to build a new facility, what should be built and where it should be located.

*Will anything other than a freeway be considered?*

Yes, other alternatives will be considered. Among other things, the study will consider improving existing facilities, improving or expanding other travel modes and strategies to reduce travel demand. This study will examine not only the potential impacts of improvements, but also the consequences of building nothing.

*Is it possible that nothing will be built?*

Yes. That is one of the options that will be studied.

*Would air, noise and visual quality be impacted by construction of a new road or freeway?*

A major purpose of this study is to determine the potential impacts on air, noise and visual quality and to look for ways to lessen those impacts.

*How might South Mountain Park be affected?*

Any impact on South Mountain Park would be subject to restrictions in federal law, which essentially says that no parkland can be used unless it can be shown that there are no feasible or prudent alternatives.

*When is something likely to be built?*

It is conceivable that construction could begin as early as a year after conclusion of the study. The actual timing of construction is dependent on the availability of funding and the priority assignment to the corridor by local, regional and state officials once the Environmental Impact Statement has been completed.

*Why was the toll road proposal dropped?*

The toll road proposal was dropped for several reasons, including public opposition to the toll road concept and questions concerning the financial feasibility of the proposal.

*Where would the corridor join I-10 to the west of Phoenix?*

The corridor would likely join I-10 somewhere between 43rd Avenue and 107th Avenue. A major purpose of this study is to look at other potential locations.

*Is it likely that construction of a new road or freeway would require the acquisition of existing homes or businesses?*

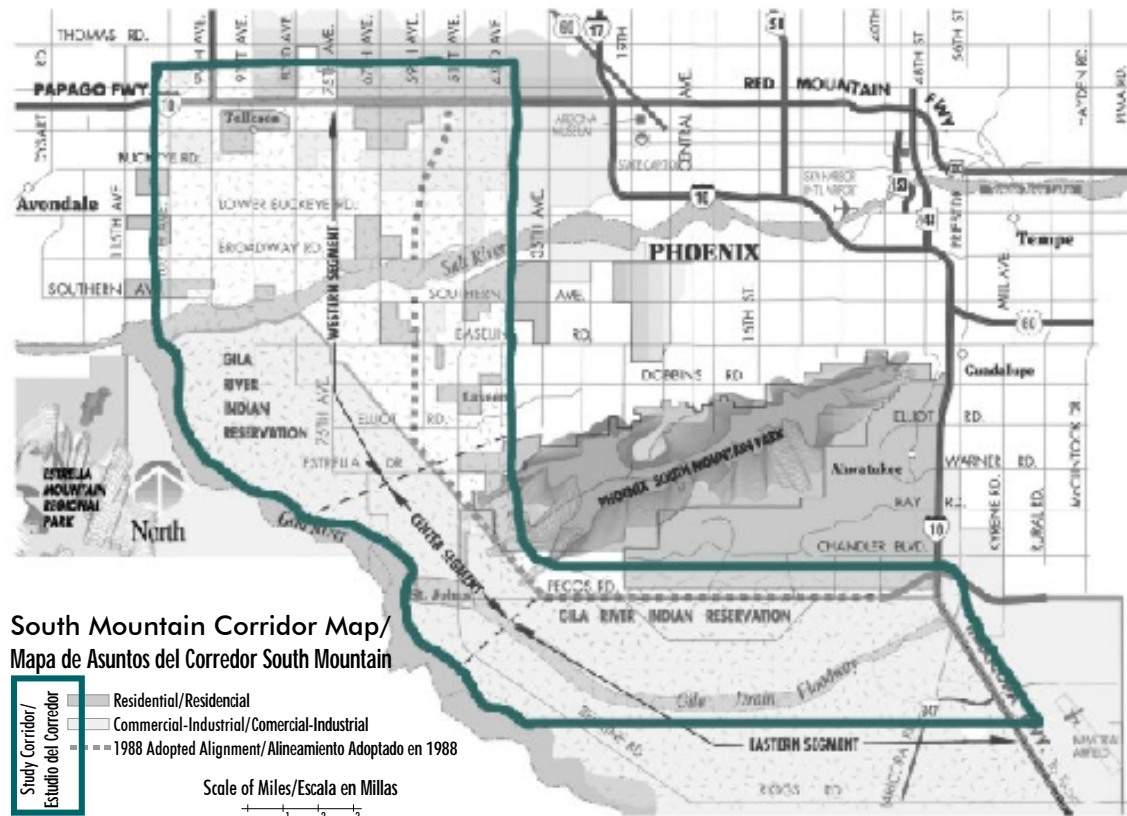
It is highly unlikely that a major transportation improvement could be completed in this area without acquiring some existing homes and/or businesses. One purpose of this study is to determine the extent of new right-of-way that would be needed for each possible alternative.

*Isn't the real purpose of a South Mountain Freeway simply to act as a bypass to divert trucks from downtown Phoenix?*

The Phoenix Regional Freeway System was conceived to improve mobility in the region by increasing capacity and providing alternatives to allow traffic, including truck traffic, to bypass already congested routes.

*How is an Environmental Impact Statement different from the Environmental Assessment that was conducted in 1988?*

The 1988 Environmental Assessment was prepared in order to satisfy state requirements only. In order to make any resulting project eligible for federal funding, the new study will satisfy federal requirements and will have to comply with the National Environmental Policy Act. Under this act, an Environmental Impact Statement is required for this project due to the potential of substantial impacts on the environment and surrounding communities. This Environmental Impact Statement is different from the 1988 Environmental Assessment in that it will address in detail all feasible alternatives to satisfy the transportation needs in the corridor.



South Mountain Corridor Map/  
Mapa de Asuntos del Corridor South Mountain

Study Corridor/  
Estudio del Corridor

Residential/Residencial

Commercial-Industrial/Comercial-Industrial

1988 Adopted Alignment/Alineamiento Adoptado en 1988

Scale of Miles/Escala en Millas

### What Do You Think?/¿Qué Piensa Usted?

1. Do you believe that there is a purpose and need for some kind of connection between I-10 west of Phoenix to the segment of I-10 east and south of Phoenix? Please explain./¿Cree usted que hay un propósito y una necesidad para algún tipo de conexión entre el autopista I-10 al oeste de Phoenix y el segmento de la misma autopista I-10 al este y sur de Phoenix? Por favor explique.

2. Are there other options that you believe should be explored? Please explain./¿Hay otras opciones que usted cree que deberían ser exploradas? Por favor explique.

3. Additional comments/Comentarios adicionales:

Please return the completed form to/  
Por favor regrese la forma completa a:

South Mountain Corridor Team  
HDR Engineering, Inc.  
2141 E. Highland Ave., Ste. 250  
Phoenix, Arizona 85016

Optional/Opcional

Name/Nombre: \_\_\_\_\_:

Address/Domicilio: \_\_\_\_\_

City/Ciudad: \_\_\_\_\_ State/Estado: \_\_\_\_\_ ZIP/Código Postal: \_\_\_\_\_

# ARIZONA DEPARTMENT OF TRANSPORTATION



## Estudio del Corridor de South Mountain

Otoño/Invierno de 2002-2003

Edición 2



### Panorama

Desde julio de 2001, un amplio corredor al suroeste de la montaña South Mountain se ha encontrado bajo estudio para determinar si una autopista previamente planeada debería construirse, y dónde debería ubicarse. El área de estudio incluye una región oeste, desde 43rd Avenue hasta 107th Avenue y de la autopista I-10 al río Gila River, y una región sur, desde la autopista I-10 hasta el río Gila River y de Pecos Road a Ocotillo Road.

### ¿Por Qué Estudiar Esta Área?

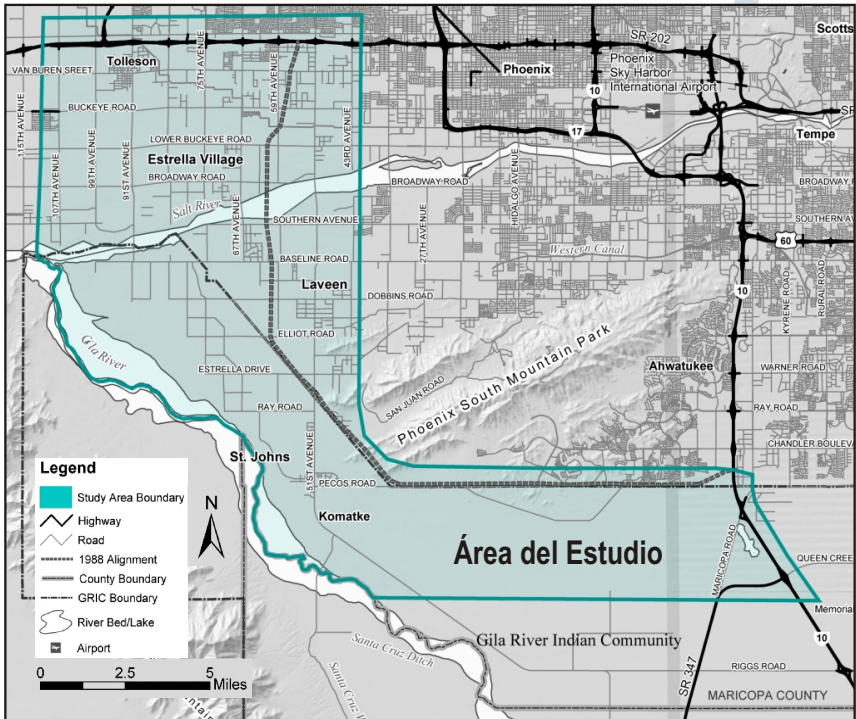
En 1985, los electores del Condado Maricopa aprobaron el plan de un Sistema Regional de Autopistas, el cual incluyó a la Autopista South Mountain. El diseño conceptual y la Evaluación Medioambiental (EA) a nivel estatal para dicha autopista fueron completados en 1988. Como fue concebida, la Autopista South Mountain conectaría con la autopista I-10 al sur de Phoenix en Pecos Road, seguiría a Pecos Road, pasaría por la punta oeste del parque South Mountain Park, y daría vuelta hacia el norte para conectarse con la autopista I-10 entre 55th Avenue y 63rd Avenue. Sin embargo, debido en parte a un déficit en el financiamiento, el Departamento de Transporte de Arizona (ADOT) eliminó de su itinerario original aproximadamente 76 millas del Sistema Regional de Autopistas, incluyendo su segmento en South Mountain.

En 1999, ADOT anunció planes de acelerar siete años la terminación del Sistema Regional de Autopistas, al año 2007. En dicho plan se incluyó el Estudio del Corridor de Transporte de South Mountain.

En los años que han pasado desde que se completó la evaluación EA a nivel estatal de 1988, mucho ha cambiado el área del estudio. Por lo tanto, ADOT y la Administración Federal de Carreteras están llevando a cabo un nuevo estudio medioambiental conocido como una Declaración del Impacto al Medio Ambiente, así como un Reporte de la Ubicación/el Concepto del Diseño.

Please see pages 1-6 for this document in English.

Por favor vea este documento en inglés en las páginas 1-6.





## Declaración del Impacto al Medio Ambiente

Una Declaración del Impacto al Medio Ambiente (EIS) sigue un proceso paso a paso, y se requiere para todos los proyectos importantes federales (o aquellos usando dinero federal) que pudiesen tener un efecto substancial en el medio ambiente. La declaración EIS incluirá información sobre cómo pueden afectar las alternativas del proyecto tanto al medio ambiente natural (calidad del aire, vida silvestre y su hábitat, y recursos de agua), como al ambiente social/de la construcción (gente, tierras de labranza, arqueología, ruido, parques y recreación, comunidades y estética).

El estudio para la declaración EIS de South Mountain comenzó en julio de 2001 con un análisis de las necesidades de transporte en el corredor y de todas las formas razonables para satisfacerlas. El primer paso, fue determinar si en el futuro existiría la necesidad de instalaciones grandes de transporte en el corredor. Basándose en estudios de tráfico, proyecciones de población, y comentarios del público recibidos desde julio de 2001, se ha determinado que existe un propósito y una necesidad para que el estudio EIS continúe.

## Propósito y Necesidad

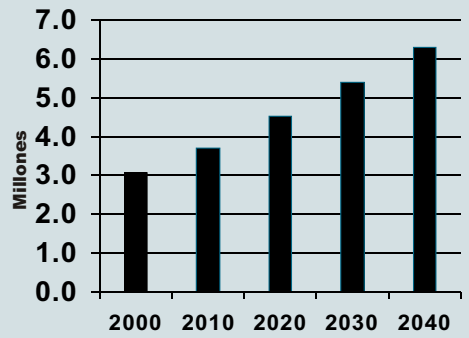
El Equipo del Proyecto se propuso contestar tres preguntas clave:

1. ¿Por qué? ¿Existe un problema básico o una deficiencia en la red regional de transporte?
2. ¿Por qué aquí? ¿Ayudaría a corregir el problema o la deficiencia la construcción de una autopista u otro importante mejoramiento al transporte en el Corredor South Mountain?
3. ¿Por qué ahora? ¿Por qué se necesita resolver el problema ahora? ¿Qué pasaría si el problema no fuese resuelto ahora?

Un análisis de tendencias de la población, planes del uso de terrenos y demandas de viajes muestra claramente que existe un considerable problema de tráfico en el Valle, y que es muy probable que empeorará en el futuro si ahora no se planea cómo enfrentarse al crecimiento.

De acuerdo a la Asociación de Gobiernos de Maricopa (MAG), la principal agencia de planeación de la región, la población del Área Metropolitana de Phoenix creció en un 45 por ciento en la década de

Población Proyectada para el Área Metropolitana de Phoenix



1990, a 3.1 millones de residentes. Se espera que ese crecimiento continúe en las próximas décadas. Las proyecciones de MAG muestran que la población aumentará más del 50 por ciento, a 4.8 millones para 2025 y que se duplicará a 6.2 millones para 2040. Mucho del crecimiento durante la década de 1990 ocurrió en el sureste y suroeste del Valle, donde también se espera que mucho del crecimiento proyectado ocurrirá.

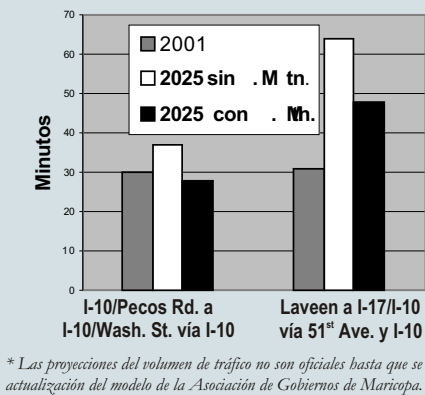
De acuerdo a las proyecciones de MAG, se espera que la demanda de viajes y las millas vehiculares manejadas en el Valle aumentarán aún más que la población. Mientras que se espera un crecimiento en la población de un poco más del 50 por ciento para 2025, MAG predice un crecimiento del 58 por ciento en el tráfico a través del mismo período de

**Se espera que la demanda de viajes y millas vehiculares manejadas en el Valle aumentarán aún más que la población.**

tiempo. Aún con los mejoramientos anticipados con el tranvía ligero, el servicio de camiones, los programas de reducción de viajes y la ampliación planeada de los caminos existentes, se espera que el tráfico vehicular excederá la capacidad de las calles y carreteras del suroeste del Valle hasta en un 22 por ciento para 2025.

¿Cómo afectaría al problema, la construcción de una autopista u otros importantes mejoramientos de transporte en el Corredor South Mountain? Mientras que la construcción de una sola nueva autopista no resolverá todo el problema de congestionamiento de tráfico en el Valle, una conexión entre el sur de la autopista I-10 y el oeste

Tiempo Aproximado de Viaje



\* Las proyecciones del volumen de tráfico no son oficiales hasta que se apruebe la actualización del modelo de la Asociación de Gobiernos de Maricopa.

de la misma por South Mountain tendría un impacto positivo. MAG calcula que 155,000 vehículos usarían las instalaciones cada día para 2025, reduciendo la demanda en otros caminos del Valle.

El Equipo del Proyecto también está considerando los horarios de viajes entre el hogar y el trabajo, y cuánto tiempo toma manejar de una ubicación a otra. Por ejemplo, se calcula que el tiempo de viaje en la actualidad a la hora pico matutina de la autopista I-10 y Pecos Road a la autopista I-10 y Washington Street usando la autopista I-10, es de 30 minutos. En 2025, si nada se construye en el Corredor South Mountain, se espera que dicho tiempo de viaje aumente en un 23 por ciento a 37 minutos. Con instalaciones en South Mountain, se espera que dicho tiempo de viaje se reduzca a 28 minutos.

Más aún, el tiempo de viaje actual a la hora pico matutina de Laveen al enlace de las autopistas I-17/I-10, usando 51st Avenue y la autopista I-10, es de aproximadamente 31 minutos. En 2025, si nada se construye en el Corredor South Mountain, se espera que dicho tiempo de viaje aumente a más del doble, con un tiempo calculado de viaje de 64 minutos. Con instalaciones en South Mountain, se predice que dicho tiempo de viaje será reducido a 48 minutos.

**Existe un considerable problema de tráfico en el Valle ... Es muy probable que empeorará en el futuro si ahora no se planea cómo enfrentarse al crecimiento.**

Además de analizar información de la población y del tráfico para la región, el Equipo del Proyecto se ha reunido con cientos de residentes en el área de estudio de South Mountain, así como con comités de

planeación de la ciudad, organizaciones de propietarios de casas, líderes comunitarios y oficiales de gobierno. La mayoría de las personas sintieron que existe un creciente problema de tráfico en el Valle, y que la construcción de una conexión entre la parte sur y la parte oeste de la autopista I-10 alrededor de South Mountain ayudaría.

Si se construye una autopista nueva en el Corredor South Mountain, es extremadamente importante planearla ahora. En el mejor de los casos, la construcción de algún tramo posiblemente podría comenzar en cinco años, pero considerando la planeación, el diseño, la adquisición de derechos de paso y la construcción de la conexión a la autopista I-10 se tomaría 20 años.

## ¿Qué Sucederá Después?

El siguiente paso será evaluar cuidadosamente la gama completa de rutas alternas, incluyendo la ruta de 1988, y las consecuencias de no construir cosa alguna. La Declaración del Impacto al Medio Ambiente (EIS) examinará los impactos sociales, económicos y medioambientales potenciales de estas alternativas, así como formas de minimizar dichos impactos.

Las rutas identificadas por grupos locales comunitarios, organizaciones y residentes interesados, se encuentran bajo consideración del Equipo del Proyecto. Más de 30 rutas alternas han sido sugeridas a través del área del estudio.

El Equipo del Proyecto ha consolidado las rutas sugeridas en la porción oeste del área del estudio en cinco amplios corredores. Dichos corredores están siendo estudiados para determinar si cualquiera contiene obstáculos infranqueables.

Actualmente, el Equipo del Proyecto está trabajando con la Comunidad India Gila River para identificar posibles corredores en terrenos tribales a ser estudiados. Una vez que dichas pláticas sean completadas, el Equipo del Proyecto programará otra serie de reuniones públicas para considerar las alternativas propuestas.

Debido a la complejidad de este proyecto, es difícil predecir un período preciso de tiempo, pero para el primer trimestre de 2003, el Equipo del Proyecto espera tener alternativas que recomendará para un estudio más detallado. Continúe visitando el sitio en la red para obtener la información más actualizada del proyecto, o llame a la línea telefónica de información.



Alrededor del primer trimestre de 2003, el Equipo del Proyecto espera tener varias alternativas para recomendar un estudio más detallado.

Alcance

Con más de 50,000 hogares en el Corredor South Mountain, es crucial que los residentes reciban información y tengan toda oportunidad para que se respondan sus preguntas y se escuchen sus inquietudes.



Escuela Desert Vista High School, reunión pública/casa abierta

Antes de que comience el proyecto, el Equipo del Proyecto investigó los archivos de periódicos para entender mejor los asuntos y

las opiniones previamente expresadas con respecto a este proyecto. Se lleva a cabo una amplia gama de actividades para llegar al público en varias formas.

Inicio Oficial Público/Agencia

En el otoño de 2001, gente de 95 agencias locales, regionales, estatales y federales, oficiales de la ciudad, y muchas otras personas, asistieron a una reunión de dos días para recopilar información. Además, se contactaron a 40 líderes de opinión del área, para ayudar a identificar a grupos de interés, asuntos, inquietudes, problemas, deseos, y necesidades en el corredor.

Reuniones Públicas

Se llevaron a cabo dos reuniones públicas en noviembre de 2001 en Ahwatukee y Phoenix. Miembros del Equipo del Proyecto dieron un panorama del mismo, moderaron una sesión de preguntas y respuestas, y hablaron con gente cara a cara sobre asuntos e inquietudes.

Boletín Informativo del Proyecto

Un boletín informativo en inglés y español fue entregado casa por casa a 28,500 residencias y negocios en el área del estudio, además de ser insertado en los periódicos Ahwatukee Foothills News y Gila River Indian Newspaper. Los boletines informativos también fueron distribuidos en los centros de servicio de distrito, oficinas de correo, y en reuniones y festivales comunitarios de la Comunidad India Gila River (GRIC).

Sitio en la Red. Correo Electrónico, y Línea Telefónica de Información

Un sitio en la red (accesado en [www.dot.state.az.us](http://www.dot.state.az.us)) provee actualizaciones y un domicilio de correo electrónico para hacer preguntas. El número de una línea telefónica de información (602-712-7006) es publicado en el boletín informativo, en las tarjetas de presentación del proyecto, otros materiales, y el sitio en la red.

Encuesta de los Residentes

Tanto la encuesta del boletín informativo como la del sitio en la red, preguntó a las personas sobre la necesidad del proyecto, alternativas a considerar, y comentarios sobre el estudio.

Reuniones Comunitarias Locales y Eventos Públicos

El Equipo del Proyecto ha hecho presentaciones a muchos grupos de vecindarios, comités de planeación, clubes sociales y cámaras de comercio. Se erigieron puestos de información en ferias y celebraciones comunitarias.

Comunidad India Gila River (GRIC)

Los miembros de la comunidad GRIC han sido incluidos en el proceso del estudio desde su inicio. Además de las reuniones mensuales regulares de coordinación con el personal de la comunidad GRIC, se han realizado presentaciones en reuniones comunitarias en los siete distritos de la comunidad GRIC, así como en varios comités de asesoría comunitaria y asociaciones.

Equipo de Asesoría de Residentes de South Mtn.

Una forma de entender a fondo las inquietudes y los deseos de los residentes, es por medio de las personas dispuestas a dedicarse a largo plazo a participar en el proyecto. A principios de 2002, se formó un Equipo de Asesoría de Residentes de South Mountain (SMCAT) para satisfacer dicha necesidad.

Los miembros de SMCAT ayudan a proveer comunicación continua entre los residentes y el Equipo del Proyecto, y actúan como caja de resonancia de ideas para el Equipo. Ellos revisan información medioambiental y técnica, criterios de diseño, alternativas, y otros asuntos del proyecto

El propósito de SMCAT es el de:

- Proveer asesoría y opiniones al Equipo del Proyecto;

- Actuar como un conducto de información entre ADOT/FHWA y las organizaciones comunitarias;
- Proveer asesoría en reuniones públicas y de agencias, y cómo presentar efectivamente información a ser distribuida al público;
- Ayuda al Equipo del Proyecto a entender inquietudes y asuntos comunitarios.

Hechos y Preguntas y Respuestas Frecuentes

Gente a través del área del estudio ha posado numerosas preguntas. Algunas no pueden ser contestadas completamente sino hasta que se tenga más información. Una lista completa está disponible en el sitio de South Mountain en la red, en [www.dot.state.az.us](http://www.dot.state.az.us).

¿Ya se ha decidido el corredor a lo largo de Pecos Road?

No. La ruta de Pecos Road fue identificada como resultado de la Evaluación Medioambiental a nivel estatal de 1988. Esta ruta es una de las alternativas que serán estudiadas, así como otras alternativas, y las consecuencias de no construir cosa alguna.

¿Se puede cambiar el corredor de Pecos Road ?

Sí. El corredor de Pecos Road fue identificado como la alternativa más apropiada en 1988. Sin embargo, la Declaración del Impacto al Medio Ambiente considerará una gama de alternativas razonables de la actualidad.

¿Se considerará un corredor en la Comunidad India Gila River?

Si la Comunidad es receptiva a una ruta que pueda cruzar sus terrenos, se considerarán alternativas. Los miembros de la Comunidad India Gila River asisten a las reuniones del proyecto. Sin embargo, como un país soberano, si la Comunidad no desea que un corredor cruce sus terrenos, dicha alternativa ya no sería viable.

¿Qué factores serán considerados al seleccionar una alternativa?

Un factor principal es, qué tan bien pueda mejorar una alternativa la movilidad y ayudar a resolver futuros problemas de tráfico en el área de Phoenix, mientras que

Qué Dice la Gente

Muchas personas tienen sentimientos muy fuertes con respecto a la posibilidad de tener una autopista en el área. Por medio de entrevistas, reuniones públicas, llamadas telefónicas y notas de correo electrónico, la gente ha provisto una variedad de opiniones.

- Muchos residentes del área sur de Ahwatukee han expresado su oposición a cualquier alineación de la autopista que pudiese incluir a Pecos Road. En general, las personas que viven más cerca a Pecos Road son los que más se oponen.
- La gente a través del área tiene inquietudes con respecto a problemas potenciales de tráfico de camiones, ruido, y calidad del aire, que puedan resultar de una autopista nueva.
- Muchas personas desean asegurar que el parque South Mountain sea protegido.
- Han salido a la luz preguntas concernientes con el sitio exacto en el cual una autopista pueda conectarse con el lado oeste de la autopista I-10.
- A la gente viviendo en Laveen y Tolleson les preocupa cómo podría una autopista dividir potencialmente en forma física a sus comunidades.

Inquietudes específicas que han sido expresadas por personas en la Comunidad India Gila River (GRIC) sobre la posibilidad de una alineación en terrenos tribales.

- Los miembros de la Tribu desean asegurarse de que los propietarios privados de terrenos en GRIC sean compensados en forma justa.
- Los miembros de la Comunidad se preocupan por proteger sus sitios sagrados, históricos y culturales.
- A los residentes del Distrito 6 les preocupa particularmente el área de St. Johns y el tráfico actual de camiones en 51st Avenue.

Organizaciones Representadas por los Miembros del Equipo de Asesoría de Residentes de South Mountain

Asociación Ahwatukee Foothills Homeowners Association	Comité de Planeación de la Aldea Laveen Village
Asociación Ahwatukee Lakewood Homeowners Association	Comité de Planeación de la Aldea South Mountain Village
Asociación Arizona Motor Transport Assoc.	Compañía Accomazzo Company
Asociación Pecos Road/I-10 Landowners Association	Comunidad India Gila River, District 4
Asociación United Arizona Dairymen	Comunidad India Gila River, District 6
Asociación Valley Forward Association	Comunidad India Gila River, District 7
Cámara de Comercio Ahwatukee Foothills	Comunidad India Gila River, Grupo de Inquietudes de Personas Mayores
Cámara de Comercio South Mountain/Laveen	Concilio de Preservación de las Montañas de Phoenix
Cámara de Comercio Southwest Valley	Escuela Kyrene de los Lagos Elementary
Comité de Planeación de la Aldea Ahwatukee Foothills Village	Grupo Laveen Citizens for Responsible Development
Comité de Planeación de la Aldea Estrella Village	Oficina Agrícola del Condado Maricopa
	Organización Sierra Club



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Phoenix, AZ 85016

minimiza los impactos al medio ambiente. Algunos factores que serán considerados incluyen los impactos sociales, económicos y medioambientales, las regulaciones medioambientales, la reubicación de hogares y negocios existentes, qué tan práctico pueda ser construirla, el costo, e inquietudes y preferencias del público.

**¿El público tendrá una voz al seleccionar una alternativa?**

Sí. Un amplio esfuerzo está en camino para continuar manteniendo al público informado sobre el progreso del estudio, y para obtener el comentario público. Las inquietudes, las preferencias y los problemas expresados por los residentes serán considerados en la decisión final de construir o no una instalación nueva, qué debería construirse y dónde debería ubicarse.

**¿La calidad del aire, el ruido y la calidad visual será impactada por la construcción de una autopista o un camino nuevo?**

Un propósito principal de este estudio es el de determinar los impactos potenciales a la calidad del aire, del ruido y visual, y buscar formas para minimizar dichos impactos.

**¿Se construirá algo a través del parque South Mountain Park?**

Restricciones federales prohíben la intrusión de un proyecto

federal como éste en un parque como South Mountain, a menos que se pueda comprobar que no existe una alternativa factible y prudente para evitar dicha intrusión.

**¿Dónde se uniría una nueva autopista a la autopista I-10 en el oeste de Phoenix?**

No se sabe. El corredor posiblemente se uniría a la autopista I-10 en algún lugar entre 43rd Avenue y 107th Avenue. Uno de los principales propósitos de este estudio es el de buscar ubicaciones potenciales.

**¿Por qué construir esto si Ahwatukee no lo necesita?**

A pesar de que el impacto de un mejoramiento de transporte en el área de Ahwatukee es un componente de este estudio, es sólo un factor considerando las necesidades de transporte de toda el área metropolitana de Phoenix. El uso de terrenos y los patrones de viajes en el futuro serán mucho muy distintos a los que existen en la actualidad, y estas instalaciones serían construidas para ayudar a servir dichas necesidades futuras.

*Sus opiniones son importantes para este proceso. Por favor contáctenos con sus asuntos, inquietudes o preguntas. Encuentre en nuestro sitio en la red actualizaciones regulares e información, o llame en cualquier momento a nuestra línea telefónica de información.*

A R I Z O N A D E P A R T M E N T O F  
T R A N S P O R T A T I O N



South Mountain Corridor Study

Fall/Winter 2003

Issue 3



History

In 1985, Maricopa County voters approved funding for a Regional Freeway System, which included a South Mountain Freeway connecting Interstate 10 south of Phoenix with Interstate 10 west of the city. The State Transportation Board approved an alignment for the South Mountain Freeway in 1988, running east and west along Pecos Road and then turning north between 55<sup>th</sup> and 63<sup>rd</sup> Avenues.

In 2001 the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) began an updated study identified as an Environmental Impact Statement (EIS) to determine if such a freeway is still needed, where it should be located, and

South Mountain Corridor Study

For additional information, see the ADOT website at [www.dot.state.az.us](http://www.dot.state.az.us) then select the South Mountain link for details, past newsletters, frequently asked questions and answers, and updates.

Please email your comments to us at [SouthMountain@dot.state.az.us](mailto:SouthMountain@dot.state.az.us) or call our project information telephone number at 602-712-7006.

Website – [www.dot.state.az.us](http://www.dot.state.az.us)

E-mail – [SouthMountain@dot.state.az.us](mailto:SouthMountain@dot.state.az.us)

Project Information – 602-712-7006

South Mountain Corridor Team  
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Phoenix, AZ 85018-2311

*Por favor vea este documento en español en las páginas 6-12.*

Please see pages 6-12 for this document in Spanish.

Please see survey on page 5.

what the environmental, social and economic effects of such a facility might be.

Need Exists for South Mountain Freeway

An extensive analysis of population trends, land use plans and travel demand shows clearly that there is a traffic problem in this southwest area of the Valley. This problem will get considerably worse if transportation plans are not made now to address increases in population and vehicles.

At this point in the study process, it has been determined that while planned transit and roadway improvements must be part of the solution to the Valley's future transportation needs, a “purpose and need” exists to include a new freeway in the South Mountain Corridor. However, throughout the process, the no-build option remains an alternative.

The process of identifying alternative routes for the South Mountain Freeway has included local governments, businesses, the Maricopa Association of Governments (MAG), the Gila River Indian Community (GRIC) and the general public. The process began with a public “scoping” phase, during which a number of alternatives, enhanced transit options, and several conceptual alignments were proposed.



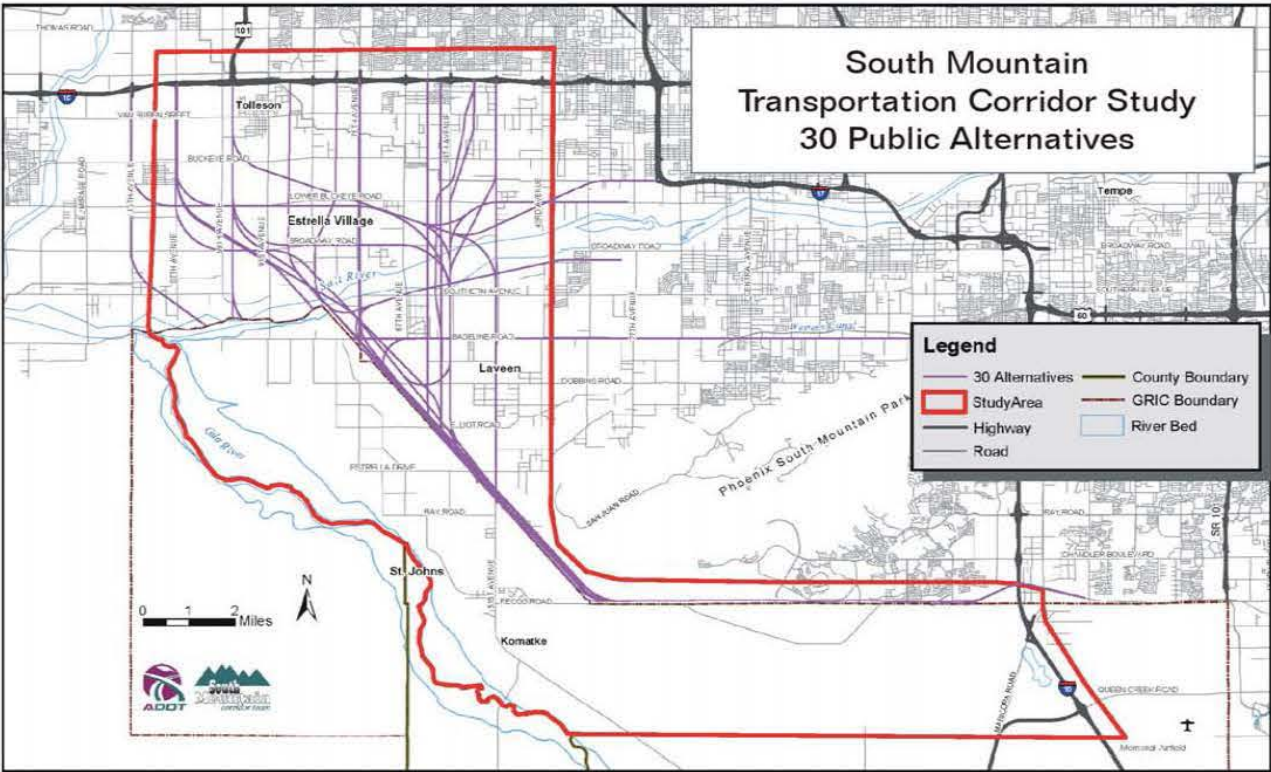
The Alternatives

Over the past several months, numerous potential alternatives have been suggested. Workshops were held with citizens; civic organizations; the Ahwatukee, Estrella, Laveen and South Mountain village planning committees; Maricopa County Farm Bureau; and, the Southwest Mayors and Managers group. Participants were invited to draw alignments on study area maps and aerial photos, and to indicate cultural or environmental constraints. From these workshops more than 30 potential alternatives were identified for the western leg of the freeway.

These 30 public alternatives were grouped into corridors for review by the technical team, which then narrowed them to nine “Technical Alternatives.” The nine alignments were presented to the potentially affected local jurisdictions, including Tolleson, Avondale, Goodyear, Chandler, Phoenix, Maricopa County, MAG and GRIC.

The alternatives can be best described by where they connect with I-10 on the west side. Each alternative goes south from the connection point to the Gila River Indian Community boundary, at which location each alternative parallels the Community boundary as follows:

- Alternative 1 – Connects with I-10 near 55<sup>th</sup> Avenue;
- Alternative 2 – Connects with I-10 near Loop 101;
- Alternative 2A – Connects with I-10 near Loop 101 (similar to Alternative 2);
- Alternative 2B – Connects with I-10 near Loop 101 (similar to Alternative 2);
- Alternative 5 – Connects with I-10 near 79<sup>th</sup> Avenue;
- Alternative 6 – Connects with I-10 near 71<sup>st</sup> Avenue;
- Alternative 7 – Connects with I-10 near 45<sup>th</sup> Avenue;
- Alternative 8 – Connects with I-10 near 45<sup>th</sup> Avenue (similar to Alternative 7); and,
- Alternative 9 – Connects with I-10 near 105<sup>th</sup> Avenue (with direct connection ramps to Loop 101).



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Because coordination with GRIC regarding alternatives on its lands is on-going, all of the nine technical alternatives lie outside the reservation border. Therefore, Pecos Road was used as the eastern portion for each alignment. Specifically, each alignment would begin at the I-10/Loop 202 Traffic Interchange near Pecos Road and proceed west along Pecos Road to the GRIC border.

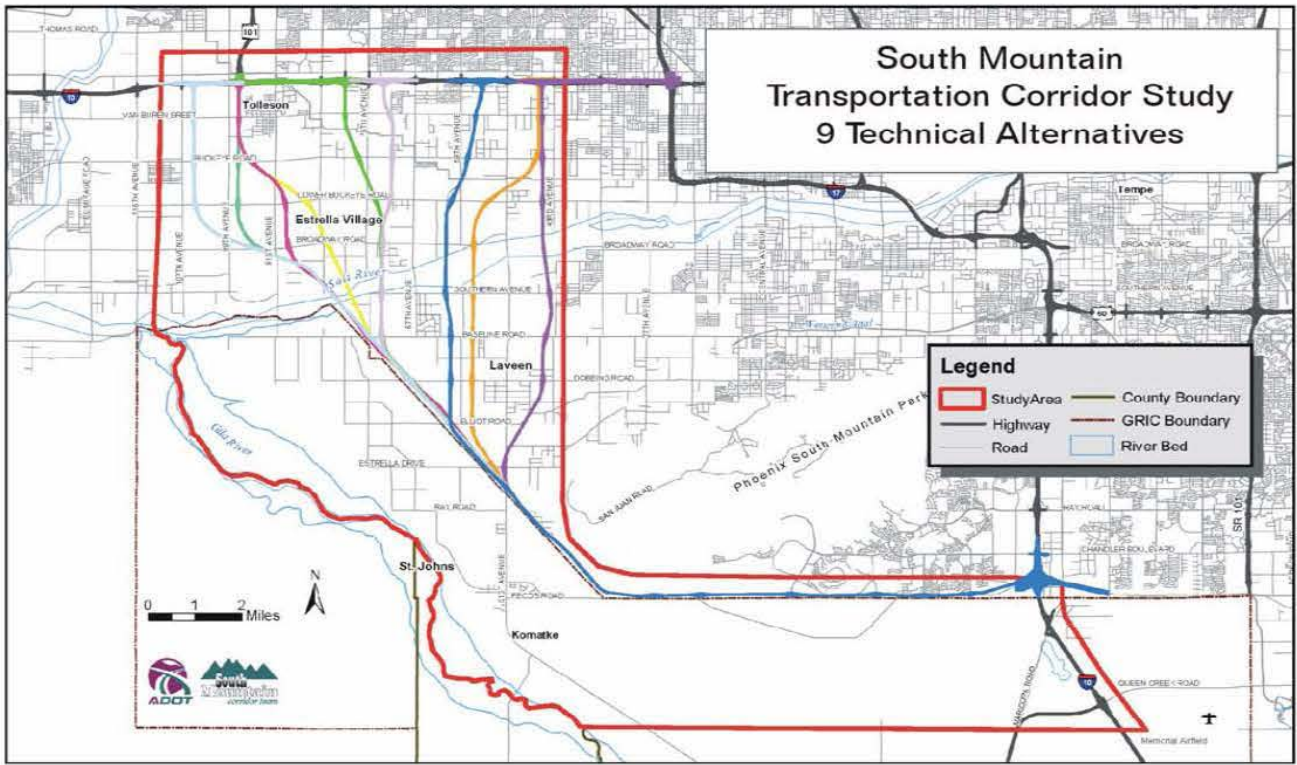
During early 2003, the potential impacts of the nine technical alternatives were analyzed and evaluated. This analysis indicated which alternatives were appropriate to move forward into the next stage of the process. The criteria used to evaluate the alternatives included their potential impacts on:

- Air quality;
- Cultural sites;
- Jurisdictional waters;
- Environmental Justice;
- Threatened and endangered species;
- Potential hazardous waste sites;
- Residential and business displacements;
- Existing utilities;

- Compliance with local land-use plans;
- Agricultural lands;
- Highway design standards and traffic operations;
- Cost;
- Political and public acceptability; and,
- Noise.

The one area where the alternatives showed distinct differences was in their impacts to traffic on I-10 from the Loop 101 interchange to the I-17 interchange. A sophisticated traffic computer modeling program shows how traffic functions now, how it would function in the year 2025 without a South Mountain Freeway, and how it would function in 2025 if different South Mountain Freeway alternatives were built. The results indicate:

- A connection to I-10 at Loop 101 could work well but would require major improvements to both Loop 101 and I-10.
- Any other connection to I-10 should be more than 3 miles away from Loop 101 and I-17, but could work with improvements (widening) to I-10.

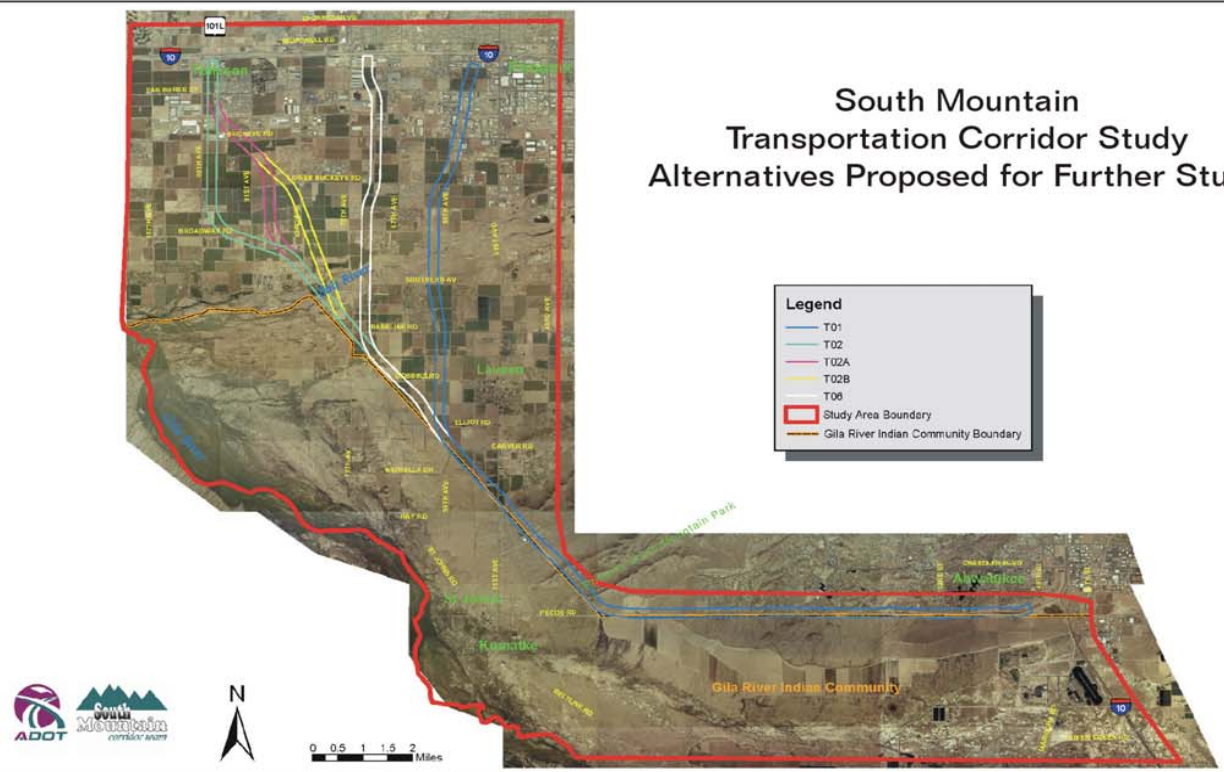


Fall/Winter 2003

South Mountain Corridor Study



# South Mountain Transportation Corridor Study Alternatives Proposed for Further Study



- Any connection to I-10 less than 3 miles from Loop 101 or I-17 would not work well even if improvements were made to I-10.

Three alternatives have been advanced for further study, with one alternative (Alternative 2) having 3 options along a portion of its length. Each alternative begins at the Pecos Road interchange with I-10 and continues west along Pecos Road to the GRIC border. At this point, each alternative turns northwest along the GRIC border until each diverges. From there, the alternatives are:

- Alternative 1 follows the GRIC boundary until halfway between 59<sup>th</sup> and 63<sup>rd</sup> Avenues, and then turns north. The alignment runs between 59<sup>th</sup> and 63<sup>rd</sup> avenues until just south of Lower Buckeye Road, where it turns slightly to the northeast, crosses 59<sup>th</sup> Avenue and connects with I-10 near 55<sup>th</sup> Avenue, 5.25 miles east of the existing I-10/Loop 101 interchange.
- Alternative 2 follows the GRIC border across the Salt River, and continues to just west of 83<sup>rd</sup> Avenue between Southern Avenue and Broadway Road. The alignment turns north between 95<sup>th</sup> and 99<sup>th</sup> Avenues and connects with I-10 at the existing I-10/Loop 101 interchange.
- Alternative 2-A follows the GRIC border over the Salt River, then turns north between 87<sup>th</sup> and 91<sup>st</sup> Avenues just south of Broadway Road. The alignment then runs north to Lower Buckeye Road, turns to the northwest and crosses 91<sup>st</sup> Avenue. At Buckeye Road, the alignment turns to the north between 95<sup>th</sup> and 99<sup>th</sup> Avenues and connects with I-10 at the existing I-10/Loop 101 interchange.
- Alternative 2-B follows the GRIC border to 75<sup>th</sup> Avenue where it turns to the north-northwest, crosses the Salt River and runs to just south of Lower Buckeye Road between 83<sup>rd</sup> and 87<sup>th</sup> Avenues. At this point, the alignment turns northwest to Buckeye Road between 95<sup>th</sup> and 99<sup>th</sup>



Members of the South Mountain CAT listen to presentations on alignment alternatives at the August meeting.

## Citizen Advisory Team Participates in Planning

Since the project began, the study team has worked with a Citizen Advisory Team (CAT) comprised of people from throughout the study area including Laveen, South Mountain area, Ahwatukee, and the Gila River Indian Community. The CAT meets regularly to review technical aspects of the project, discuss interests and concerns of their individual communities, and help find a consensus solution for this very challenging task.

## Where Do We Go From Here?

The study team is performing a detailed analysis of the three alternatives for the Environmental Impact Statement. A single recommended alternative will ultimately be developed. Once the Draft Environmental Impact Statement is completed, it will be available for public review and comment.

Meanwhile, the study team continues to work with the Gila River Indian Community regarding potential alternatives. As a sovereign nation, the Gila River Indian Community has sole authority to decide if and where any freeway alignment might be built on its land.

## What Do You Think?

1. What do you think of the three alternatives (and options) being advanced for further study? \_\_\_\_\_

2. Are there other alternatives that should be considered? \_\_\_\_\_

3. Additional comments: \_\_\_\_\_

Please return the completed form to:  
South Mountain Corridor Team  
HDR, Inc.  
3200 E. Camelback Rd., Ste. 350,  
Phoenix, AZ 85018

Optional  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_





South Mountain Corridor Team  
HDR, Inc.  
3200 E. Camelback Rd., Ste. 350  
Phoenix, AZ 85018-2311

Please Join Us

Three public meetings will provide the same information on different evenings at different locations. Please attend to learn more about the South Mountain Corridor Study, ask questions and receive answers, and share your comments and concerns. Your participation is an important aspect of the study and we hope you will attend.

**Tuesday, September 30, 2003**  
Cesar Chavez High School  
3921 W. Baseline Road, Laveen  
6-8 p.m.

**Wednesday, October 1, 2003**  
Desert Vista High School  
16440 S. 32nd Street, Phoenix  
6-8 p.m.

**Thursday, October 2, 2003**  
Tolleson High School  
9419 W. Van Buren, Tolleson  
6-8 p.m.

Por Favor Únase

Tres reuniones públicas proveerán la misma información en distintas noches y distintas ubicaciones. Por favor asista para informarse más sobre el Estudio del Corredor South Mountain, haga preguntas, reciba respuestas, y comparta sus comentarios e inquietudes. Su participación es un importante aspecto del estudio y esperamos que asista.

**Martes 30 de septiembre de 2003**  
Escuela Cesar Chavez High School  
3921 W. Baseline Road, Laveen  
6-8 p.m.

**Miércoles 1º de octubre de 2003**  
Escuela Desert Vista High School  
16440 S. 32nd Street, Phoenix  
6-8 p.m.

**Jueves 2 de octubre de 2003**  
Escuela Tolleson High School  
9419 W. Van Buren, Tolleson  
6-8 p.m.

Estudio del Corredor de Transporte South Mountain

# ASESORIA

Otoño/Invierno 2005

Estudio de la Autopista South Mountain

En 1985, los electores del Condado Maricopa aprobaron un sistema Regional de Autopistas, el cual incluyó a una sección en South Mountain conectando a la autopista Interestatal 10 al sur y oeste de la ciudad. En 1988, la Junta de Transporte de Arizona aprobó un alineamiento para la Autopista South Mountain de este a oeste a lo largo de Pecos Road, y de norte a sur entre 55th Avenue y 63rd Avenue.

En 2001, el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) y la Administración Federal de Autopistas (FHWA por sus siglas en inglés), empezaron a preparar una Declaración de Impacto Medioambiental (EIS por sus siglas en inglés) para determinar si dicha autopista todavía es necesaria, dónde debería ubicarse, y cuáles serían los efectos medioambientales, sociales y económicos que podría tener una construcción como esa. Hemos visto mucho en los últimos cuatro años. Este boletín proporciona una visión general y actualizada del estudio.

Estudio Medioambiental

Un Estudio del Impacto Medioambiental de esta magnitud envuelve a docenas de científicos e ingenieros, y considera las opciones para la ubicación de la autopista. También considera los impactos, si los hubiese, que dichas opciones podrían tener en el medioambiente, incluyendo aspectos tales como: calidad del aire, ruido, sitios culturales, justicia ambiental (imparcialidad para todos), especies amenazadas o en peligro de extinción, sitios de desperdicios potencialmente peligrosos, planes locales de uso de terrenos, reubicación de viviendas o negocios, terrenos agrícolas, costo de la construcción, qué tan bien se movilizaría el tránsito, y varios otros asuntos técnicos. Otra consideración importante es cómo se podría diseñar la autopista para adecuarse a la comunidad. Es un proceso muy complejo, dinámico y que requiere mucho tiempo.

¿Por Qué Se Lleva Tanto Tiempo Este Estudio?

Éste es un proyecto de investigación que cambia constantemente. Los ingenieros, investigadores y científicos medioambientales deben determinar el impacto de la nueva información que se va descubriendo durante el proceso.

Por ejemplo, los nuevos datos del censo y las proyecciones actualizadas de tránsito han cambiado la manera como se espera que se vea el Valle dentro de 25 años. Por lo tanto, mucha de la información para este proyecto debe

actualizarse para incluir la mejor información disponible.

El equipo de estudio considera los impactos que pueden resultar tanto de las secciones bajo nivel y superficiales de la autopista, así como de las intersecciones de tránsito construidas sobre o bajo las calles actuales. Deben tomarse en cuenta las consecuencias de las opciones y las necesidades de los residentes y viajeros del Valle, y desafortunadamente, esto toma tiempo.



www.SouthMountainFreeway.com



Por Favor Acompañenos

Por favor acompañenos para hablar sobre el Corredor de Transporte South Mountain. La información recabada en estas reuniones será usada para evaluar las alternativas.

**Reunión Estilo Casa Abierta: Mediodía - 8 p.m. cada día**

**Martes 15 de noviembre de 2005**  
Estrella Vista Reception Center  
1471 N. Eliseo C Felix Jr. Way, Avondale

**Miércoles 16 de noviembre de 2005**  
Corona Ranch  
7611 S. 29th Avenue, Laveen

**Jueves 17 de noviembre de 2005**  
Hotel Grace Inn  
10831 S. 51st Street, Ahwatukee

En cada reunión habrá una sesión estilo casa abierta del mediodía a las 8 p.m. para permitir suficiente tiempo para preguntas y comentarios. Las presentaciones continuas proporcionarán la misma información durante el transcurso de estas reuniones. (Por favor vea los mapas de las ubicaciones en la página 12.)

Please see pages 1-4 for this document in English.

## Sigue Aumentando el Congestionamiento de Tránsito

Mientras esto sucede, la población crece, trayendo más vehículos y más congestionamiento de tránsito al Valle. Mientras el tránsito planeado del tranvía ligero y los autobuses debe ser parte de la solución a nuestro futuro en el transporte, los resultados del estudio muestran claramente una necesidad regional de construir una nueva autopista en el área de South Mountain. La Autopista South Mountain ha sido planeada como parte del Sistema Regional de Autopistas desde la década de

los 80s, y sigue siendo una conexión crítica para las necesidades de transporte de la región.

El proceso de identificar rutas alternas para la Autopista South Mountain ha sido abierto y exhaustivo. El estudio ha incluido a gobiernos locales, negocios, la Asociación de Gobiernos de Maricopa (MAG), la Comunidad India Gila River (GRIC por sus siglas en inglés), así como información e ideas de miles de residentes.

## ¿Dónde Podría Conectarse la Autopista I-10 en el Oeste?

Después de cuatro años de un complejo estudio técnico y cientos de reuniones con los residentes, funcionarios políticos y otros, se están estudiando las alternativas con gran detalle para las conexiones potenciales en el oeste de la autopista I-10, cerca de 55th Avenue, 71st Avenue ó la conexión actual del anillo de circunvalación Loop 101, la cual tiene tres opciones en sí misma.



## ¿Cuáles Son las Principales Diferencias en Estas Conexiones?

Las conexiones de 55th Avenue, 71st Avenue y el anillo de circunvalación Loop 101 difieren en cuanto a su proximidad al centro de Phoenix. Cada una de ellas cuenta con distintos impactos sociales y económicos para los vecindarios, y cada una afecta al tránsito de manera diferente a lo largo de la autopista I-10 y otros segmentos del Sistema Regional de Autopistas.

La ubicación de las alternativas y sus distancias a los centros de trabajo y residenciales, cambiarían la estructura del tránsito usando la autopista propuesta, así como el destino de dicho tránsito.

Cada alternativa podría tener distintos efectos en las comunidades a las que da servicio, posiblemente dividiendo distritos escolares y vecindarios, o proporcionando acceso directo a la autopista a los centros propuestos de las aldeas (como el Centro de la Aldea Laveen en Dobbins Road y 59th Avenue). Las tres alternativas cruzan una variedad de usos de terreno actuales y propuestos. Algunas tienen mayor impacto en futuros terrenos residenciales, mientras que otras impactan la futura propiedad comercial o industrial. Los futuros usos de terrenos han sido planeados cerca del alineamiento original de 55th Avenue, lo cual es similar al alineamiento propuesto a mediados y finales de la

década de los 80s. Las tres alternativas podrían resultar en reubicaciones residenciales y de negocios.

Mientras que las tres requerirían mejoramientos a la autopista I-10 y posiblemente al anillo de circunvalación Loop 101, la ubicación de los mejoramientos cambiará de acuerdo a la ubicación de la conexión.

El tránsito operaría de manera diferente en cada alternativa. Basados en las proyecciones de tránsito para el año 2030:

- 50 por ciento del tránsito en una conexión de South Mountain a la autopista I-10 en 55th Avenue vendría de o iría hacia el este (centro de Phoenix) por la autopista I-10.
- Con una conexión a la autopista I-10 en 71st Avenue, cerca del 40 por ciento del tránsito de la Autopista South Mountain se dirigiría hacia el este por la autopista I-10.
- Con una conexión a la autopista I-10 en el anillo de circunvalación Loop 101, cerca de 33 por ciento del tránsito de la Autopista South Mountain viajaría hacia y desde el este por la autopista I-10, y la mayoría del resto de los vehículos usarían el anillo de circunvalación Loop 101.

## ¿Dónde Podría Conectarse a la Autopista I-10 en el Este?

Si se construyese la Autopista South Mountain, probablemente se conectaría en el este de la autopista I-

10 en la intersección con el anillo de circunvalación Loop 202. Continúan las pláticas con la Comunidad India Gila

River (GRIC por sus siglas en inglés), en un esfuerzo por determinar si el equipo de estudio puede examinar los terrenos de la comunidad GRIC como una posible opción para la autopista. La única otra opción conectaría con

## Comunidad India Gila River

Desde el principio del estudio en 2001, ADOT y FHWA han trabajado con la comunidad GRIC, para determinar si la porción de la autopista puede ser ubicada en tierras de la GRIC, al sur de Pecos Road. A la fecha, ninguna de las opciones de la Comunidad ha sido aprobada por dicha comunidad para continuar con estudios posteriores.

Pecos Road al norte de la frontera de la comunidad GRIC, siguiendo ese alineamiento al este, hacia la actual intersección de tránsito I-10/Loop 202.

La Comunidad India Gila River tiene la autoridad única y exclusiva para decidir si y dónde podrían hacerse estudios o construirse una autopista en sus terrenos. Por lo tanto, si se debe identificar una preferencia para el lado este sin considerar las alternativas de la comunidad GRIC, las opciones incluirían ya sea la alineación en Pecos Road, o el no construir la Autopista South Mountain.

## ¿No Construir Una Autopista Es Realmente una Opción?

No construir una autopista sigue siendo una opción. Si se elige esta opción, el proyecto propuesto completo no se llevaría a cabo, y se evaluarían los efectos ambientales

de no tomar acción alguna. Es posible, sin embargo, que se inicie un nuevo estudio para el área en algún momento en el futuro.

## Equipo de Asesoría de Ciudadanos

Desde principios de 2002, ADOT ha estado trabajando con un Equipo de Asesoría de Ciudadanos (CAT por sus siglas en inglés) formado por personas del suroeste del Valle, Laveen, la asociación Valley Forward Association, Ahwatukee, la Comunidad India Gila River, la organización Sierra Club, los representantes de la asociación de propietarios de viviendas, y muchas otras a través de toda el área del estudio.

El equipo CAT actúa como tornavoz y ayuda al equipo del proyecto a entender los asuntos y las inquietudes de la comunidad. El grupo se reúne regularmente para revisar los datos técnicos y medioambientales, para hablar sobre los intereses e inquietudes de sus comunidades individuales, y para ayudar a encontrar una solución en consenso para este proyecto tan complejo. Este grupo ha dedicado una gran cantidad de tiempo a estudiar las proyecciones detalladas de tránsito, los impactos potenciales en las comunidades locales, y las consecuencias de las opciones y alternativas. Finalmente, el equipo CAT hará una recomendación a ADOT, sin embargo, la recomendación del equipo de



*El Equipo de Asesoría de Ciudadanos de South Mountain incluye a 26 representantes de a través de toda el área de estudio del proyecto.*

asesoría será sólo uno de muchos factores que ADOT y FHWA considerarán al seleccionar una alternativa preferida.

## ¿Y Ahora Qué?

Después de revisar los comentarios públicos y la recomendación del equipo CAT, ADOT y FHWA identificarán una alternativa preferida para una conexión en el oeste de la autopista I-10. Una vez que se haya completado sustancialmente el Borrador de la Declaración del Impacto Medioambiental (DEIS por sus siglas en inglés) en 2006, ADOT y FHWA identificarán una alternativa preferida para el lado oeste. Entonces, el borrador DEIS estará disponible durante 45 días para que el público lo revise. Durante ese periodo de

comentarios de 45 días, se llevará a cabo una audiencia pública para considerar el contenido del borrador DEIS. Cuando esté terminado, el público tendrá otra oportunidad de 30 días para comentar sobre la declaración EIS final. Los comentarios recibidos durante los periodos de comentarios de 45 y 30 días serán usados por las agencias para tomar su decisión con respecto al proyecto. La decisión final será presentada en el Registro de Decisión final por la FHWA, lo cual se espera que suceda en 2007.



For More Information

Click on the project website at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com) for complete details, past newsletters, frequently asked questions and their answers, and regular updates.

Please e-mail your comments to us at [SouthMountain@azdot.gov](mailto:SouthMountain@azdot.gov) or call our project information telephone number at 602-712-7006.

U.S. Postal Mail can be addressed to:

South Mountain Corridor Team  
c/o HDR Engineering  
3200 East Camelback Road, Suite 350  
Phoenix, AZ 85018-2311

Para Más Información

Presione sobre el nombre del proyecto en el sitio web [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com) para detalles completos, boletines previos, preguntas frecuentes y sus respuestas, y actualizaciones regulares.

Por favor envíenos una nota con sus comentarios por correo electrónico a [SouthMountain@azdot.gov](mailto:SouthMountain@azdot.gov), ó llame a nuestro número telefónico de información al 602-712-7006.

La correspondencia usando el Servicio Postal de los Estados Unidos puede dirigirse a:

South Mountain Corridor Team  
c/o HDR Engineering  
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Phoenix, AZ 85018-2311



Comments/Comentarios

Please share your comments regarding the alternatives and options being considered in the South Mountain Transportation Corridor Study./Por favor comparta sus comentarios con respecto a las alternativas y opciones se considerando en el Estudio del Corredor de Transporte South Mountain:

Please return the completed form to./Por favor regrese la forma completa a:

South Mountain Corridor Team  
c/o HDR, Inc.  
3200 E. Camelback Rd., Ste. 350  
Phoenix, AZ 85018-2311

This comment form and opportunity to join the mailing list are also available on our website: [www.dot.state.az.us](http://www.dot.state.az.us)./Esta forma de comentarios y oportunidad de unirse a la lista de correspondencia también está disponible en el sitio en la red: [www.dot.state.az.us](http://www.dot.state.az.us).

(Optional/Opcional)

Name/Nombre: \_\_\_\_\_

Address/Domicilio: \_\_\_\_\_

City/Ciudad: \_\_\_\_\_ State/Estado: \_\_\_\_\_

ZIP/Código Postal: \_\_\_\_\_ Phone/Teléfono: \_\_\_\_\_

☐ Please add me to the South Mountain Transportation Corridor Study mailing list./Por favor agréguenme a la lista de correspondencia del Estudio del Corredor de Transporte South Mountain.

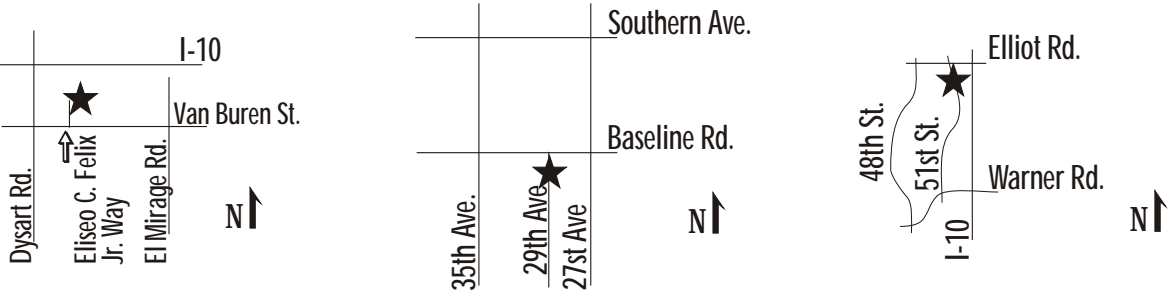
Be Part of the Process

Please join us to discuss the South Mountain Transportation Corridor. Input gathered at these meetings will be used to evaluate the alternatives. Each meeting will feature an open house from noon-8 p.m. to allow ample time for questions and comments. Ongoing presentations will provide the same information throughout the course of these meetings.

**Tuesday, Nov. 15, 2005/**  
Martes 15 de noviembre de 2005  
Estrella Vista Reception Center  
1471 N. Eliseo C Felix Jr. Way, Avondale

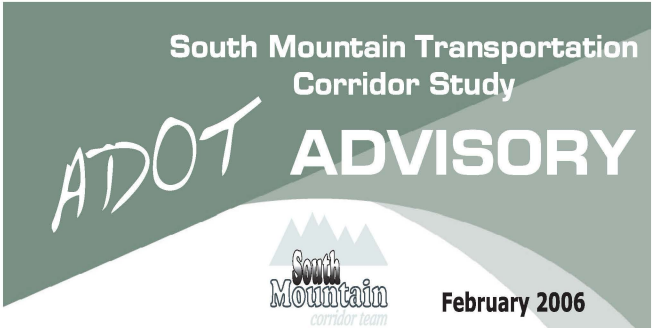
**Wednesday, Nov. 16, 2005/**  
Miércoles 16 de noviembre de 2005  
Corona Ranch  
7611 S. 29<sup>th</sup> Avenue, Laveen

**Thursday, Nov. 17, 2005/**  
Jueves 17 de noviembre de 2005  
Grace Inn  
10831 S. 51<sup>st</sup> Street, Ahwatukee



South Mountain Corridor Team  
c/o HDR, Inc.  
3200 E. Camelback Rd., Ste. 350  
Phoenix, AZ 85018-2311





**ADOT Needs Your Input**

The Arizona Department of Transportation is considering three locations for the potential Loop 202 South Mountain Freeway to connect to Interstate 10 on the west side of the Valley. Public meetings will be held to discuss how a South Mountain Freeway might affect I-10 access.

Each of the alternatives for connecting to I-10 would require approximately 9 miles of improvements and widening to I-10. The options include:

- *55th Avenue Connection* -- would change existing access to I-10 between 67th Avenue and 43rd Avenue and would limit local access at 63rd Avenue and 43rd Avenue.
- *71st Avenue Connection* -- would change existing access to I-10 between 59th Avenue and 83rd Avenue and would limit local access at 59th Avenue and 83rd Avenue.
- *Loop 101 Connection* -- would change access to the freeway from 99th Avenue and require reconstruction of ramps at the I-10/Loop 101 interchange.

**Should I attend?**

If your home or business would be affected, or if your usual travel routes would change, ADOT would like to hear from you. Please consider attending one of the upcoming meetings shown below. Each presentation will contain the same information.

South Mountain/  
I-10 Access Open House

**Tuesday, March 7**  
**Open House 4-7 p.m.**  
Presentations: 5 p.m. & 6 p.m.  
Holiday Inn Phoenix West  
1500 N. 51st Avenue

**Wednesday, March 8**  
**Open House 5-8 p.m.**  
Presentations: 6 p.m. & 7 p.m.  
Santa Maria Middle School  
7250 W. Lower Buckeye Road



**ADOT Necesita Su Opinión**

El Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) está considerando tres ubicaciones potenciales para el anillo de circunvalación Loop 202 South Mountain Freeway para conectar a la Interestatal 10 en el oeste del Valle. Se llevarán a cabo reuniones públicas para considerar cómo la autopista a South Mountain Freeway podría afectar el acceso a la autopista interestatal I-10.

Cada una de las alternativas requeriría aproximadamente nueve millas de mejoramientos, además del ensanchamiento de la autopista I-10. Las opciones son:

- *Conexión con 55th Avenue* -- cambiaría el acceso actual a la autopista I-10 entre 67th Avenue y 43rd Avenue, y limitaría el acceso local en 63rd Avenue y 43rd Avenue.
- *Conexión con 71st Avenue* -- cambiaría el acceso actual a la autopista I-10 entre 59th Avenue y 83rd Avenue, y limitaría el acceso local en 59th Avenue y 83rd Avenue.
- *Conexión con el anillo de circunvalación Loop 101* -- modificaría el acceso a la autopista desde 99th Avenue y reconstruirá las rampas en la intersección de la I-10/Loop 101.

**¿Debo asistir?**

Si su hogar o su negocio serán afectados, o si sus rutas usuales de viaje cambiarán, a ADOT le gustaría escuchar su opinión. Por favor trate de asistir a una de las reuniones que se muestran abajo. Cada una de las presentaciones contendrá la misma información.

Casa Abierta de South  
Mountain/Acceso a la I-10

**Martes 7 de marzo**  
**Casa Abierta: 4 a 7 p.m.**  
Presentaciones: 5 p.m. y 6 p.m.  
Hotel Holiday Inn Phoenix West  
1500 N. 51st Avenue

**Miércoles 8 de marzo**  
**Casa Abierta: 5 a 8 p.m.**  
Presentaciones: 6 p.m. y 7 p.m.  
Escuela Santa Maria Middle School  
7250 W. Lower Buckeye Road



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c/o HDR, Inc.  
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**Para Más Información**

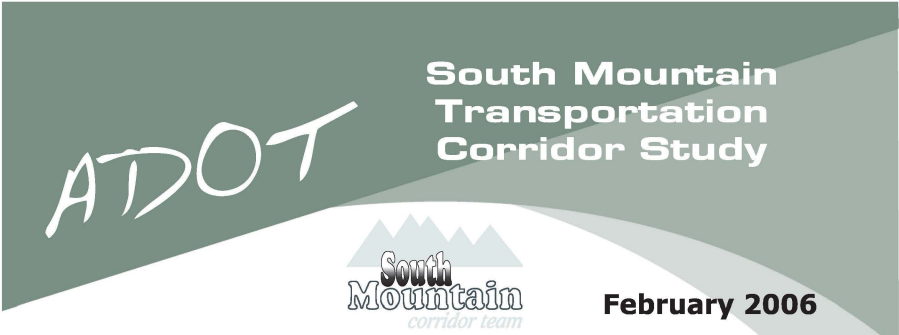
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**Open House 5-8 p.m.**  
Presentations: 6 p.m. & 7 p.m.  
Santa Maria Middle School  
7250 W. Lower Buckeye Road



Project Information 602-712-7006 \* [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)



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El Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) está considerando tres ubicaciones potenciales para el anillo de circunvalación Loop 202 South Mountain Freeway para conectar a la Interestatal 10 en el oeste del Valle. Se llevarán a cabo reuniones públicas para considerar cómo la autopista a South Mountain Freeway podría afectar el acceso a la autopista interestatal I-10.

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Más información al 602-712-7006 \* [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)



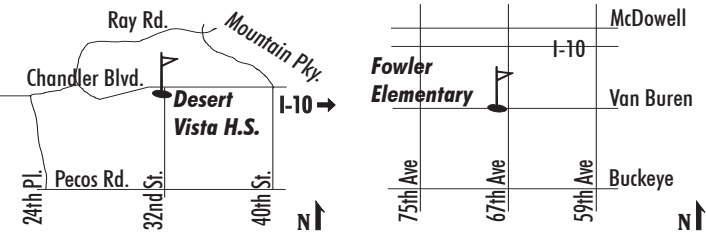
ARIZONA DEPARTMENT OF  
TRANSPORTATION  
PUBLIC MEETINGS

South Mountain Corridor Study Public Scoping Meetings

Monday, November 5, 2001  
Desert Vista High School,  
Auditorium  
16440 S. 32nd St., Ahwatukee

Thursday, November 8, 2001  
Fowler Elementary School,  
Cafeteria  
6707 W. Van Buren St., Phx.

*both evenings: 6:30-7 p.m. Presentation, 7-9 p.m. Q&A/Open House*



The Arizona Department of Transportation (ADOT) will conduct public scoping meetings for the South Mountain Transportation Corridor Study. The public meetings will be held on Monday, November 5, 2001 at the Desert Vista High School Auditorium and on Thursday, November 8, 2001 at the Fowler Elementary School Cafeteria. Each public meeting will provide the same information with a presentation from 6:30-7 p.m. and a question and answer session/open house from 7-9 p.m.

ADOT, in conjunction with the Federal Highway Administration, is beginning an engineering and environmental study known as an Environmental Impact Statement that will examine transportation needs in the corridor and evaluate all reasonable ways to meet them, including whether there is a need for a major transportation improvement in the corridor.

The purpose of this meeting is to inform people of the status of the South Mountain Corridor Study, take questions and provide answers, and hear comments and concerns. Public participation is an important part of the project evaluation process and all interested parties are encouraged to attend the hearing.

Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Theresa Gunn, Gunn Communications Inc., 8629 W. Alex Avenue, Peoria, AZ 85382, phone: (623) 362-1597, fax: (623) 362-1721. Requests should be made as early as possible to allow time to arrange accommodations. This notice is available in alternative formats by contacting Theresa Gunn at the number referenced above.

For additional information or to submit comments in writing, contact Ralph Ellis, ADOT Environmental Planning Group, 205 S. 17<sup>th</sup> Ave., MD 619E, Phoenix, AZ 85007, phone: (602) 712-8353, fax: (602) 712-3066, or see [www.dot.state.az.us](http://www.dot.state.az.us). This ad is also available at [www.adotenvironmental.com](http://www.adotenvironmental.com).

Perry Powell  
District Engineer

Mary A. Vigarina  
Project Manager

Edward D. Wright  
State Engineer

Tracs No. 202L MA 054 H5764 01L

ARIZONA DEPARTMENT OF  
TRANSPORTATION  
PUBLIC MEETINGS

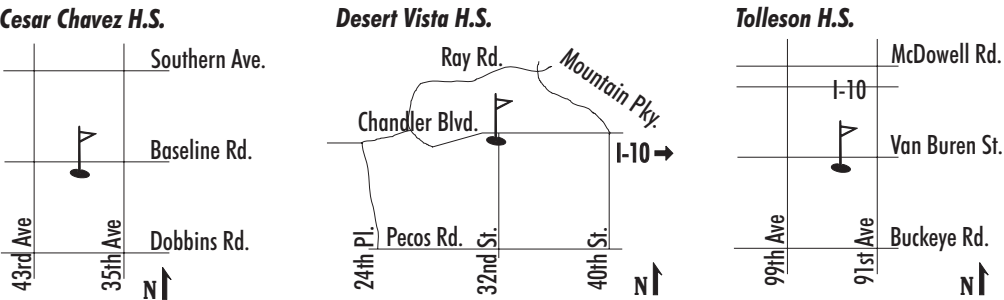
South Mountain Corridor Study Public Meetings

Tuesday, September 30, 2003  
Cesar Chavez High School  
3921 W. Baseline Rd., Phoenix

Wednesday, October 1, 2003  
Desert Vista High School,  
16440 S. 32nd St., Ahwatukee

Thursday, October 2, 2003  
Tolleson High School  
9419 W. Van Buren St., Tolleson

*Each evening: 6-8 p.m. Open House, 6:30 p.m. Presentation*



The Arizona Department of Transportation (ADOT) will conduct public meetings to obtain public input on alternatives for the South Mountain Transportation Corridor Study. The public meetings will be held on Tuesday, September 30 at Cesar Chavez High School, 3921 W. Baseline, Phoenix; Wednesday, October 1 at Desert Vista High, 16440 S. 32<sup>nd</sup> Street, Ahwatukee; and Thursday, October 2 at Tolleson High School, 9419 W. Van Buren, Tolleson. Each public meeting will provide the same information from 6-8 p.m. starting with an open house and a presentation and question and answer session at 6:30 p.m.

ADOT, in conjunction with the Federal Highway Administration, is conducting an engineering and environmental study known as an Environmental Impact Statement that will examine transportation needs in the corridor and evaluate all reasonable ways to meet them, including whether there is a need for a major transportation improvement in the corridor.

The purpose of this meeting is to provide people with information on the alternatives that are being studied for a South Mountain Freeway, take questions and provide answers, and hear comments and concerns. Public participation is an important part of the alternative evaluation process and all interested parties are encouraged to attend the hearing.

Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Theresa Gunn, Gunn Communications Inc., 8629 W. Alex Avenue, Peoria, AZ 85382, phone: (623) 362-1597, fax: (623) 362-1721. Requests should be made as early as possible to allow time to arrange accommodations. This notice is available in alternative formats by contacting Theresa Gunn at the number referenced above.

For additional information or to submit comments in writing, contact Thor Anderson, ADOT Environmental & Enhancement Group, 205 S. 17<sup>th</sup> Ave., MD 619E, Phoenix, AZ 85007, phone: (602) 712-8637, fax: (602) 712-3066, or see [www.dot.state.az.us](http://www.dot.state.az.us). This ad is also available at [www.adotenvironmental.com](http://www.adotenvironmental.com).

Perry Powell  
District Engineer

Floyd Roehrich  
Project Manager

William J. "Bill" Higgins  
Acting State Engineer

Tracs No. 202L MA 054 H5764 01L

DEPARTAMENTO DE TRANSPORTE DE ARIZONA  
REUNIONES PÚBLICAS



El Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) y la Administración Federal de Autopistas (FHWA por sus siglas en inglés), están evaluando rutas alternas para la Autopista South Mountain, el segmento de autopista del anillo de circunvalación Loop 202, conectando a la autopista Interestatal 10 al sur de Phoenix con la autopista Interestatal 10 al oeste de la ciudad.

Se llevarán a cabo reuniones públicas para presentar las alternativas y proporcionar una oportunidad para recibir información de los ciudadanos. Se realizarán presentaciones y sesiones de preguntas y respuestas durante el día, así como una reunión continua al estilo casa abierta. Cada una de las reuniones contendrá la misma información. Asistirán representantes del departamento ADOT y de la administración FHWA.

En 2001 el departamento ADOT, en cooperación con la administración FHWA, empezó a preparar el Reporte de Concepto de Ubicación/Diseño y la Declaración del Impacto Medioambiental para determinar si tal autopista todavía se necesita, dónde debería ubicarse, y cuáles podrían ser los impactos sociales, económicos y al medio ambiente que dichas instalaciones podrían ocasionar.

Las personas con una discapacidad pueden solicitar adaptaciones razonables, tales como un intérprete de lenguaje a señas, comunicándose con Theresa Gunn, Gunn Communications Inc., 8629 W. Alex Avenue, Peoria, AZ 85382, teléfono: (623) 362-1597, fax: (623) 362-1721. Las solicitudes deben hacerse cuanto antes posible, dando tiempo para hacer los arreglos para las adaptaciones. Este aviso está disponible en formatos alternos, llamando a Theresa Gunn en el número que aparece arriba.

Para información adicional o para presentar comentarios por escrito, comuníquese con Ralph Ellis, ADOT Environmental & Enhancement Group, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007, teléfono: (602) 712-6161, fax: (602) 712-3066, correo electrónico: [rellis@azdot.gov](mailto:rellis@azdot.gov).

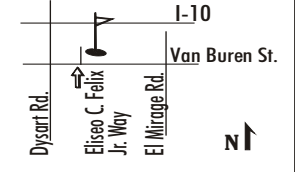
[www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)

Perry Powell                      Mike Bruder                      Sam Elters  
Ingeniero de Distrito           Gerente del Proyecto           Ingeniero del Estado

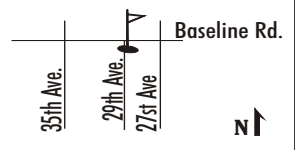
Tracs No. 202L MA 054 H5764 01L

**CASA ABIERTA:**  
Mediodía - 8 p.m. cada día

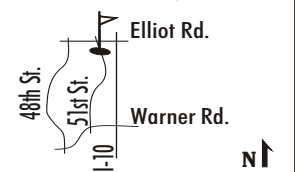
**Martes 15 de noviembre**  
Estrella Vista Reception Center  
1471 N. Eliseo C. Felix Jr. Way  
Avondale



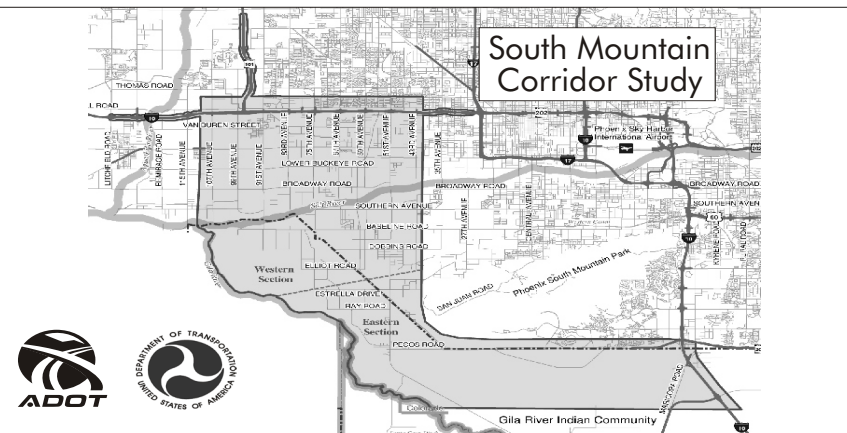
**Miércoles 16 de noviembre**  
Corona Ranch  
7611 S. 29th Avenue, Laveen



**Jueves 17 de noviembre**  
Hotel Grace Inn  
10831 S. 51st Street, Ahwatukee



ARIZONA DEPARTMENT OF TRANSPORTATION  
PUBLIC MEETINGS



The Arizona Department of Transportation is considering three locations for the potential Loop 202 South Mountain Freeway to connect to Interstate 10 in the West Valley.

Public meetings will be held to discuss how a South Mountain Freeway might affect I-10 access. Each of the presentations will contain the same information. Representatives from ADOT and FHWA will be in attendance.

Each of the alternatives would require I-10 improvements and widening. The options include:

Loop 101 Connection -- would change access to the freeway from 99th Avenue and reconstruct ramps at the I-10/Loop 101 interchange.

71st Avenue Connection -- would change existing access to I-10 between 59th Avenue and 83rd Avenue and would limit local access at 59th Avenue and 83rd Avenue.

55th Avenue Connection -- would change existing access to I-10 between 67th Avenue and 43rd Avenue and would limit local access at 63rd Avenue and 43rd Avenue.

If your home or business would be affected, or if your usual travel routes would change, ADOT would like to hear from you. Please consider attending one of the upcoming meetings.

Persons with a disability may request reasonable accommodations, such as a sign language interpreter, by contacting Theresa Gunn, Gunn Communications Inc., 8629 W. Alex Avenue, Peoria, AZ 85382, phone: (623) 362-1597, fax: (623) 362-1721. Requests should be made as early as possible to allow time to arrange accommodations. This notice is available in alternative formats by contacting Theresa Gunn at the number above.

For additional information or to submit comments in writing, contact Ralph Ellis, ADOT Environmental & Enhancement Group, 205 S. 17th Ave., MD 619E, Phoenix, AZ 85007, phone: (602) 712-6161, fax: (602) 712-3066, e-mail: [rellis@azdot.gov](mailto:rellis@azdot.gov).

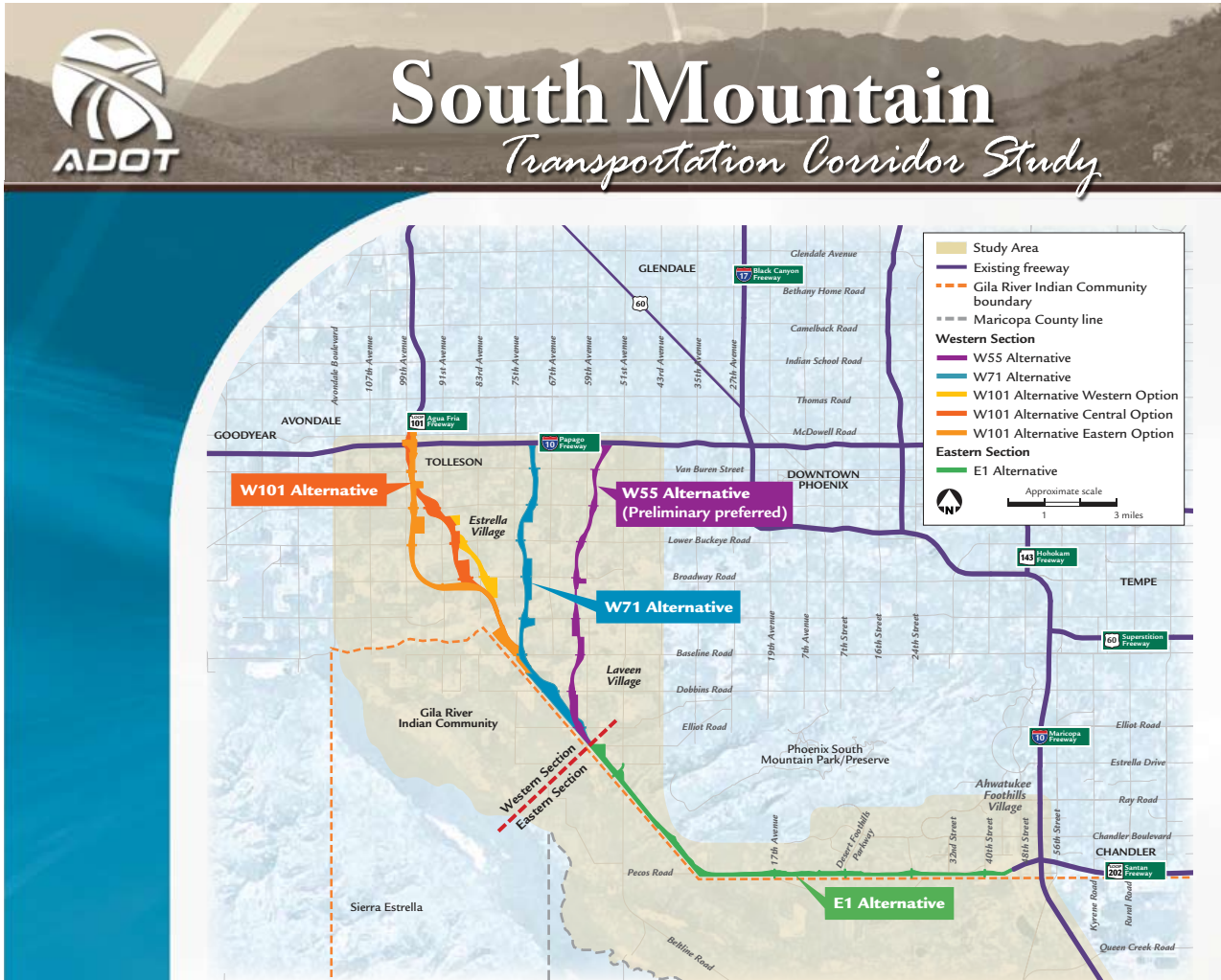
[www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)



Perry Powell                      Mike Bruder                      Sam Elters  
District Engineer               Project Manager               State Engineer

Tracs No. 202L MA 054 H5764 01L





Alternatives studied in the Draft Environmental Impact Statement

What has been happening?

The study team, led by the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA), has completed the technical reports in support of the Draft Environmental Impact Statement (EIS), developed the administrative Draft EIS for ADOT and FHWA review and developed the Location and Design Concept Report. Throughout the study process, ADOT and FHWA have continued coordination with the public and local, regional, state and federal agencies.

Since 2002, ADOT and FHWA have worked with a Citizens Advisory Team (CAT) that represents various groups in the South Mountain Freeway Study Area. In 2006, the CAT completed its evaluation of the Western Section alternatives and

recommended the W101 Alternative. In doing so, the CAT emphasized the importance of addressing long-term regional mobility issues, but also expressed concern regarding the possible impacts on community character and cohesion. While taking the CAT recommendation into account, ADOT ultimately identified the W55 Alternative as its preliminary preferred alternative. ADOT's decision was based on overall regional transportation needs; a comprehensive evaluation of social and economic conditions; public and agency comments; engineering elements, such as evaluating traffic data; project costs and environmental factors.

The CAT currently is evaluating the proposed freeway to recommend whether it should be built. Following the public release of the Draft EIS, the



South Mountain Transportation Corridor Study



CAT will provide a final recommendation of “action” or “no-action” for the proposed South Mountain Freeway. For information regarding CAT membership, please visit the project Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

Future CAT meetings are currently unscheduled and will be determined according to the release of the Draft EIS. Members of the community are welcome to attend the CAT meetings when scheduled. The information to be discussed at these upcoming meetings, and the information presented at the previous meetings, can be found on the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

What is the Draft Environmental Impact Statement?

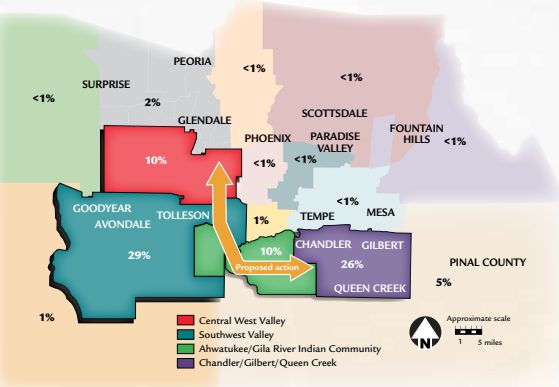
The National Environmental Policy Act (NEPA) requires that EISs be prepared for all major federal actions (or those involving federal funding) that could have a significant effect on the environment.

A Draft EIS presents information about the study's purpose and need; alternatives developed (studied in detail); potential impacts to the social, economic and natural environment, including measures to avoid, reduce or otherwise mitigate impacts; Section 4(f) evaluation; and public and agency outreach.

**Purpose and Need** Almost 50 percent of projected increases in population, housing and employment from 2005 to 2030 for the entire Maricopa Association of Governments (MAG) region is expected to occur in the southwestern and southeastern portions of the Phoenix metropolitan area (see the graphic addressing

Addressing mobility needs in the MAG region

Seventy-five percent of vehicles forecast to use the proposed freeway were shown to have origins and/or destinations near the proposed South Mountain Freeway. A freeway would be used by vehicles from the east and west areas of the MAG region, and would address east-west mobility needs.



mobility needs above). The proposed freeway would serve the projected increases in these areas.

**Alternatives Development** To identify the alternatives to be studied in detail in the Draft EIS, a process was used to develop and evaluate a range of alternatives (including non-freeway alternatives). In addition to the most recent alternatives presented (see the map on the first page), the No-Action Alternative is being studied in detail.

**Potential Impacts** The social, economic and environmental consequences of selecting the Action or No-Action alternatives were evaluated based on a number of elements. These elements include, but are not limited to, land use, social conditions, economics, air quality, noise, cultural resources, visual resources and biological resources.

1983	1985	1988	1994	1996	1999	2001
The Maricopa Association of Governments (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network.	Maricopa County voters approve a half-cent sales tax to fund the MAG's Regional Freeway System.	A Design Concept Report (DCR) and a state-level Environmental Assessment (EA) are completed for the South Mountain Freeway.	Due to a funding shortfall, ADOT identifies the South Mountain Freeway as an "unfunded segment."	A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal.	ADOT announces plans to resume completion of the Regional Freeway System, including an unspecified portion of the South Mountain Transportation Corridor.	ADOT begins preparing a new L/DCR and EIS to examine a broad range of alternatives to address the transportation needs in the southwest valley. Public input efforts begin.



**Section 4(f) Evaluation** Section 4(f) of the U.S. Department of Transportation Act protects the use of public recreational land, historic resources and traditional cultural properties (TCPs). This includes an evaluation of Section 4(f) resources, a determination of impacts and an evaluation of measures available to minimize impacts, when warranted.

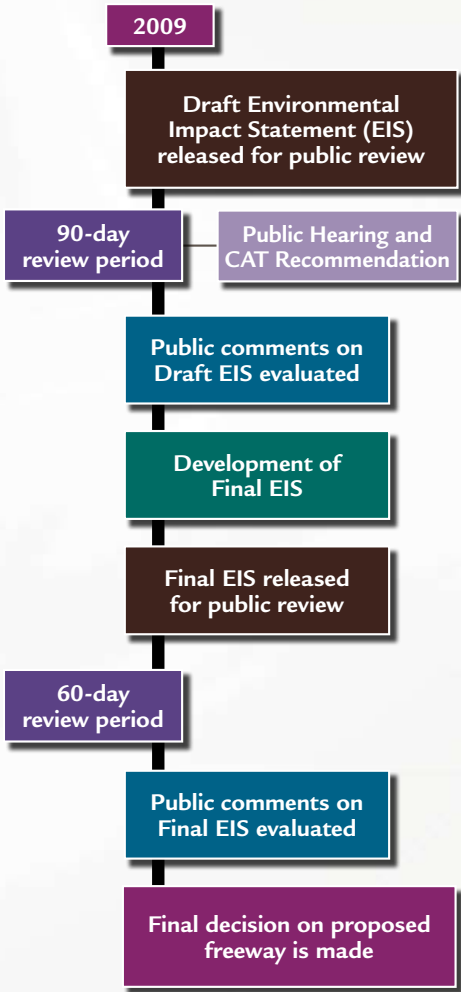
**Public and Agency Outreach** Since ADOT and FHWA began preparing the Draft EIS in 2001, they have worked to engage and provide study information to the public and agencies. Some of the outreach included holding public meetings in November 2005 to discuss and receive information regarding the proposed alternatives. Approximately 2,600 people attended these meetings. Public meetings also were held in March 2006 to discuss how Interstate 10 might be affected by each of the potential connection options in the West Valley. Nearly 400 people attended these meetings. Public and agency outreach will continue through the next steps in study process (see the graphic on this page).

**What is the status of the Draft EIS?**

ADOT and FHWA currently are reviewing the technical information in the Draft EIS for the proposed South Mountain Freeway. During the review process, ADOT and FHWA are working with the Gila River Indian Community (GRIC) to address the status of the South Mountains as a TCP. A TCP is a site that is eligible for inclusion in the National Register of Historic Places because of its association with cultural practices or beliefs. Consultation on this issue with GRIC is necessary to complete the technical review.

The exact timeframe is unknown for the completion of the review process; however, when the review is completed and approved for distribution by ADOT and FHWA, it will be available to the public for review and comment. ADOT and FHWA are working as quickly as possible to complete this complex and important study process.

**What are the next steps?**



We are here

Summer/Fall	Fall/Winter	Fall 2003	Fall 2004	Fall 2005	June 2006	2009	2010
The study team collects baseline information and issues on the transportation corridor.	The study team determines that there is a purpose and need to continue the study.	ADOT, FHWA and the U.S. Army Corps of Engineers concur on the three build alternatives plus options. These are carried forward into the Draft EIS for more detailed analysis.	Voters approve funding MAG's Regional Transportation Plan — including the South Mountain Freeway.	Public information meetings held. Expansive public input efforts continue throughout the study.	ADOT announces the W55 (55th Avenue) Alternative as the "preliminary preferred alternative" based on community input, economic impacts, environmental factors, and traffic analysis.	Expected publication of Draft EIS and public hearing.	Expected final decision on the South Mountain Freeway.

For more information regarding this study, please visit the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

**South Mountain**  
*Transportation Corridor Study*

101 North 1st Avenue, Suite 1950  
Phoenix, AZ 85003-1923

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For more information regarding this study, please visit the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

**How to Contact Us**

If you have any questions or comments about the South Mountain Transportation Corridor Study, please contact:

- Hotline:** 602.712.7006
- Web site:** [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)
- Fax:** 602.385.1620
- E-mail:** [ADOT@PolicyDevelopmentGroup.com](mailto:ADOT@PolicyDevelopmentGroup.com)
- Mail:** South Mountain Corridor Study Team  
101 North 1st Avenue, Suite 1950  
Phoenix, AZ 85003-1923

This document is available in Spanish by calling: 602.712.7006.  
Este documento está disponible en Español llamando 602.712.7006.





# Estudio del Pasillo de Transporte de South Mountain

### Las Alternativas estudiadas en el Giro de Declaración de Impacto Ambiental

#### ¿Qué ha estado sucediendo?

El equipo del estudio, dirigido por el Departamento de Arizona de Transporte (ADOT) y la Administración Federal de Carreteras (FHWA), ha completado los informes técnicos a favor del Giro de Declaración de Impacto Ambiental; (EIS) desarrolló el adiminstrativo Giro de EIS para el reviso de ADOT y FHWA y desarrolló el Informe de Concepto de Ubicación y Diseño. A través del proceso del estudio, ADOT y FHWA han continuado coordinación con el público y agencias locales, regionales, estatales y federales.

Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos en el Area del Estudio de la Autopista South Mountain. En el 2006, el CAT completó su evaluación de las alternativas de la Sección

Occidental y recomendó la Alternativa W101. A hacer así, el CAT acentuó la importancia de dirigir asuntos regionales a largo plazo de movilidad, pero también expresó concierne con respecto a los impactos posibles en el carácter y la cohesion de la comunidad. Al tomar la recomendación de CAT en cuenta, ADOT últimamente identificó la Alternativa W55 como su preliminar alternativa preferida. La decisión de ADOT fue basada en necesidades regionales generales de transporte; una evaluación completa de condiciones sociales y económicas; comentarios del público y de agencias; elementos de ingeniería, como evaluar los datos de tráfico; costos de proyecto y factores ambientales.

El CAT actualmente esta evaluando la autopista propuesta para recomendar si debe ser construida. Después de hacer público el Giro de EIS, el

noviembre del 2008

# Estudio del Pasillo de Transporte de South Mountain

CAT proporcionará una recomendación final de “acción” o de “ningún-acción” para la propuesta Autopista South Mountain. Para información con respecto a la membresía del CAT, por favor visite el sitio web del proyecto en [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

Futuras reuniones del CAT actualmente están imprevistas y serán determinadas según la publicación del Giro de EIS. Los miembros de la comunidad están bienvenidos a asistir las reuniones de CAT cuando sean programadas. La información que se va a discutir en estas próximas reuniones, y la información presentada en las reuniones anteriores, se puede encontrada en el sitio web del estudio en [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

### ¿Qué es el Giro de Declaración de Impacto Ambiental?

El Acto Nacional de la Política Ambiental (NEPA) requiere que se prepare un EIS para todas acciones mayores federales (o esas que impliquen la financiación federal) que podrían tener un efecto significativo en el ambiente.

Un Giro de EIS presenta información sobre el propósito y necesidad del studio; alternativas desarrolladas (estudiadas en detalle); impactos potenciales al medio social, económico y natural, incluso medidas para evitar, reducir o de otro modo para mitigar impactos; evaluación de la Sección 4(f); y el alcance del público y de agencias.

**Propósito y Necesidad** Casi 50 por ciento de aumentos proyectados en la población, vivienda y el empleo del 2005 al 2030 para la region entera de la Asociación de Gobiernos de Maricopa (MAG) es esperada ocurrir en las porciones del sudoeste y del sudeste de la área metropolitana de Phoenix

### Dirigir las necesidades de movilidad en la región de MAG

El setenta y cinco por ciento de vehículos pronosticados para utilizar la autopista propuesta fueron mostrados de tener orígenes y/o destinos cerca de la propuesta Autopista South Moutain. Una autopista sería utilizada por vehículos de las áreas oriental y occidental de la región de MAG, y dirigiría las necesidades de movilidad al este-oeste.

(vea el gráfico arriba que dirige las necesidades de movilidad). La autopista propuesta serviría los aumentos proyectados en estas áreas.

**Desarrollo de Alternativas** Para identificar las alternativas para ser estudiadas con todo detalle en el Giro de EIS, un proceso fue utilizado para desarrollar y evaluar una gama de alternativas (inclusive alternativas sin autopista). Además de las alternativas más recientes presentadas (vea el mapa en la primera página), la Alternativa de Ninguna-Acción se está estudiando con todo detalle.

**Impactos Potenciales** Las consecuencias sociales, económicas y ambientales de seleccionar las alternativas de Acción o Ninguna-Acción fueron evaluadas basado en varios elementos. Estos elementos incluyen, pero no son limitados a, la utilización de la tierra, condiciones sociales, la economía, calidad aérea, el ruido, recursos culturales, recursos visuales y recursos biológicos.

1983	1985	1988	1994	1996	1999	2001
La Asociación de Gobiernos de Maricopa (MAG) prepara estudios de planeación para la area metropolitana de Phoenix que identifica pasillos para una red integrada de autopistas.	Los votantes del Condado de Maricopa aprueban un impuesto de ventas de medio-centavo para financiar el Sistema Regional de Autopistas de MAG.	Un Informe de Concepto de Diseño (DCR) y una Evaluación Ambiental (EA) al nivel del estado se completan para la Autopista South Mountain.	Debido a una insuficiencia de financiación, ADOT identifica la Autopista South Mountain como un segmento no consolidado.	Un consorcio de empresas privadas propone construir la Autopista South Mountain como una carretera de peaje. El consorcio retiraría luego su propuesta.	ADOT anuncia planes para reasumir la finalización del Sistema Regional de Autopistas, inclusive una porción no especificada del Pasillo de South Mountain.	ADOT empieza a preparar un nuevo L/DCR y EIS para exam una amplia gama de alternativ para dirigir las necesidades de transporte en el sudoeste del valle. Esfuerzos de recibir la aportación del público empieza



**Evaluación de la Sección 4(f)** La Sección 4(f) del Acto de Transporte del Departamento de los Estados Unidos protege el uso de tierra recreativa pública, recursos históricos y propiedades culturales tradicionales (TCPs). Esto incluye una evaluación de recursos de la Sección 4(f), una determinación de impactos y una evaluación de medidas disponibles para minimizar impactos, cuando sea justificado.

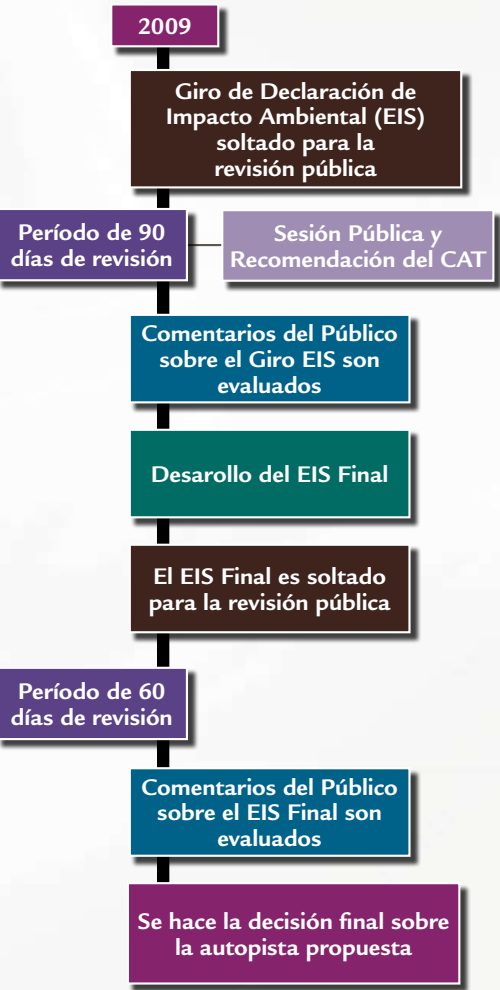
**Alcance del Público y de Agencia** Desde que ADOT y FHWA empezaron a preparar el Giro de EIS en el 2001, ellos han trabajado para captar y proporcionar información del estudio al público y agencias. Parte del alcance incluyó tener reuniones públicas en noviembre del 2005 para discutir y recibir información con respecto a las alternativas propuestas. Aproximadamente 2,600 personas asistieron estas reuniones. También se tuvieron reuniones públicas en marzo del 2006 para discutir cómo la Interestatal 10 quizás sea afectada por cada una de las opciones potenciales de conexión en el valle occidental. Casi 400 personas asistieron estas reuniones. El alcance del público y de agencias continuará por los próximos pasos en el proceso del estudio (vea el gráfico en esta página).

¿Qué es el estatus del Giro de EIS?

ADOT y FHWA actualmente están revisando la información técnica en el Giro EIS para la propuesta Autopista South Mountain. Durante el proceso de revisión, ADOT y FHWA van a trabajar con la Comunidad India del Río Gila (GRIC) para dirigir el estatus de South Mountain como un TCP. Un TCP es un sitio que es elegible para la inclusión en el Registro Nacional de Lugares Históricos a causa de su asociación con prácticas o creencias culturales. La consulta sobre este asunto con GRIC es necesaria para completar la revisión técnica.

La agenda exacta para la terminación del proceso de revisión es desconocida; sin embargo, cuando la revisión sea completada y aprobada para la distribución por ADOT y FHWA, estará disponible al público para revisión y comentario. ADOT y FHWA están trabajando tan rápido como puedan para completar este complejo y importante proceso del estudio.

¿Qué son los próximos pasos?



Estamos Aquí

	Verano/Otoño	Otoño/Invierno	Otoño del 2003	Otoño del 2004	Otoño del 2005	Junio del 2006	2009	2010
iniciar	El equipo del estudio colecta información básica sobre asuntos del pasillo de transporte.	El equipo del estudio determina que hay un propósito y necesidad de continuar el estudio.	ADOT, FHWA y el Cuerpo del Ejército de Ingenieros de los Estados Unidos están de acuerdo sobre las tres alternativas construidas más opciones. Estas son llevadas hacia adelante en el Giro de EIS para el análisis más detallado.	Los votantes aprueban la financiación del Plan Regional de Transporte de MAG — inclusive la Autopista South Mountain.	Tuvieron reuniones de información pública. Esfuerzos expansivos de la aportación del público continúan a través del estudio.	ADOT anuncia la Alternativa W55 (la Avenida 55) como la "alternativa preliminar preferida" basada en la aportación de la comunidad, impactos económicos, factores ambientales, y en análisis de tráfico.	La publicación esperada del Giro EIS y sesión pública.	La esperada decisión final sobre la Autopista South Mountain.

Para más información sobre este estudio, por favor visite el sitio web del estudio en [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

Estudio del Pasillo de Transporte de  
South Mountain

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Cómo Contactarnos

Si usted tiene cualquier pregunta o comentarios acerca del Estudio del Pasillo de Transporte de South Mountain, por favor contacte a:

- Línea Directa:** 602.712.7006
- Sitio web:** [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)
- Fax:** 602.385.1620
- E-mail:** [ADOT@PolicyDevelopmentGroup.com](mailto:ADOT@PolicyDevelopmentGroup.com)
- Correo:** South Mountain Corridor Study Team  
101 North 1st Avenue, Suite 1950  
Phoenix, AZ 85003-1923



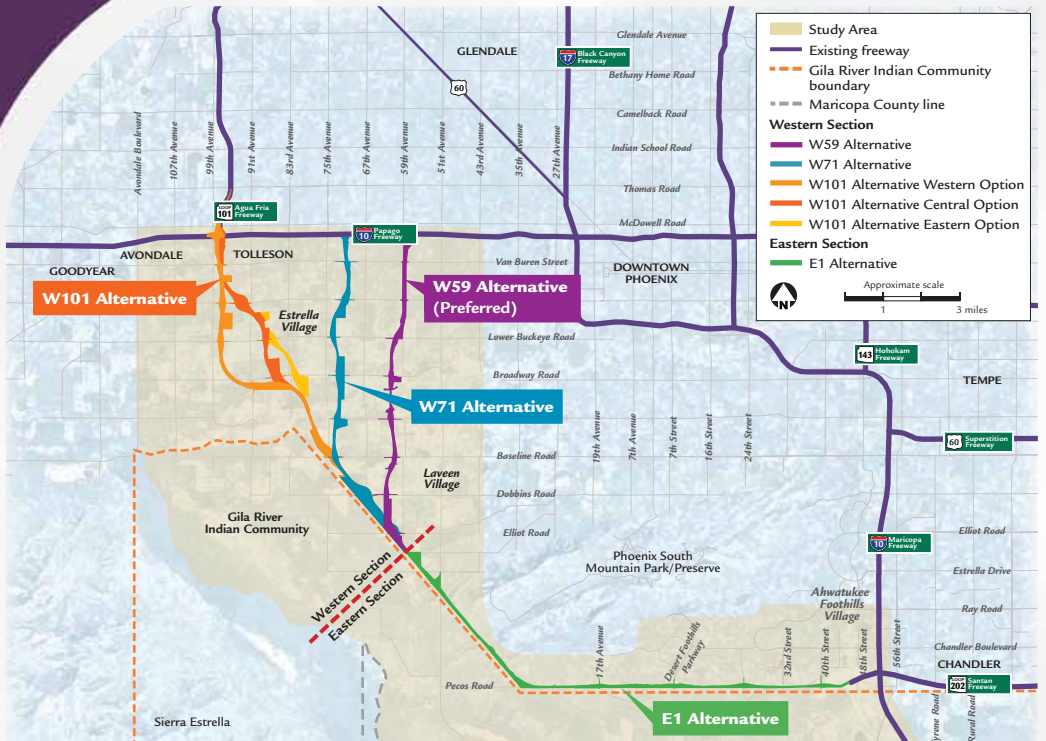




# South Mountain

## Transportation Corridor Study

### Alternatives studied in the Draft Environmental Impact Statement



**Legend:**

- Study Area
- Existing freeway
- Gila River Indian Community boundary
- Maricopa County line
- Western Section**
  - W59 Alternative
  - W71 Alternative
  - W101 Alternative Western Option
  - W101 Alternative Central Option
  - W101 Alternative Eastern Option
- Eastern Section**
  - E1 Alternative

Approximate scale: 1 to 3 miles

#### What is the status of the study?

The study team, led by the Arizona Department of Transportation and the Federal Highway Administration, continues to follow the federal process defined by the National Environmental Policy Act, to complete a Draft Environmental Impact Statement for the study. Currently, ADOT is revising the Administrative Draft EIS, and Location and Design Concept Report to include changes to the Maricopa Association of Governments' *Regional Transportation Plan*. These changes include reducing the overall "footprint" of the freeway to eight lanes (three general-purpose lanes and one HOV lane in each direction) and evaluating a revised connection with Interstate 10 at 59th Avenue.


#### Why have these changes occurred?

Maricopa County's half-cent sales tax for transportation projects, approved through

Proposition 400 in 2004, is the RTP's major funding source and provides more than half of the revenue.

Responding to the budget shortfall created by declining revenue, MAG began to study methods to reduce freeway project costs. Additionally, during the South Mountain Freeway study the public expressed concern about the number of proposed residential and business acquisitions and about some of the potential impacts of the proposed freeway. Acknowledging these community concerns and addressing declining revenues, strategies were examined to reduce impacts including project costs and needed right-of-way. For the South Mountain Freeway Study, this analysis resulted in two key changes:

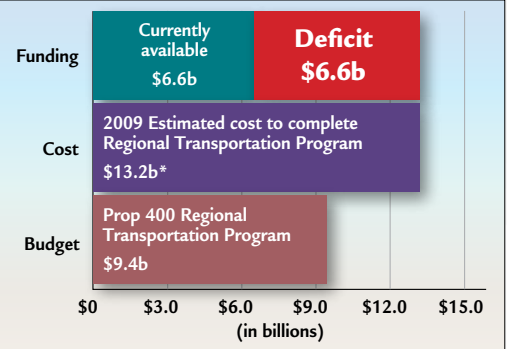
- reduce the proposed freeway to eight lanes (from the previous 10-lane concept), thereby reducing the right-of-way needed; and
- shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).



ON THE MOVE  
PARTNERS IN PROGRESS

# South Mountain

## Transportation Corridor Study



Funding	Currently available	Deficit
	\$6.6b	\$6.6b

Cost	2009 Estimated cost to complete Regional Transportation Program
	\$13.2b*

Budget	Prop 400 Regional Transportation Program
	\$9.4b

(in billions)

\*Does not include projects obligated through 2011

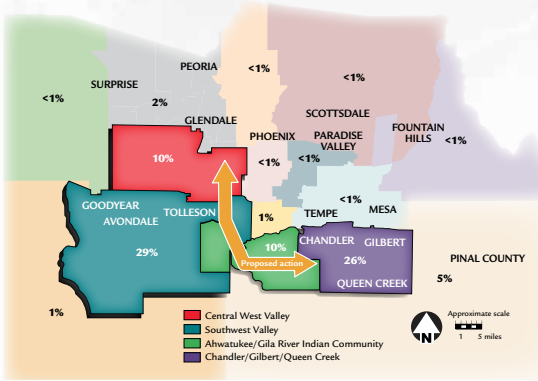
#### Estimated freeway program costs

In October 2009, MAG's Regional Council voted to approve the revised regional plan which included these changes. For more information regarding the RTP, please visit the MAG Web site at [www.mag.maricopa.gov](http://www.mag.maricopa.gov).

#### What is the Draft Environmental Impact Statement?

The National Environmental Policy Act requires that EISs be prepared for all major federal actions (or those involving federal funding) that could significantly affect the environment. The initial assessment of significant environmental impacts is published as a Draft EIS for public and agency review and comment. In its *Purpose and Need* chapter, the Draft EIS documents the need(s) for the proposed project, describes what the purpose of the project is, and discusses the likely societal, transportation, and economic consequences of not implementing the proposed project.

Determination of what type of project would best meet the identified project purpose and need involves



Addressing mobility needs in the MAG region

Seventy-five percent of vehicles forecast to use the proposed freeway were shown to have origins and/or destinations near the proposed South Mountain Freeway. A freeway would be used by vehicles from the east and west areas of the MAG region, and would address east-west mobility needs.

1983	1985	1988	1994	1996	1999	2001	Sum
The Maricopa Association of Governments (MAG) prepares planning studies for the Phoenix metropolitan area that identify corridors for an integrated freeway network.	Maricopa County voters approve a half-cent sales tax to fund the MAG's Regional Freeway System.	A Design Concept Report (DCR) and a state-level Environmental Assessment (EA) are completed for the South Mountain Freeway.	Due to a funding shortfall, ADOT identifies the South Mountain Freeway as an "unfunded segment."	A consortium of private companies proposes to build the South Mountain Freeway as a toll road. The consortium would later withdraw its proposal.	ADOT announces plans to resume completion of the Regional Freeway System, including an unspecified portion of the South Mountain Transportation Corridor.	ADOT begins preparing a new L/DCR and EIS to examine a broad range of alternatives to address the transportation needs in the southwest valley. Public input efforts begin.	The stu collect inform issues ( transp corridor



Since 2001, ADOT and FHWA have implemented an extensive public and agency outreach program. Next steps and future opportunities to participate in the study process are outlined in the graphic on this page.

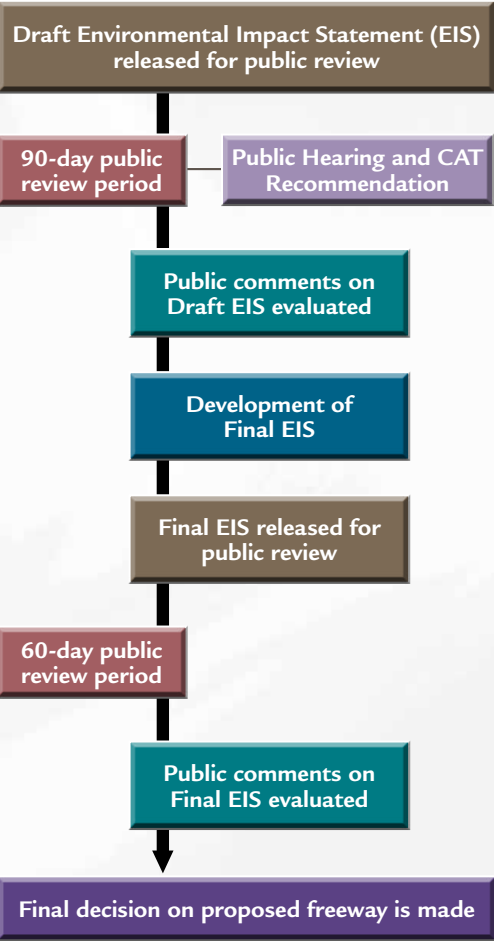
Citizens Advisory Team

Since 2002, ADOT and FHWA have worked with a Citizens Advisory Team that represents various groups in the South Mountain Freeway Study Area, holding approximately 56 meetings. Beginning in early 2010, the CAT will resume its work to review aspects of the proposed freeway and recommend whether it should be built. Following the public release of the Draft EIS, the CAT will provide a final recommendation of “action” or “no-action” for the proposed South Mountain Freeway.

Members of the community are welcome to attend the CAT meetings; time is generally available at the end of each meeting for public comments and questions. The information to be discussed at these upcoming meetings, and the information presented at the previous meetings, can be found on the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com) or by calling the project hotline.

Upon completion of the Administrative Draft EIS, it will be reviewed by FHWA and other governmental agencies. Following federal approval for public release of the Draft EIS, at least one public hearing will be held with an associated 90-day public comment period. The Final EIS will be available for public review during a 60-day comment period. After considering comments received on the Final EIS, FHWA will issue a Record of Decision. The Record of Decision will identify the selected alternative for the proposed project. If a build alternative is selected, MAG will allocate funding. In addition, ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed freeway through the design phase and construction, if a build alternative is selected.

What are the next steps?



We are here

Summer/Fall 2001	Fall/Winter 2001	Fall 2003	Fall 2004	Fall 2005	June 2006	Fall 2009	2010 >>>>	
Study team establishes baseline information and on the transportation project.	The study team determines that there is a purpose and need to continue the study.	ADOT, FHWA and the U.S. Army Corps of Engineers concur on the three build alternatives plus options. These are carried forward into the Draft EIS for more detailed analysis.	Voters approve funding MAG's <i>Regional Transportation Plan</i> - including the South Mountain Freeway.	Public information meetings held. Expansive public input efforts continue throughout the study.	ADOT announces the W55 (55th Avenue) Alternative as the "preliminary preferred alternative" based on community input, economic impacts, environmental factors, and traffic analysis.	MAG revises the RTP to include changes to South Mountain Freeway to include reducing the freeway to eight lanes and shifting the Western Section alignment to 59th Avenue (W59).	Publication of Draft EIS and public hearing(s).	Expected final decision on the South Mountain Freeway.

For more information regarding this study, please visit the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

South Mountain  
Transportation Corridor Study

3200 East Camelback Road  
Suite 350  
Phoenix, AZ 85018

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PHOENIX, AZ  
PERMIT NO. 815

For more information regarding this study, please visit the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).

How to Contact Us

If you have any questions or comments about the South Mountain Transportation Corridor Study, please contact:

- Hotline: 602.712.7006
- Web site: [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)
- Fax: 602.522.7707
- E-mail: [ADOT@hdrinc.com](mailto:ADOT@hdrinc.com)
- Mail: South Mountain Corridor Study Team  
3200 East Camelback Road, Suite 350  
Phoenix, AZ 85018

This document is available in Spanish by calling 602.712.7006.  
Este documento está disponible en Español llamando 602.712.7006

ADOT Project No. 202L MA 054 H5764 01L  
Federal Project No. NH 202-D(ADY)





# South Mountain

## Estudio del Corredor de Transportación

### Alternativas estudiadas en el Borrador de la Declaración de Impacto de Ambiental

#### ¿Qué es el estatus del estudio?

El equipo del estudio, dirigido por el Departamento de Arizona de Transportación (ADOT) y la Administración Federal de Carreteras (FHWA), continúa siguiendo el proceso federal definido por la Acta Ambiental Nacional de Política (NEPA), para completar un Borrador de Declaración de Impacto Ambiental (EIS) para el estudio. Actualmente, ADOT esta revisando el Borrador Administrativo del EIS, y el Reporte de la Ubicación y Concepto de Diseño para incluir los cambios en el *Plan Regional de Transportación* de la Asociación de Gobiernos de Maricopa (MAG). Estos cambios incluyen la reducción de la “huella” general de la autopista a ocho carriles (tres carriles de uso general y un carril de HOV en cada dirección) y la evaluación de una conexión revisada con la Interestatal 10 en la Avenida 59.

#### ¿Por qué han ocurrido estos cambios?

Los impuestos de ventas de medio-centavo del Condado de Maricopa Condado para proyectos de transportación, aprobado por la Proposición 400 en el 2004, son la fuente

mayor de fondos para el Plan Regional de Transportación y proporciona más que la mitad de los ingresos.

Respondiendo a la insuficiencia de presupuestos creados por los ingresos disminuidos, MAG comenzó a estudiar métodos para reducir costos de proyectos de autopistas. Adicionalmente, durante el estudio de la Autopista South Mountain el público expresó preocupación por el número de adquisiciones residenciales propuestas de negocios y acerca de algunos de los impactos potenciales de la autopista propuesta. Reconociendo estas preocupaciones de la comunidad y dirigiendo los ingresos disminuidos, estrategias fueron examinadas para reducir los impactos incluyendo los costos del proyecto y la necesidad de derecho de paso. Para el Estudio del South Mountain, este análisis resulto en dos cambios clave:

- reducir la autopista propuesta a ocho carriles (del concepto anterior de 10 carriles), con lo cual reduciendo el derecho de paso necesitado; y
- cambiar la alineación Occidental de la Sección entre la Calle Lower Buckeye y I-10 para conectar la Avenida 59 (en lugar de la Avenida 55).

febrero de 2010

# South Mountain

## Estudio del Corredor de Transportación

Categoría	Valor
Fondos	Actualmente Disponible \$6.6b
	Déficit \$6.6b
Costos	2009 Costo Estimado para completar el Programa Regional de Transportación \$13.2b*
Presupuesto	Prop 400 Programa Regional de Transportación \$9.4b

\*No incluye a proyectos obligados hasta el 2011

#### Costos estimados de programas de autopistas

En octubre del 2009, el Consejo Regional de MAG votó para aprobar el plan revisado regional que incluyó estos cambios. Para más información con respecto al RTP, visite por favor el sitio web de MAG en [www.mag.maricopa.gov](http://www.mag.maricopa.gov).

#### ¿Qué es el Borrador de Declaración de Impacto Ambiental?

La Acta Política Nacional Ambiental exige que las Declaraciones de Impacto Ambientales sean preparadas para todas las acciones federales principales (o las involucradas con fondos federales) que podrían afectar significativamente al medio ambiente. La evaluación inicial de los impactos ambientales significativos esta publicada como un Borrador de EIS para la revision y comentario del público y de la agencia. En el capítulo de *Propósito y Necesidad*, el Borrador de EIS documenta la(s) necesidad(es) del proyecto propuesto, describe el propósito del proyecto, y discute la probabilidad de consecuencias de la sociedad, el transporte, y la economía si no se implementa el proyecto propuesto.

Determinación del tipo de proyecto que podría satisfacer mejor el propósito y la necesidad del proyecto identificado consiste en examinar y refinar una serie de alternativas

Región	Porcentaje
Valle Central Oeste	10%
Valle Sudoeste	29%
Ahwatukee/Comunidad India del Rio Gila	1%
Chandler/Gilbert/Queen Creek	26%
Pinal County	5%

#### Dirigiendo Necesidades de movilidad en la región de MAG

El setenta y cinco por ciento de vehículos pronosticados para utilizar la autopista propuesta fueron mostrados de tener orígenes y/o destinos cerca de la Autopista South Mountain. Una autopista sería utilizada para vehículos de las áreas orientales y occidentales de la región de MAG, y dirigiría las necesidades de movilidad del este-oeste.

Año	Evento
1983	La Asociación de Maricopa de Gobiernos (MAG) prepara estudios de planeación para el área metropolitana de Phoenix que identifica corredores para una red integrada de autopistas.
1985	Los votantes del Condado de Maricopa aprueban un impuesto de ventas de medio-centavo para financiar el Sistema Regional de Autopistas de MAG.
1988	Un Reporte del Concepto del Diseño (DCR) y una Evaluación Ambiental (EA) del nivel del estado son completados para la Autopista South Mountain.
1994	Debido a una insuficiencia de fondos, ADOT identifica a la Autopista South Mountain como un “segmento no financiado.”
1996	Un consorcio de empresas privadas propone construir la Autopista South Mountain como una carretera de peaje. El consorcio luego retiraría su propuesta.
1999	ADOT anuncia planes para reasumir terminación del Sistema Regional de Autopistas, inclusive una porción inespecifica del Corredor de Transportación de South Mountain.
2001	ADOT empieza a preparar un nuevo L/DCR y EIS para examinar un amplio espectro de alternativas para dirigir las necesidades de transportación en el sudoeste del valle. Los esfuerzos de opiniones públicas empiezan.
Verano/Otoño 2002	El equipo del estudio colecciona información y asuntos en el corredor de transportación.

Pa



pasos y oportunidades futuras de participar en el proceso del estudio están resumados en el gráfico de esta página.

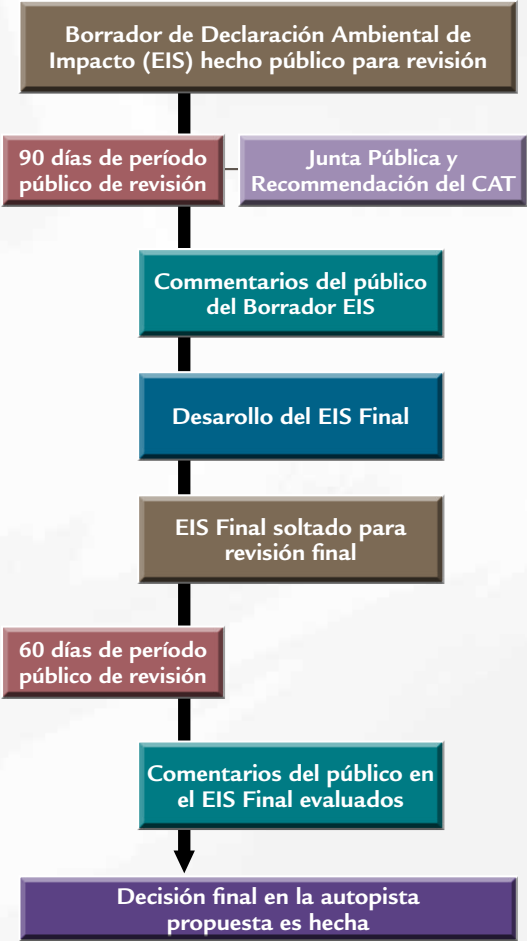
Equipo Consultivo de Ciudadanos

Desde el 2002, ADOT y FHWA han trabajado con un Equipo Consultivo de Ciudadanos (CAT) que representa a varios grupos del Área de Estudio de la Autopista South Mountain, se tuvieron aproximadamente 56 reuniones. A partir de principios del 2010, el CAT reanudar su labor para examinar los aspectos de la autopista propuesta y recomendar si debe ser construido. Tras el lanzamiento público del Borrador de EIS, el CAT elevará una recomendación final de “acción” o de “no acción” para el proyecto propuesto de la Autopista South Mountain.

Los miembros de la comunidad están invitados a asistir a las reuniones del CAT; en general el tiempo está disponible al final de cada reunión para comentarios y preguntas del público. La información que se discutirá en estas próximas reuniones, y la información presentada en las reuniones anteriores, se puede encontrar en el sitio del estudio de web en [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com) o llamando a la línea directa del proyecto.

Al finalizar el Borrador de EIS de Administración, será revisado por FHWA y otras agencias gubernamentales. Después de la aprobación federal para el lanzamiento público del Borrador de EIS, por lo menos una junta pública se llevará a cabo con un período asociado de 90 días para comentarios del público. El EIS Final estará disponible para revisión pública durante un periodo de 60 días para comentarios. Después de considerar los comentarios recibidos sobre el EIS Final, FHWA emitirá un Récord de Decisión. El Récord de Decisión identificará la alternativa seleccionada para el proyecto propuesto. Si una alternativa construida es seleccionada, MAG asignará fondos. Además, ADOT y FHWA continuarán a buscar la opinión del público, de las agencias, y de las jurisdicciones con respecto a la autopista propuesta durante la fase de diseño y construcción, si una alternativa de construcción es seleccionada.

¿Qué es los próximos pasos?



Estamos aquí

Año/Evento	Otoño/Invierno 2001	Otoño 2003	Otoño 2004	Otoño 2005	junio 2006	Otoño 2009	2010	>>>>
del elecciona ón de intos ador de ación.	El equipo del estudio determina que hay un propósito y necesidad de continuar el estudio.	ADOT, FHWA y el Army Corps de los Estados Unidos de Ingenieros están de acuerdo con las tres alternativas de construir más opciones. Estos son llevados hacia adelante en el Borrador EIS para análisis más detallado.	Los votantes aprueban la financiación del Plan Regional de Transportación de MAG – incluyendo a la Autopista South Mountain.	Se tuvieron reuniones públicas de información. Esfuerzos de opinión pública expansivos continúan a través del estudio.	ADOT anuncia la Alternativa (la Avenida 55) W55 como la “alternativa preliminar preferida” basada en la opinión de la comunidad, impactos económicos, factores ambientales, y en análisis del tráfico.	MAG revisa el RTP para incluir los cambios a la Autopista South Mountain para incluir la reducción de la autopista de ocho carriles y cambiar la alineación de la Sección Occidental a la Avenida 59 (W59).	La publicación del Borrador EIS y juntas públicas.	La decisión final esperada sobre la Autopista South Mountain.

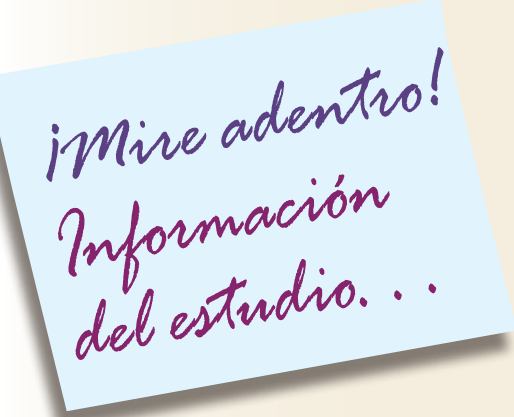
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South Mountain  
Estudio del Corredor de Transportación

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Phoenix, AZ 85018

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Cómo Contactarnos

Si usted tiene cualquier pregunta o comentarios acerca del Estudio del Corredor de Transportación de South Mountain, por favor contacte:

- Línea directa: 602.712.7006
- Sitio web: [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)
- Fax: 602.522.7707
- Correo electrónico: [ADOT@hdrinc.com](mailto:ADOT@hdrinc.com)
- Dirección: South Mountain Corridor Study Team  
3200 East Camelback Road, Suite 350  
Phoenix, AZ 85018

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# **SOUTH MOUNTAIN FREEWAY 59TH AVENUE CONNECTION MEETING**

## **Your property may be impacted!**

Please join us for a public information meeting to discuss how the proposed South Mountain Freeway connection at 59th Avenue and Interstate 10 might affect you and your property.

**February 10, 2010  
6 P.M.—8 P.M.  
Presentation at 6:15 P.M.  
Sunridge Elementary School  
Cafeteria  
6244 W. Roosevelt Street  
Phoenix, AZ**

The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: [ADOT@hdrinc.com](mailto:ADOT@hdrinc.com); phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

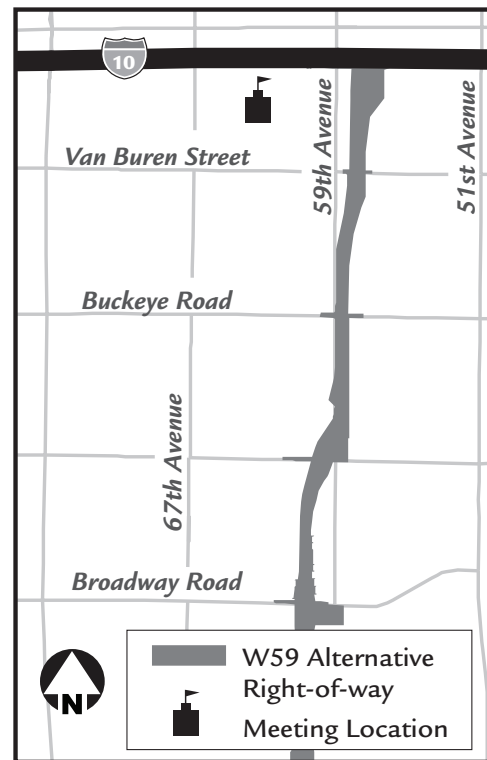
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**For more information, please visit [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)**

ADOT Project No. 202L MA 054 H5764 01L

Federal Project No. NH-202-D(ADY)  
February 2010



# **AUTOPISTA SOUTH MOUNTAIN REUNIÓN DE LA CONEXIÓN DE LA AVENIDA 59**

## **¡Su propiedad puede ser impactada!**

Acompañenos por favor para una reunión de información pública para discutir cómo la conexión propuesta de la Autopista South Mountain en la Avenida 59 y la Interestatal 10 quizás le afecten a usted y su propiedad.

**10 de febrero de 2010  
6 P.M.—8 P.M.  
Presentación a las 6:15 P.M.  
Sunridge Elementary School  
Cafetería  
6244 W. Roosevelt Street  
Phoenix, AZ**

El propósito de la reunión es de proporcionar una vista general del estudio y la conexión propuesta en la Avenida 59, discutir los procesos del derecho de paso y el programa, y proporcionar la oportunidad para miembros de la comunidad de hacer preguntas y proporcionar su opinión. Una presentación breve con respecto a las recomendaciones será hecha en la reunión, seguida por una casa abierta donde representantes del equipo de estudio estarán presentes para contestar preguntas.

Para información adicional del estudio y la reunión o para presentar comentarios por escrito, por favor contacte a ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018. Correo electrónico [ADOT@hdrinc.com](mailto:ADOT@hdrinc.com); tel: 602.712.7006; o fax: 602.522.7707. Los comentarios por escrito deberán ser presentados antes del 24 de febrero de 2010.

Acta de los ciudadanos americanos con limitaciones físicas (ADA): las personas con alguna limitación física pueden solicitar adaptación razonable tal como un intérprete en lenguaje de signos, llamando al 602.712.7006. Las solicitudes deben ser presentadas lo antes posible para organizar el alojamiento. Este documento está disponible en formatos alternativos contactando a Heather Honsberger al número telefónico descrito arriba.

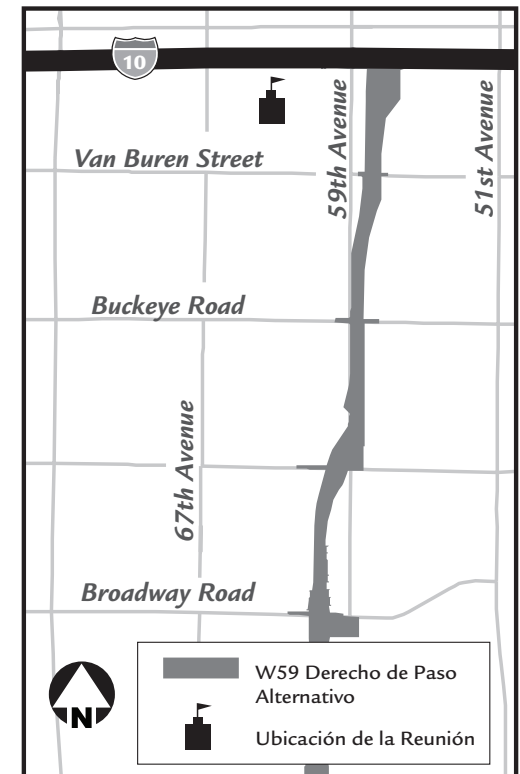
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No. de Proyecto ADOT 202L MA 054 H5764 01L

No. de Proyecto Federal NH-202-D(ADY)  
febrero del 2010



# South Mountain

*Transportation Corridor Study*

**PUBLIC INFORMATION MEETING**

**FEBRUARY 10, 2010**  
**6 P.M.-8 P.M.**  
**PRESENTATION AT 6:15 P.M.**

**Sunridge Elementary School Cafeteria**  
6244 W. Roosevelt Street  
Phoenix, AZ

*Study Update!*

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# SOUTH MOUNTAIN FREEWAY UPDATE

## 59th Avenue Connection Meeting

ADOT Project No. 202L MA 054 HS764 01L  
Federal Project No. NH 202-D(ADY)

The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments' Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Reduce the proposed freeway to eight lanes (from the previous 10-lane concept)
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue)

This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule,

and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

For additional study and meeting information or to submit comments in writing, please contact ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018; e-mail: [ADOT@hdrinc.com](mailto:ADOT@hdrinc.com); phone: 602.712.7006; or fax: 602.522.7707. Written comments should be submitted by February 24, 2010.

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For more information regarding this study, please visit the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).



# South Mountain

*Estudio del Corredor de Transportación*

REUNIÓN DE INFORMACIÓN PÚBLICA

10 DE FEBRERO, 2010  
6 P.M.-8 P.M.  
PRESENTACIÓN A LAS 6:15 P.M.

Sunridge Elementary School  
Cafetería  
6244 W. Roosevelt Street  
Phoenix, AZ

*¡Actualización del Estudio!*

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## ACTUALIZACIÓN DE LA AUTOPISTA SOUTH MOUNTAIN

### Reunión de la Conexión de la Avenida 59

El Departamento de Transporte de Arizona y la Administración Federal de Autopistas continúan estudiando la propuesta para la autopista South Mountain, y le invita a asistir a la reunión pública para aprender acerca de recientes cambios sobre la conexión propuesta con la Interestatal 10. En respuesta a fondos disminuyéndose para proyectos regionales, el Consejo Regional de la Asociación de Gobiernos de Maricopa, votó en octubre del 2009 para aprobar el plan regional revisado. Los siguientes cambios fueron incluidos para la autopista South Mountain:

- Reducir la autopista propuesta a ocho carriles (del concepto previo a 10-carriles)
- Mover el alineamiento de la sección oeste entre la Calle Lower Buckeye y la I-10 para conectar con la Avenida 59 (en lugar de la Avenida 55)

Esta reunión de información pública se realizará para discutir cómo una conexión de la autopista South Mountain con la Avenida 59 le pudiera afectar a usted y su propiedad. El propósito de la reunión es proporcionar una visión general del estudio y la conexión propuesta con la Avenida 59, discutir el estudio y los procesos del derecho de paso y el horario,

así como ofrecer la oportunidad a los miembros de la comunidad para hacer preguntas y proporcionar su opinión. Se dará una presentación breve de las recomendaciones en la reunión, después seguirá una casa abierta donde los representantes del equipo de estudio estarán presentes para responder a preguntas.

Para información adicional del estudio y la reunión o para presentar comentarios por escrito, por favor contacte a ADOT c/o Heather Honsberger, HDR Engineering, Inc., 3200 E. Camelback Rd., Ste 350, Phoenix, AZ 85018. Correo electrónico ADOT@hdrinc.com; tel: 602.712.7006; número de fax: 602.522.7707. Los comentarios por escrito deberán ser presentados antes del 24 de febrero, 2010.

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No. de Proyecto ADOT 202L MA 054 HS764 01L  
No. de Proyecto Federal NH 202-D(ADY)

W59 Derecho de Paso Alternativo

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Para más información con respecto a este estudio, visite por favor el sitio web del estudio en [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com).



ARIZONA DEPARTMENT OF TRANSPORTATION  
AND FEDERAL HIGHWAY ADMINISTRATION  
**PUBLIC INFORMATION MEETING**



**LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE  
59th Avenue Connection Meeting**

The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments' Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

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JULIE KIEWER  
ADOT Phoenix  
District Engineer

MICHAEL BRUDER  
ADOT  
Project Manager

FLOYD ROEHRICH  
ADOT  
State Engineer

THIS NEWSPAPER NOTICE AND OTHER PROJECT INFORMATION ARE AVAILABLE AT  
[www.southmountainfreeway.com](http://www.southmountainfreeway.com).

ADOT Project No. 202L MA 054 H5764 01L  
Federal Project No. NH-202-D(ADY)

Arizona Republic – January 27 and February 3, 2010

Wednesday, February 10, 2010  
6 p.m.—8 p.m.  
Presentation at 6:15 p.m.  
Sunridge Elementary School  
Cafeteria  
6244 W. Roosevelt Street  
Phoenix, AZ



ARIZONA DEPARTMENT OF TRANSPORTATION  
AND FEDERAL HIGHWAY ADMINISTRATION



**PUBLIC INFORMATION MEETING**

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59th Avenue Connection Meeting**

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Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting Heather Honsberger at the telephone number referenced above.

Este documento está disponible en español llamando 602.712.7006.

JULIE KIEWER  
ADOT Phoenix  
District Engineer

MICHAEL BRUDER  
ADOT  
Project Manager

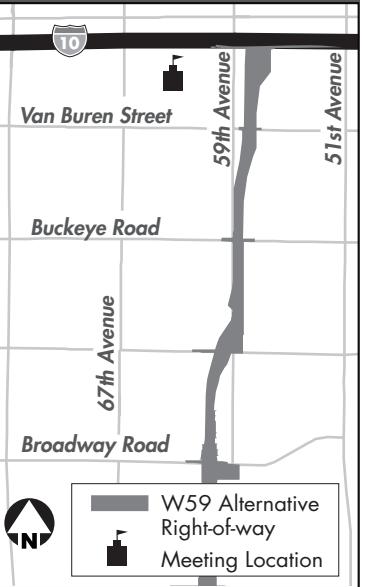
FLOYD ROEHRICH, JR.  
ADOT  
State Engineer

THIS NEWSPAPER NOTICE AND OTHER PROJECT INFORMATION ARE AVAILABLE AT  
[www.southmountainfreeway.com](http://www.southmountainfreeway.com).


ADOT Project No. 202L MA 054 H5764 01L  
Federal Project No. NH-202-D(ADY)

Arizona Informant – January 27 and February 3, 2010


Wednesday, February 10, 2010  
6 p.m.—8 p.m.  
Presentation at 6:15 p.m.  
Sunridge Elementary School  
Cafeteria  
6244 W. Roosevelt Street  
Phoenix, AZ







ARIZONA DEPARTMENT OF TRANSPORTATION  
AND FEDERAL HIGHWAY ADMINISTRATION



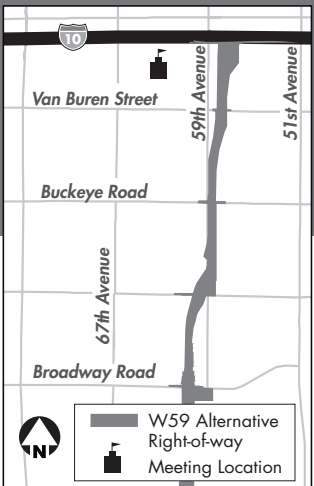
**PUBLIC INFORMATION MEETING**

**LOOP 202**

**SOUTH MOUNTAIN FREEWAY UPDATE**

**59th Avenue Connection Meeting**

Wednesday, February 10, 2010  
6 p.m.—8 p.m.  
Presentation at 6:15 p.m.  
Sunridge Elementary School  
Cafeteria  
6244 W. Roosevelt Street  
Phoenix, AZ



The Arizona Department of Transportation and the Federal Highway Administration continue to study the proposed South Mountain Freeway and invite you to attend a public meeting to learn about recent changes to the proposed connection with Interstate 10. In response to declining funding for regional projects, the Maricopa Association of Governments' Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- Reduce the proposed freeway to eight lanes (from the previous 10-lane concept)
- Shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than 55th Avenue).

This public information meeting will be held to discuss how a South Mountain Freeway connection at 59th Avenue might affect you and your property. The purpose of the meeting is to provide an overview of the study and the proposed connection at 59th Avenue, discuss the study and right-of-way processes and schedule, and provide the opportunity for members of the community to ask questions and provide input. A brief presentation regarding the recommendations will be made at the meeting, followed by an open house where representatives from the study team will be present to answer questions.

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ADOT Phoenix  
District Engineer

MICHAEL BRUDER  
ADOT  
Project Manager

FLOYD ROEHRICH, JR.  
ADOT  
State Engineer

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ADOT Project No. 202L MA 054 H5764 01L  
Federal Project No. NH-202-D(ADY)

Prensa Hispana – January 27 and February 3, 2010

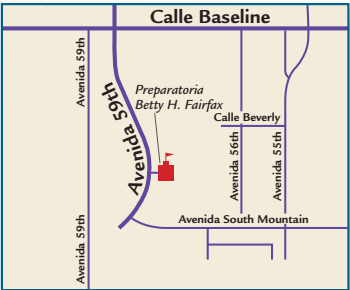
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# South Mountain

*Transportation Corridor Study*

**JUNTA DE INFORMACIÓN PÚBLICA**

**MARTES, 22 DE FEBRERO, 2011**  
**6 P.M.—8 P.M.**  
**PRESENTACIÓN A LAS 6:15 P.M.**



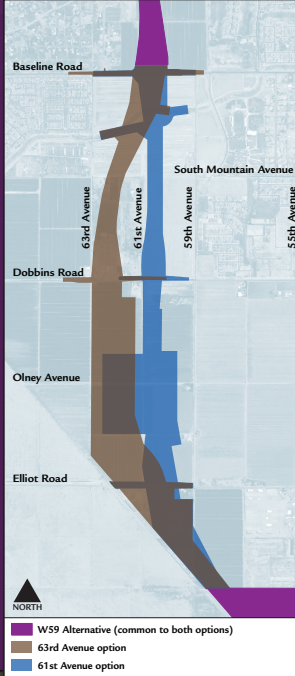
**Preparatoria Betty H. Fairfax**  
**Cafetería, Edificio #600**  
**8225 South 59th Avenue**  
**Phoenix, AZ 85339**

*Actualización de Estudio de Área de Laveen!*

PRSR STD  
U.S. POSTAGE  
**PAID**  
PHOENIX, AZ  
PERMIT NO. 815

# SOUTH MOUNTAIN FREEWAY UPDATE

February 2011



**Proposed freeway alignment through Laveen**

The Arizona Department of Transportation, the Federal Highway Administration and the Maricopa Association of Governments, in conjunction with the City of Phoenix, invite you to attend a public information meeting to learn about recent proposed options to the South Mountain Freeway through Laveen.

The purpose of this public information meeting is to present the W59 Alternative and two proposed options between Baseline and Elliot roads, from 63rd Avenue east to 61st Avenue. A brief presentation by the City of Phoenix regarding their recommendations will be made at the meeting. ADOT will also provide information regarding the 63rd Avenue and 61st Avenue alternative options. An open house will be held following the presentations. In addition, members of the community will have the opportunity to ask questions and provide input during the meeting.




Americans with Disabilities Act (ADA): Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by calling 602.712.7006. Requests should be made as early as possible to arrange the accommodation. This document is available in alternative formats by contacting the team at 602.712.7006. Este documento está disponible en español llamando al 602.712.7006.

For additional study and meeting information or to submit comments in writing, please contact:

South Mountain Corridor Team	E-mail: ADOT@hdrinc.com
3200 E. Camelback Rd., Ste 350	Phone: 602.712.7006
Phoenix, AZ 85018	Fax: 602.522.7707

Please submit written comments by March 8, 2011.

ADOT Project No. 202L MA 054 HS764 01L Federal Project No. NH 202-D(ADY)



For more information regarding this study, please visit the study Web site at [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)



# South Mountain

*Transportation Corridor Study*

PRSR STD  
U.S. POSTAGE  
**PAID**  
PHOENIX, AZ  
PERMIT NO. 815

**PUBLIC INFORMATION MEETING**

**TUESDAY, FEBRUARY 22, 2011  
6 P.M.–8 P.M.  
PRESENTATION AT 6:15 P.M.**

**Betty H. Fairfax High School  
Cafeteria, Bldg. #600  
8225 South 59th Avenue  
Phoenix, AZ 85339**

*Laveen Area  
Study Update!*

## INFORMACIÓN MÁS RECIENTE-AUTOPISTA 202 SOUTH MOUNTAIN

Febrero 2011

### Alineamiento propuesto del autopistaa través de Laveen

El Departamento de Transporte de Arizona, la Administración Federal de Autopistas y la Asociación de Gobiernos de Maricopa, en conjunto con la Ciudad de Phoenix, le invitan para que asista a la junta de información pública para conocer las opciones más recientes que se han propuesto del autopista South Mountain a través de Laveen.

El propósito de esta junta pública informativa es presentar la alternativa W59 y 2 opciones que han sido propuestas entre las calles de Baseline y Elliot, desde la Ave 63 Este hacia la Ave 61. La Ciudad de Phoenix hará una presentación breve en la junta, de las recomendaciones por parte

de la Ciudad. ADOT también proporcionará información en cuanto a opciones alternativas de la Ave 63 y la Ave 61. Una casa abierta se realizará despues de las presentaciones. Además, miembros de la comunidad tendrán la oportunidad de hacer preguntas y propias aportaciones durante la junta.

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Descargo de responsabilidad: Este documento es una traducción del texto original escrito en inglés. Esta traducción no es oficial y no es vinculante a este estado o subdivisión política de este estado.

Para información adicional de la junta y del estudio o presentar comentarios por escrito, favor contacte:

South Mountain Corridor Team 3200 E. Camelback Rd., Ste 350 Phoenix, AZ 85018	Correo electrónico: ADOT@hdrinc.com Teléfono: 602.712.7006 Fax: 602.522.7707
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Favor presentar comentarios por escrito antes del 8 de marzo, 2011.

Proyecto ADOT No. 202L MA 054 H5764 01L Proyecto Federal No. NH 202-D(ADY)

Para más información con respecto a este estudio, visite por favor el sitio web del estudio en [www.SouthMountainFreeway.com](http://www.SouthMountainFreeway.com)



25 WEEKEND » FEBRUARY 5, 2011

Cavanaugh opposed the boycott and sent e-mails to members of both unions citing disappointment and concern about their actions. The e-mail led to a complaint by the Goodyear Police Officers Association alleging violations of the city charter and that the mayor used a political position to promote a private interest.

Former mayor

Cavanaugh supports Rassas, Freeman, four-year council candidate Jon Bohm and Antonucci. The former mayor has not yet contributed to campaigns or given political advice according to an e-mail sent to *The Arizona Republic*.

"I support them as a group because all our seek smaller and more responsive government," Cavanaugh said. "(They) will put the citizen first in contrast to the existing and recent council which placed our staff employees as government's first priority."

Rassas, whose business was boycotted in the summer, said support from Cavanaugh is an honor because the former mayor helped improve safety.

"His work to widen Interstate 10 means less lives are lost along that corridor," said Rassas.

ARIZONA DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION  
PUBLIC INFORMATION MEETING

LOOP 202 SOUTH MOUNTAIN FREEWAY UPDATE  
Proposed Freeway Alignment through Laveen

The Arizona Department of Transportation, the Federal Highway Administration and the Maricopa Association of Governments, in conjunction with the City of Phoenix, invite you to attend a public information meeting to learn about recent proposed options to the South Mountain Freeway through Laveen.

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JULIE KLEWER  
ADOT Phoenix Construction District Engineer

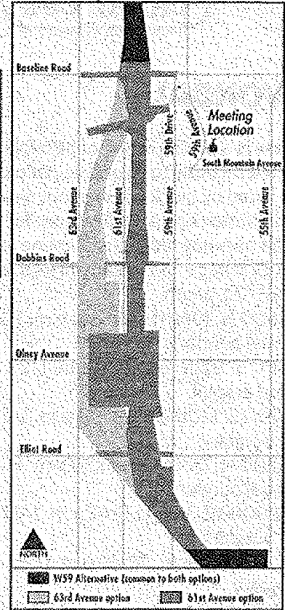
CHAUN HILL  
ADOT Project Manager

FLOYD ROEHRICH  
ADOT State Engineer

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www.SouthMountainFreeway.com

ADOT Project No. 202L MA 054 H5764 011  
Federal Project No. NH-202-D(ADT)

Arizona Republic - February 5, 2011 and LaVoz - February 11, 2011



**SMCC Laveen | Spring 2011 Classes**  
Laveen Elementary School • 5001 W. Dobbin Rd. • 480.227.7854

**LATE START CLASSES IN LAVEEN!**

Class	Days	Time	Dates	Credits
Business Plan and Business Start-Up	MTuWTh	5:40 pm - 9:30 pm	2/07/11 - 2/17/11	2cr
ate Seminar: Contract Writing	MW	5:45 pm - 9:15 pm	5/02/11 - 5/13/11	5cr
Business Operations	MTuWTh	6:00 pm - 9:20 pm	2/21/11 - 3/03/11	2cr
Business Bookkeeping And Tax Preparation	MTuWTh	6:00 pm - 9:20 pm	4/11/11 - 4/14/11	1cr
Business Marketing And Advertising	MTuWTh	5:40 pm - 9:30 pm	3/21/11 - 3/31/11	2cr
Business Marketing And Advertising	Sa	8:00 am - 4:30 pm	2/05/11 - 3/12/11	2cr
d Managing Employees	MTuWTh	6:00 pm - 9:20 pm	4/04/11 - 4/07/11	1cr
d Managing Employees	Sa	8:00 am - 4:30 pm	3/26/11 - 4/09/11	1cr
Marketing For Small Business	Sa	8:00 am - 4:30 pm	4/23/11 - 5/21/11	2cr
Projects	MTuWTh	6:00 pm - 9:20 pm	4/25/11 - 4/28/11	1cr
Spanish II	MW	6:00 pm - 7:15 pm	3/21/11 - 5/13/11	1cr

**- FINANCIAL AID WORKSHOP**  
n • SMCC Technology Center — 2nd Floor  
(Free Application for Federal Student Aid)

**Questions? Don't see the class you want? CALL US! 480.227.7854**

**DDAY!**  
maricopa.edu  
602.243.8135 (Spanish)

Tuition: \$71 per credit plus a one-time per semester \$15 registration fee for in-state Maricopa County residents. Additional fees may be applicable for out-of-state and out-of-county residents.

A8 LAVOZ VIERNES 11 DE FEBRERO DE 2011

COMUNIDAD

ARIZONA

norteamericana, murrieta no lo hace desde afuera, sino a través de imágenes/imaginación/la gravedad-de-la-distancia.htm

EL DEPARTAMENTO DE TRANSPORTE DE ARIZONA Y LA ADMINISTRACIÓN FEDERAL DE AUTOPISTAS

**JUNTA DE INFORMACIÓN PÚBLICA**

**INFORMACIÓN MÁS RECIENTE-AUTOPISTA 202 SOUTH MOUNTAIN**  
Alineamiento propuesto del autopista a través de Laveen

El Departamento de Transporte de Arizona, la Administración Federal de Autopistas y la Asociación de Gobiernos de Maricopa, en conjunto con la Ciudad de Phoenix, le invitan para que asista a la junta de información pública para conocer las opciones más recientes que se han propuesto del autopista South Mountain a través de Laveen.

El propósito de esta junta pública informativa es presentar la alternativa W59 y 2 opciones que han sido propuestas entre las calles de Baseline y Elliot, desde la Ave 63 Este hacia la Ave 61. La Ciudad de Phoenix hará una presentación breve en la junta, de las recomendaciones por parte de la Ciudad. ADOT también proporcionará información en cuanto a opciones alternativas de la Ave 63 y la Ave 61. Una casa abierta se realizará después de las presentaciones. Además, miembros de la comunidad tendrán la oportunidad de hacer preguntas y propias aportaciones durante la junta.

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**Martes, 22 de febrero, 2011**  
6 p.m. - 8 p.m.  
Presentación a las 6:15 p.m.

**Preparatoria Betty H. Fairfax**  
Cafetería, Edificio #600  
8225 South 59th Avenue  
Phoenix, AZ 85339

**JULIE KLEWER**  
Ingeniero/District Construction Phoenix/ADOT

**CHAUN HILL**  
ADOT Director/Proyecto

**FLOYD ROEHRICH**  
ADOT Ingeniero/Estado

ESTE AVISO DEL PERIÓDICO Y OTRA INFORMACIÓN DEL PROYECTO ESTÁN DISPONIBLES EN:  
www.SouthMountainFreeway.com

Proyecto ADOT No. 202L MA 054 H5764 011  
Proyecto Federal No. NH-202-D(ADT)

Arizona Republic - 5 de febrero, 2011 y LaVoz - 11 de febrero, 2011

Piden apoyo para niño quemado

POR SAMUEL MURILLO

Familiares del menor Joe Anthony Fernández, de 11 años, quien convalece debido a quemaduras graves en su cuerpo, establecieron una cuenta de banco para recaudar fondos para los gastos médicos.

El joven se encuentra en condición crítica en el Centro de Quemaduras de Arizona, donde fue ingresado el pasado 28 de enero luego de que sufriera quemaduras en el 95 por ciento de su cuerpo en un accidente en el traspaso de su casa en Youngtown.

De acuerdo con reportes, Joe Anthony se encontraba en una reunión familiar cuando ocurrió la tragedia. El menor intentó echar gasolina a un quemador de gas provocando una llamarada que le produjo quemaduras serias en casi todo su cuerpo. Meses antes, en la misma cuadra del domicilio de la familia, un joven fue víctima de un accidente similar. En ese caso, el menor Oscar Fuentes, de 14 años no sobrevivió. Los familiares de Joe Anthony se encuentran

su cuerpo, establecieron una cuenta de banco para recaudar fondos para los gastos médicos.

El joven se encuentra en condición crítica en el Centro de Quemaduras de Arizona, donde fue ingresado el pasado 28 de enero luego de que sufriera quemaduras en el 95 por ciento de su cuerpo en un accidente en el traspaso de su casa en Youngtown.

El niño Joe Anthony Fernández se encuentra en estado crítico en el centro de quemaduras de Arizona en Phoenix.

Sin embargo, con apoyo de personal del Centro Médico del Condado Maricopa, accedieron a dar a conocer la apertura de una cuenta a nombre de Joe Anthony en el banco Wells Fargo. Si usted desea apoyar a esta familia, visite cualquier sucursal de Wells Fargo y entregue su donativo.

Contacte al reportero: samuel.murillo@lavozarizona.com

**Solamente**

**El periódico The Arizona Republic del domingo**



APPENDIX 6-3

SOUTH MOUNTAIN CITIZENS ADVISORY TEAM

**Appendix 6-3**, *Citizens Advisory Team*, includes examples of public questions submitted at SMCAT meetings, the criteria for evaluating alternatives developed by the SMCAT and the SMCAT letter to ADOT identifying the western section preferred build alternative.

**Public Questions and Comments Received at SMCAT Meetings**

*The South Mountain Citizens Advisory Team began accepting public comments at the meeting held April 22, 2004. The summary below includes all meetings from that time through the April 27, 2006 meeting.*

**4-22-04**

**David Folts, Concerned Families along South Mountain Loop 202**

**Question:** You state that the projected traffic for South Mountain Loop 202 would be 155,000 vehicles a day. Knowing this, is it possible to have up to 400 vehicles or more a minute traveling this road during heavy vehicle flow periods; i.e. 6-9 a.m. and 3-7 p.m.  
**Response:** Theoretically, 400 cars per minute could use the ramp during rush hour, but there would be no cars throughout the day.

*This additional technical information was provided after the meeting and will be distributed to the public at the next scheduled CAT meeting.*

*Based on computer traffic modeling calculated in 2001, it is estimated that a South Mountain Freeway would carry approximately 155,000 vehicles per day in 2025. This could equate to 39 vehicles per lane, per minute during the sing busiest hour of the day. To put this in perspective, 155,000 vehicles per day is the approximate level of traffic for I-10 between Ray Road and Warner today, in 2004.*

**Question:** With the vehicle numbers and type from proposed I-10 reliever not being included at this specific time, would this have an improved effect on the air quality projections for the Environmental Impact Statement on this project? **Response:** We will use traffic numbers with the I-10 reliever corridor included in the model.

**Question:** Is I-10 reliever new? **Response:** Yes, part of the regional plan but needs to be developed through a similar planning process.

**6-24-04**

**Shea Stickler, Citizen**

**Question:** Since the onset of this project/committee, how many new homes have been sold and build between 38th Avenue to 99th Avenue north of Dobbins and South of I-10?

**Question:** How many homes are sold/built between each meeting; and by the time the project is defined, how much money will have been expended buying up newly sold land to make way for the route? **Response:** We are not sure.

**Question:** If this project is to be funded by a county sales tax; where is the county’s representation and what is its viewpoint? **Response:** Monthly Progress Team meetings are held and there are local and county representatives at those meetings. The intent of the CAT was to have representation from the general public.

**J. Pima, Citizen**

**Question:** At what point will the pursuit of “other” alternative routes be closed in the decision-making process? When will the draft report be published? **Response:** Draft EIS identifies preferred alternatives and final selection is the Record of Decision. Draft EIS for the West side would be early next year and full draft by end of 2005 depending on East side alternatives. The study has been boiled down to 3 reasonable build alternatives on the west side.

**Comment:** When my neighborhood does not show upon a map that is supposed to represent the route’s impact on my neighbors, you send the message that we aren’t important. **Response:** The team routinely updates aerial maps of the study area. Maps shown tonight were schematic and not intended to show every neighborhood. Technical analysis uses more detailed maps. West Side changes are happening rapidly and we work to stay current.

**Chris Bale, Citizen**

**Question:** Has the FHWA been involved in the design/construction of other non-interstate freeways? **Response:** Yes.

**Question:** Will this section of the 202 receive more funding from the Federal Government? If so, is this whole process being additionally held up because this freeway is I-10 to I-10? **Response:** The process makes this freeway eligible for federal money. Conducting a federal level EIS to make it eligible for federal money is a state decision. The Red Mountain and Santan freeways have all gone through NEPA process.

**Tim, Citizen**

**Question:** Do the traffic projections reflect the distribution of traffic bypassing Phoenix versus “internal” (within the county) traffic? Which use has priority in terms of routing (i.e., Pecos, Queen Creek, Riggs)? **Response:** Traffic numbers are for total traffic. We have estimated the percentage that is pass through vs. local. We have not studied traffic for Queen Creek or Riggs Road because they are not part of the current analysis.

**Kent Oertle, Citizen**

**Question:** We need a traffic study that is current in order to plan properly. How long would it take to complete a traffic analysis which includes 30-year population projects? Since it will take 10-15 years to complete, 30-year projections may not be enough. **Response:** In the past we have used 20-year projections and are now change to 25-year projections to meet traffic needs 20 years after the project is built. MAG is working to establish a model that can handle 2030. We do not have an estimate of when we will get the 2030 from MAG.

**7-22-04**

**Ross Hendrix, Ahwatukee**

**Question:** What percent is “pass through,” that is Tucson to California traffic?

**Response:** The great bulk of the traffic is local or regional traffic. MAG estimates that only about three percent of the traffic would be “pass through.”

**9-23-04**

**Wilfred Wellington, Sacaton**

**Question:** Is the same formula used in land appraisals on reservation lands? **Response:** The same formula is used to appraise land on or off the reservation.

**Bill Ramsay, Phoenix**

**Question:** 1) Please describe methodology used to calculate traffic volumes. 2) Is the resulting number a (a) mean or (b) median? **Response:** Information to be provided at the next meeting.

**(Anonymous)**

**Question:** What is the cost difference between at, above and below grade elevation? **Response:** Numerous factors determine construction costs. Typically, the least expensive is at grade and the most expense is depressed.

**12-2-04**

**Larry Lee, Phoenix**

**Question:** Is there a study to show us the crime statistics? **Response:** This is not traditionally studied in an EIS. However, this comment will be taken under consideration by the study team.

**Question:** Is there any thought to making use of light rail along the Pecos route? **Response:** Light rail corridors are identified by MAG and Valley Metro. Currently I-10 west is the only corridor being pursued.

**Question:** I heard Pecos has already been selected by ADOT. **Response:** This is not true.

**David Folts, Ahwatukee**

**Question:** Is it possible to use South Mountain as a secondary route to Canamex? **Response:** SR85 to US93 is under study as the Canamex.

**Question:** What percentage of commercial traffic would use South Mountain as a bypass? **Response:** Initial analysis shows about 10 percent, which is comparable to many current Valley freeways. We will continue to look at this issue and the information will be brought to this group.

**Question:** How many vehicles per minute can we expect? **Response:** The original projection was about 150,000 vehicles per day, and now we are looking at about 170,000. Peak hours are usually at about 10 percent of that figure.



**Question:** How many acres of South Mountain Park will be taken? **Response:** The original study showed 40-50 acres.

**Question:** What approvals would be needed to build a highway through South Mountain Park? Have any already given their approval? **Response:** FHWA would have to approve a 4(f). There would be many agencies involved including EPA and the Department of the Interior.

**Question:** How many feet wide will South Mountain Loop be including on and off ramps. **Response:** 800 feet is typical; 1800 feet if the area is skewed.

**Question:** Will air quality improve, get worse, or stay the same within a half-mile of the freeway? **Response:** Air quality will be analyzed in the EIS.

**Bill Ramsay, Phoenix**

**Question:** What is the total number of vehicles – commercial and private passenger – expressed as a percentage of the total number of vehicles on Maricopa County Freeways, that the South Mountain Freeway is expected to carry per day? **Response:** I don't know. We will get back to you on this question.

**1-27-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** Many questions concerning the human environment were submitted and asked to be included in the EIS. Is there a section on the EIS for Human Environment? (lungs, asthma, crime pollutants ingested by living near and breathing this air for 20 years) If not, why? **Response:** Information not available at this meeting will address at the February meeting.

**Question:** If someone lived within a ¼ mile of this highway for 20 years, would he see decreased lung function from living so close to South Mountain Loop 202 being that this highway could be used as a bypass for commercial diesel traffic? **Response:** Information not available at this meeting will address at the February meeting.

**Question:** If you are certain as to where the intersections will be on the Ahwatukee section of proposed South Mountain Loop 202 where are the drawing showing all this? Sure you must have at least a single line AutoCAD drawing showing this proposed highway. Why is ADOT still showing proposed South Mountain Loop 202 as a yellow line on today's handout and not a more detailed drawing? **Response:** The alternative shapes shown on the handout represent the technical study right-of-way requirements for each of the action alternatives. Preliminary geometry was used to determine these shapes for EIS study purposes. Final design of the freeway mainline and all interchanges cannot and will not be completed until after the study process has resulted in a record of decision on the EIS. Preliminary geometry will be presented in ADOT's Location / Design Concept Report. Detailed geometry will be determined during final design and presented at that time.

**Question:** About ½ way down Pecos Road in Ahwatukee, there is a portable box 8'X12' structure that resembles an Environmental Sampling station. 1) Did ADOT or an agent of ADOT put this structure here? 2) What specific functions are happening in this structure? **Response:** The box is a cell phone tower and has nothing to do with ADOT.

**Question:** With all the growth beyond the boundaries of loops 202 and 303 happening today (SanTan, Maricopa, etc.) why isn't ADOT planning highways beyond these areas to stay ahead of the curve instead of shoe horning a highway into a heavily populated area? **Response:** The Regional Transportation Plan (Prop 400) adopted by the voters does include studies beyond the Loop 303.

**Question:** How close can this highway and interchanges be built to a home or school? Is there a buffer or minimum distance for any aspect of this highway that will border school or private homes? **Response:** Like to have a clear zone between road and end of right-of-way where possible. There is no standard or policy on the distance.

**Question:** Will hazardous cargo be allowed on this highway and if so will there be a plan/procedure in place to lessen or eliminate injuries or fatalities for spills or accidents? **Response:** We do not know at this time.

**Question:** Will the incidence of asthma increases in children living along ½ mile South Mountain Loop 202 and if so by what amount? **Response:** Information not available at this meeting will address at the February meeting.

**Question:** Will birth defects be more prevalent among pregnant women living within ½ mile of this highway and if so what would the most predominant birth defect? **Response:** Information not available at this meeting will address at the February meeting.

**Question:** Can you name some of the pollutants from this highway that would find its way into a human's bloodstream and urine for people living within ½ mile of this highway? **Response:** Information not available at this meeting will be addressed at the February meeting.

**Question:** Because Ahwatukee schools are so close with one elementary school sitting alongside this proposed Highway what plans/procedures if any are in place to protect the children from adverse health effects from Highway pollution (diesel Exhaust) during high pollution advisories? Will the existing air filter system (HVAC) protect our children from PM 10 and PM 2.5? **Response:** Information not available at this meeting will address at the February meeting.

**Question:** Why aren't any of these CAT meeting for proposed South Mountain Loop 202 being held in the village of Ahwatukee? After all these residents will also be directly affected in many ways from this highway. **Response:** The meetings are held in the central portion of the study area to be equally convenient to the southwest valley and Ahwatukee residents.

**Question:** How many acres of South Mountain Park will be taken to build this highway?  
**Response:** The study team is still investigating the potential land needed from South Mountain Park/Preserve associated with all action alternatives. For reference purposes, the 1988 alignment required approximately 40-50 acres of land from South Mountain Park/Preserve.

**Dave Vontersch**

**Question:** So is it a done deal that Pecos Road west of I-10 will be the location for freeway development? Please place a stake in the ground as far as final alignment and schedule and stick to it, there seems to be excess mods, changes, amendments, waffling and/or supplements!  
**Response:** A decision has not been made. ADOT is continuing to meet with Gila River Indian Community.

**2-24-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** On 4/6/02 Concerned Families Along South Mountain Loop 202 send 13 questions concerning the human environment via Registered Certified US mail through the US Postal Service to EPA, ADOT, FHWA, HDR Engineering, AZ Gov, etc. In this letter we asked to share all 13 Questions included in the South Mountain EIS. I have recently found out some or most of the above mentioned questions will not be included in the EIS. Why? What could be in these questions to where the answers wouldn't be included in the EIS. Please explain.  
**Response:** The project team has received and reviewed Mr. Folts letter with 13 questions. There will be a response to the questions in the draft EIS.

**Question:** If proposed South Mountain Loop 202 is built through South Mountain Park would there be any attempt to block this highway view from people enjoying the vistas of this park?  
**Response:** Visual impact is one of the technical studies currently underway. The findings of that study will be shared with the SMCAT.

**Question:** Are there plans to close and rebuild relocate Lagos Elementary School while will sit right alongside this highway and if so why?  
**Response:** If there is a direct impact on the school, the team will identify the impact and then evaluate potential mitigation measures.

**Question:** With Lagos Elementary School sitting right alongside proposed South Mountain Loop 202 is there a sufficient indoor HVAC air filtration system in place to filter out PM 2.5 and PM 10 mostly from diesel exhaust so this cannot enter the lungs of our children?  
**Response:** The project team does not have the information to address this issue.

**Question:** I am asking ADOT to include and publish the results from the following study in the EIS and to the SMCAT members: "Links in the Womb Chromosome Damage to Elevated Exposure to Polycyclic Aromatic Hydrocarbons," published in February's

Journal of Cancer Epidemiology Biomarkers and Prevention, authored by Frederica Perera, Director of Columbia University Center for Children's Environmental Health.  
**Response:** The project team will review this study.

**Question:** Will the fuel line that resides along proposed South Mountain Loop 202 have to moved, reclassified or other infrastructure put in place because of this proposed highway?  
**Response:** Utility conflicts and potential relocations are one of the technical studies currently underway. The findings of the study will be shared with the SMCAT.

**Question:** If proposed South Mountain Loop 202 is not built can the city turn the excess land along Pecos Road into a greenway with walking and biking trails for everyone to enjoy possibly connecting the above-mentioned hiking trail to a trail in South Mountain Park?  
**Response:** The City of Phoenix would need to address this issue.

**Question:** Would the City of Phoenix City Council have to approve the transfer of land from South Mountain Park to build this highway?  
**Response:** The City of Phoenix would need to address this issue.

**Question:** Why was all of the information on proposed South Mountain Loop 202 removed from ADOT's main web? Should someone deny this please see attached e-mail from ADOT and read the response aloud.  
**Response:** The information was not removed from the ADOT website. However, a recent redesign of the ADOT website has made it difficult to find the website. The public is encouraged to use the address [www.southmountainfreeway.com](http://www.southmountainfreeway.com) to obtain direct access to the website. ADOT staff has been notified of this.

**3-24-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** Which agency completes the paperwork and process of (4f) of using South Mountain Parkland for this proposed highway? Which branch and department is responsible to see this process along?  
**Response:** For Arizona Department of Transportation projects, FHWA has ultimate authority to deal with Historical Sites and Parks.

**Question:** What safeguards are in place if North American Indian Artifacts are found? Will there be enough time allotted to properly reclaim these items?  
**Response:** The process to address cultural resources includes several steps. 1) Archeologists research documentation followed by field visits to document findings. 2) The report is reviewed by all recognized tribes and federal and state agencies. 3) Additional testing is done by digging small trenches. 4) The team creates a data recovery plan and all recovered artifacts will be handled per the approved plan.

**Question:** It appears that ADOT will need more land then the additional 50 acres stated by ADOT earlier. Last week I was shown additional acreage on the west end of South Mountain Loop 202 being reserved as a right of way. How many more additional acres of



South Mountain Park will be needed then previously stated? **Response:** We are still looking at alternatives to minimize impacts to the park and will report back on the impacted acreage.

**Question:** How many cubic yards of soil must be removed from South Mountain Park as to construct this highway through South Mountain Park? **Response:** The number has been calculated but is not available tonight. We will post to the website.

**Question:** Will noise levels in the classrooms at Lagos school before and after highway construction? If levels are above Federal permissible limits what action is planned? **Response:** We will ask noise author to address when the noise analysis is presented.

**Question:** Since it is very possible for South Mountain Loop 202 to be used as a bypass around Phoenix with quite a bit of the traffic being trucks, is there a more specific study taking into account such as diesel soot/diesel exhaust finding its way into Ahwatukee residents lungs for a realistic span of 15-20 years, i.e., children growing up in this neighborhood? **Response:** We will have a detailed air quality presentation when the technical report is completed.

**Question:** Was part of the decision to build South Mountain Loop 202 at or above grade along Pecos Road made to achieve better air quality standards? Does elevated or depressed highway design ever affect the air quality in the immediate area? **Response:** We will discuss this issue when we have the detailed air quality presentation.

**Question:** Who if anyone will measure the turbidity of the water as mentioned by Ralph from ADOT? How often will the water be sampled and tested? Who forwards the results to the EPA? **Response:** Turbidity of water measures cloudiness and/or sedimentation. It is tested by qualified professionals as determined by a plan to be set up between the contractor and ADOT.

**Question:** Is the Sierra Club member still a member of the SMCAT Group? **Response:** Yes. They will be appointing a replacement for Chad Campbell who is no longer able to attend the meetings.

#### **William Ramsay**

**Question:** How was the study area (red border on draft dated January 2005) determined? **Response:** We used the purpose and need to identify a geographic area. Some technical reports will look outside the study area, i.e., air quality. Please identify the street that constitutes the study area in Ahwatukee (running East-West). **Response:** It is approximately ½ mile North of Pecos Road.

**Question:** What requirement does ADOT and FHWA have to notify residents within the study area? **Response:** We are required to notify within study area. There are established guidelines but not specific requirements.

**Question:** Are realtors obligated to notify individuals purchasing homes within the study area of the potential impact of the proposed project? **Response:** It is common practice if a realtor has knowledge of a project, they should disclose.

#### **(Anonymous)**

**Question:** Why do the alternatives have to be south of Pecos? **Response:** Have looked at US60 extension to the west but didn't meeting the purpose and need of regional mobility.

#### **4-28-05**

#### **David Folts, Concerned Families along South Mountain Loop 202**

**Question:** Why doesn't ADOT how (publish on South Mountain web page) all the public meetings that they host or attend month by month; i.e., HOA, Village Committee, etc. thus allowing the public a chance to attend? **Response:** Any ADOT-hosted meetings are posted on the website. The team is invited to other meetings to present information and/or answer questions, but attendance at these meetings is determined by the host organization and may not be appropriate for the general public to attend.

**Question:** Last week I heard a process described, I think it was part of the 4F process. I heard a statement that a visual check on the surface of the ground would be completed for Indian Artifacts which would include pottery, burial grounds, etc. With this area being so close to the Gila Nation. There is a better way to complete this. There is a multitude of tolls/devices that can sense many different masses or objects many feet below the surface. **Response:** We are consulting with the appropriate agencies regarding the best method to survey for and address any findings.

**Question:** Will any test wells, i.e. ground contamination be affected by the construction of South Mountain Loop 202? If so, what process is used to insure that future data can still be tracked? **Response:** We will have to follow-up with that information.

**Question:** If ADOT didn't use any acreage from Alta Ridge of South Mountain Park, how many acres would still be needed on the southwest region of South Mountain Park to construct the South Mountain Loop 202? **Response:** That is still under study and is dynamic. We are looking at tunnels.

**Question:** Will the cost per mile of South Mountain Loop 202 rule out a semi or fully depressed highway? **Response:** That is not a primary decision point.

**Question:** Would the cost of tunneling through South Mountain Park overrule this type of construction on South Mountain Loop 202? Who would make the decision that this tunneling project would be too expensive? **Response:** "Extraordinary" costs will be discussed with the Federal Highway Administration.

**Question:** If the decision is made not to build South Mountain Loop 202, what other plans are in place to improve existing highway traffic specifically the Broadway curve on I-10? **Response:** A study is underway from SR51 to Santan freeway. Current alternatives

are to build a CD roadway (parallel freeway system). The alternative assumes that the South Mountain freeway is built.

**Question:** Does the Police Department have any data that show the incidence of crime (density) along existing highways? If they do can they please let our organization know how to get this information. **Response:** Ms. Navida provided her contact information.

**Larry Landry, Phoenix Resident**

**Question:** Isn't it true that at the end of the process ADOT will present a draft EIS and FHWA will accept or not? Don't all the consultants work for ADOT? When will a North/South freeway alignment be recommended by ADOT?

**5-26-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** What approximate date will the draft EIS be published? **Response:** Fall of 2006, however, this is subject to change.

**Question:** How close will proposed South Mountain Loop 202 be to San Juan Drive in South Mountain Park? **Response:** We don't have dimensions, this will vary based on the alternatives, such as a cut-section or tunnel.

**Question:** How many acres of South Mountain Park are taken to build SMCAT Alternative 1? Include areas used for drainage, lighting and right-of-way areas. **Response:** Don't know at this time. This will be shown in the final analysis.

**Question:** Do the traffic flow volumes also include traffic from the I-10 Reliever? **Response:** Yes, the model includes projected traffic from I-10 reliever.

**Question:** Do the no-build traffic flow volumes take into account the improvements that are planned along I-10 that were discussed in last month's meeting? **Response:** Yes.

**Question:** At last month's meeting I asked about the Section 4(f) process and how the procedure of a visual check for American Indian Artifacts was insufficient way to complete this with all the instruments now available to identify certain materials underground. Why isn't ADOT FHWA and HDR Engineering using ground penetrating radar to identify any American Indian artifacts below the soil? Many of these tools sell for \$3000-\$4000 and many businesses perform this service in such a situation. I would like this question entered in the meeting minutes. **Response:** At this stage of the process research is performed and visual surface surveys. We don't do more until we are on the property.

**Question:** Does ADOT, FHWA or HDR Engineering do any geophysical surveys (ground penetrating radar) as a standard process before building a highway? If this is not a standard process what makes this tool necessary when designing and building a highway? **Response:** No. This is traditionally later in the process.

**Question:** You show projected traffic flows in 2025. Why not show the percent of cars and include the percent of trucks using South Mountain Loop 202 including the truck traffic from the I-10 Reliever? **Response:** This is the first phase of traffic information. More information is forthcoming.

**Clayton Danzeisen, Danzeisen Dairy and Maricopa County Farm Bureau**

**Question:** Who will make the final decision concerning the route South Mountain freeway will take? **Response:** This is a joint ADOT and FHWA decision.

**Question:** Can ADOT eliminate the line starting with GRIC right now? **Response:** Due to South Mountain Park, we have to look at all options as long as they are a possibility.

**Question:** Does the traffic model consider traffic coming through the valley from Quartzite, Tucson, or Flagstaff for instance? **Response:** Yes.

**Question:** Traffic model bubble – Does it work to have three lines? Such as, I-10 at Broadway 2003/no-build/build. **Response:** This is a good suggestion.

**Question:** Since the I-10 reliever will not be built until after South Mountain, wouldn't it be better to leave it out of the model? **Response:** Model looks at full build out at 2030.

**William Ramsay**

**Question:** If SMCAT concludes its meeting with the status of the South Mountain eastern terminus being undecided in the draft EIS, what public forum will be available for review and input on the final decision on the eastern alignment and terminus? **Response:** We would not say the CAT was finished with only a west side alternative. There would be ongoing public involvement.

**Question:** Is Lagos Elementary School officially considered Section 4(f)? **Response:** No. However, the ball fields and playgrounds are Section 4(f).

**Question:** If so, what neighborhoods surrounding Lagos are being considered as part of the Section 4(f) study? **Response:** Section 4(f) applies to a neighborhood only when it is eligible for historic designation.

**6-23-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** If this highway is built and audible levels measured in Lagos school are higher than federal law allows (noise from highway) what will be done to alleviate this potential problem? Will sound readings be taken before and after the highway is built? Will ongoing sound testing be completed as traffic continues to build years in the future? **Response:** The Draft EIS includes noise analysis and mitigation information. Noise readings are also taken after a freeway is built. The ADOT noise policy exceeds the federal guidelines. (ADOT allows less noise).



**Question:** At what point in the design or build out of a highway in Arizona is a survey done to find out what is under the earth/soil where the highway will sit? What type of readings are taken to see if rock, soil or other types of earth lie underground thus giving a clear picture on what must be removed for building highways. **Response:** During the EIS, geotechnical reports are reviewed. At the design phase, there is a complete report that includes borings.

**Question:** In a previous meeting I think possibly by HDR Engineering, they stated that 4 million cu. ft. of soil would need to be removed under one of the alternatives as the highway runs through South Mountain Park. What would ADOT or the contractor do with all this soil, gravel and rock where would it go? **Response:** The figure is 4 million cu. yards of soil. The contractor uses as much as possible within the project and makes the final determination on any remaining materials.

**Question:** Do the traffic volume maps take into account the price of gas/fuel one, two, ten and twenty years out? I ask this because the cost of fuel will have a very substantial effect on highway volumes as fuel reaches possible \$3 and \$4 a gallon price or beyond. **Response:** I don't believe this is an assumption, but will find out.

**Comment:** Don't forget to include the I-10 Reliever on the revised traffic volumes map. **Response:** This is included and appears on the copies of the maps, but unfortunately not on the map projected on the screen.

**Comment:** Two meetings ago a request was made for crime data in relation to existing highways. The SMCAT members were told there would be a six-month wait. Attached to this question are nine separate 2004 City of Phoenix crime density maps with major highways shown. Each map consists of separate crimes from homicide, auto theft, assault etc. Please make copies of these color key maps and hand them out to all the SMCAT members should they wish to view these. **Response:** We will do so with the caveat to members that there may or may not be a correlation of crime to freeways.

**Matthew Alan Lord**

**Comment:** I hope that the SMCAT does not decide to hold closed meetings. They are responsible for making decisions governing the taxpayer's money and residents' communities. While inaccurate reporting in the press is unfortunate, that is a risk we take by having a free press. As a researcher and as a citizen, I urge the SMCAT not to hold closed meetings. Perhaps a better response is to write to the editors of the offending news outlet so that they can ensure accurate reporting in the future. Thanks!

**7-28-05**

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** Is it possible for the SMCAT to come up with alternative to no-build without having a continuous highway from east to west? **Response:** While such a vote is possible, constructing only half of the freeway will not be considered.

**Question:** Will the Co Nexus information gathered in the meetings be presented at public meetings other than the SM CAT meetings? **Response:** How the information will be presented has not been determined yet. However, some level of information will be included in the Draft EIS.

**Question:** Is it possible for a participant just not to vote if any of the answers do not fit his or her response? **Response:** Every member will vote on each question. However, each question will have a "don't know" option.

**Question:** Maybe the SMCAT members should frame the questions. **Response:** The questions will be framed by the members.

**Question:** ADOT made the statement that 25 tribes have been contacted about the cultural significance of South Mountain Park land. Can you please point out the land that is actually being considered and state why this land was selected for this process. What input if any will the 25 tribes have? **Response:** We do not know what land is significant to the individual tribes. That will be discussed during the consultation process.

**Question:** An archeological dig is happening in many areas where the new light rail transit where reside (sic). This present situation is finding North American Indian artifacts. Why isn't this being done along certain areas for South Mountain Loop 202? **Response:** During the study process, archeologists investigate previous studies within the potentially affected areas and perform non-ground disturbing field surveys. The determination of whether archeological digs are necessary or not would only be determined if a build alternative is selected. If digs are necessary, they would occur after this study process is complete.

**William Ramsay**

**Question:** Regarding voting model: Questions of safety should be deleted. 1. Safety is a given. Why wouldn't want safe highways and why would ADOT not automatically (not legible) into (not legible). 2. SMCAT members are not responsible for determining safety. Panel members are being asked to consider other topics that are more relevant, such as (not legible), relocation, etc. **Response:** The criteria used by the SuperRedTan CAT were developed by the CAT members. The relative operational safety of the alternatives was determined by the group to be important enough to vote on. Safety may or may not be an issue that this group will include in the criteria.

**Charlotte Nahee**

**Comment:** Most people in District 6 object to the freeway, but it is badly needed.

**8-25-05**

**Alan Mann**

**Comment:** My wife and I moved our family to Laveen in 1981, and have enjoyed raising our children in a rural setting. We know the changes are coming to our area. Laveen has

spent a lot of time and energy trying to plan for this. We would like to encourage you to choose the realignment for W55 to the west of the current proposal. To move to the east would destroy Laveen’s planning for a community. I would also support W71.

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** What percentage of the 160,000 vehicles that are passing through South Mountain Park are trucks and what percentage are vehicles that are just passing through Phoenix? Please enter these questions in the EIS. **Response:** About 10 percent trucks; pass-through will be determined.

**Comment:** I would think it a good idea to allow a 10-minute discussion period before each Co Nexus vote so all the SMCAT members are up to speed on definitions and intent. **Response:** This is a good idea.

**Question:** Since South Mountain Loop 202 bypasses the center of the city and resides on the southern border, will South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. **Response:** This was addressed as a previous CAT meeting and can be found in past meeting notes.

**Question:** Concerning particulate pollutions, are ultra fine particle (<0.1 to 2.5) microns predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions? **Question:** Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis? **Question:** If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** There will be a detailed air quality analysis coming.

**Question:** Can you name the interchanges on the west and south side of South Mountain Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be? **Response:** Currently, all interchanges are planned with the freeway going over the arterial street. The freeway would be approximately 25 feet above the arterial street.

**Matthew Mellor, Citizen of Laveen**

**Question:** Noting the congestion on US60 in Mesa and Tempe, why is the South Mountain freeway following the same pattern of intersections at every mile? (Elliott, Dobbins, Baseline, etc.) **Response:** This is not yet determined and remains under ongoing coordination.

**Question:** Due to the rapid development of west side/Laveen communities, available parcels (with limited residential impact) are quickly being consumed, would a push out

date (for a recommendation) by this body make a recommendation more difficult and more out of date? **Response:** We try to provide the best information available.

**W. William Foster**

**Question:** Were developers along 55th Avenue notified of this 55th Avenue alignment? Why is new residential development allowed near these corridors when this has been planned for so long? **Response:** Developers were notified. ADOT can’t prohibit property purchases. Development is at the discretion of the cities. Once ADOT owns right-of-way, signs can be posted. Those that show “future home of South Mountain Freeway” are related to purchases from the original environmental assessment in 1988. ADOT has not purchase land for this project since this new process began.

**9-22-05**

**Question:** What if Santa Maria was registered as a historical community? **Response:** Since it may be eligible for listing as a historic community the study team must look to avoid affects on it, including taking any property from within the community.

**Comment:** With the economy the way it is, I would have nowhere to move. This would also disrupt my family.

**Comment:** Why does it take so long to find a short cut. I am concerned about moving traffic.

**Question:** I haven’t received any flyers on this. **Response:** This was not our intent. We hand deliver newsletters to the homes and businesses within the study area. We also announce public meetings in the newspaper. However, any person who signs in tonight will receive future newsletters via the mail

**Comment:** What is the time frame? **Response:** After January 1, 2006, ADOT will select a westside preferred alternative. In the spring, we will announce where we believe a freeway would be built, if a build alternative is selected. There will be a comment period, with a final decision announced in the summer of 2007.

**Comment:** There is a new home development in the 71st Avenue area.

**Serena Grimm, 105 N Linus Dr. #2079, Avondale, AZ 85323**

**Comment:** My understanding is that one of the proposed sites of the freeway will cross 71st and Superior Rd. There are new houses being built on Superior Rd. Currently they are only plot #'s. I have bought one of these houses. Could you please comment on the exact plot #'s that would be affected “bought up” to build the freeway. Please mail me an answer at the above address. Thank you

**Diane Hernandez, Santa Maria**

**Comment:** I will attend the Estrella Village Planning committee to get info on how to make Santa Maria a historical area. It is extremely sad to think that we will be separated



from our neighbors, not to mention the financial hardship. I built my home there on a piece of land my parents gave me. At 47 and a single parent, I would not want to start over. We are extremely interested in saving our community.

**Ruben M. Garcia, Santa Maria**

**Comment:** What type of safety procedures for health is ADOT going to take? And, what type of sound barriers will be put in place to protect our children and our health from pollution. Health/noise etc.

**Amelia C. Hernandez, 7029 W. Lower Buckeye, Santa Maria**

**Comment:** I am a 65 year old widow about to retire. I have been looking forward to being able to stay in my safe surrounding. For the first time I have conveniences close by. I work at Fowler District for 32 years. If my home is taken away it will be like killing me. My husband died there. I have planted pecan, fruit trees and many plants that deceased teachers and family and friends have given to me. I have a son that is mentally sick. Everybody in the neighborhood knows him, thus the safety issue. I have a 17 year old CPS teenager that lives in my home just recently. My home is a five bedroom, 2 baths and my daughter and husband live there too, all with health issues. My other son lives in the back house, which will help with my measly retirement check. If my home is taken away I will loose all of this. Santa Maria has been my home for 45 years and all of the community is more like an extended family than neighbors. All I can ask is that you seriously put yourself in my position and let your conscious and our dear Lord guide you in this important decision. Everyone there feels the same. P.S. I would be one of the first to go. Santa Maria is a very family oriented and also sort of a retirement community with the inheritance going to our children.

**Patricia Franco, daughter of Manuel Franco, Santa Maria Community**

**Question:** 1. Can't you come up with other alternatives? Like building the freeway further south so it would go thru most of the desert, not communities that have been built here for more than 50 years. 2. Some people are hearing impaired. Is there any way to get microphones so we could hear better?

**Frank Gonzales, Santa Maria**

**Question:** This freeway going thru our township will disrupt our traditional way of life. Where will our residents relocate, especially our senior citizens? Properties everywhere are sky high. If this goes thru it causes a hardship on everyone including myself and family.

**Alicia Brooks**

**Question:** What will be the outcome if they decide to go through Santa Maria? I have lived there for 60 years. My father built the house I live in. Unfortunately, both my parents are deceased. They left the property to me. I will be retiring next year and looking forward to it. But, I can't even think about it if I lose my home. I also work for the state and am on a fixed income.

**Olivia Escobedo**

**Comment:** I have lived in Santa Maria for 50 years. There's a children's Mexican dance group that practices in a house in Santa Maria. Kids from 5-18 years old, to help kids off streets and drugs. We perform in different places. We also take kids on trips. This year was Hawaii, Mexico and Washington D.C. All the kids would miss all this if we were to move.

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** Shouldn't the SMCAT group be allowed to schedule and decide on when they meet? After all aren't they the ones making the recommendation by voting for or against this project? It almost seems ADOT is forcing this citizens group into a decision before all this information can be digested. **Response:** This was reviewed tonight.

**Question:** A question was asked last month. "Can you name the interchanges on the west and south side of S. Mt. Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be"? The response was "Currently all interchanges are planned with the freeway going over the arterial street. The freeway would be 25 feet above the arterial street." Please define where the measurement of 25 feet starts and stops, i.e. from the lower road surface to the lowest structural member of the bridge? **Response:** This will be addressed at the next meeting.

**Question:** Earlier, ADOT mentioned removing 4 million cubic yards of soil from S. Mtn. To make way for the highway as it passed through S. Mtn. Park. Will some or all of this 4 million cubic yards of soil and rocks be used to construct the elevated interchanges? **Response:** To the extent possible, fill material is used within the project.

**Question:** Is there a strong association between childhood leukemia and other childhood cancers from vehicle emissions in major highway corridors? Please use "Distance Weighted Traffic Density in Proximity to a Home is a Risk Factor for Leukemia and other childhood cancers". This is a JAWMA study. Please enter this information in the S. Mtn. Loop EIS.

**Question:** Is the cancer risk higher for populations exposed within 2 kilometers off major freeway corridors and do mobile source emissions account for 90% of the cancer risk? Please use the MATES II Study when answering these questions and enter this in the S. Mtn. Loop EIS.

**Question:** Concerning particulate pollutions, are ultra fine particle (<0.1 to 2.5) microns predominantly derived from combustions of fossil fuels? Are these ultra fine particles a major component in vehicle emissions?

**Question:** Do ultra fine particles (<0.1 to 2.5 microns) from vehicle emissions have a high content of potentially toxic hydrocarbons among all PM sources? Do ultra fine particles (<.01 to 2.5 microns) penetrate deeper into lung tissues than fine particles and if they do, can the particles trigger inflammation in the smaller airways leading to exacerbation of asthma and bronchitis?

**Question:** If one had to relate living along this highway within 250 feet and being exposed to the highway traffic pollution, this would equate about to smoking how many cigarettes a day if any? Please enter this question in the EIS. **Response:** All particulate matter sources penetrate deeper. ADOT will have to determine if this appropriate to address in an EIS.

**Question:** Since South Mountain Loop 202 bypasses the center of the city and resides on the southern border, will South Mountain Loop 202 be the new Hazardous Cargo Route? If this is selected as a Hazardous Cargo Route will radioactive materials be allowed? Please describe some of the present hazardous cargo being transported on Hazardous Cargo Routes. Please enter this question in the EIS. **Response:** ADOT determines if a design feature makes a route a poor choice for hazardous cargo. Recent decisions for no HC include the I-10 tunnel, and a route over a river due to potential impacts to the river. If it is legal to haul the material and there is no exemption from ADOT, the material can be hauled on a freeway in general.

**Comment:** I would think it a good idea to allow a 10-minute discussion period before each CoNexus vote so all the SMCAT members are up to speed on definitions and intent. **Response:** Yes, we will allow time for discussion prior to the evaluation.

**Question:** Can you name the interchanges on the west and south side of South Mountain Loop 202 that will be raised interchanges? How many feet above grade will the tallest one be? **Response:** This will be discussed in the design report.

**Question:** What percentage of the 160,000 vehicles that are passing through South Mountain Park are trucks and what percentage are vehicles that are just passing through Phoenix? Please enter these questions in the EIS. **Response:** This will be discussed in the traffic operations report.

10-20-05

**William Ramsay**

**Question:** What organization is responsible for rendering the records of decision?  
**Response:** FHWA.

**Question:** At what point of the design phase would a “no Build” decision be made?  
**Response:** At the record of decision.

**Question:** What would be the primary factor or considerations involved in a “no build” decision? **Response:** These are the same factors used in evaluating the other alternatives.

**David Folts, Concerned families along SM & Loop 202**

**Question:** If the new quiet asphalt is used in the construction of Loop 202, will this cause sound abatement walls to be much shorter or not constructed at all? After all, ADOT only

has to meet certain sound criteria and if it is met, why build walls? **Response:** This will be part of the noise technical report.

**Question:** Can ADOT explain sound abatement techniques on the elevated interchanges planned for S. Mt. Loop 202 as it passes through Ahwatukee. Will sound abatement walls be used on the elevated interchanges and if so how tall will the walls be? How many feet higher will the sound abatement walls be then the elevated interchanges? **Response:** This will be part of the noise technical report.

**Question:** Can ADOT supply 3 artists renderings of 3 typical elevated interchanges in Ahwatukee. Please provide elevations and show any sound abatement walls on other sound abatement design techniques. **Response:** We will forward this suggestion to ADOT for their consideration.

**Question:** A question was asked last week about the height of the elevated interchanges being measured from the surface of the grade/road under the structure. This question was asked because ADOT staked the height of the bridges would be 25 feet. What will be the highest point of the elevated highway in feet measured from the surface/grade of the highway? **Response:** Typical heights on arterials are about 25 feet. At railroad tracks, heights are about 30 feet.

**Question:** ADOT & HDR stated in the past that they would take photos (not video) of present housing and development then superimpose the complete highway alignment (all alignments West End) over the actual photo maps. This would show the best and latest birds eye view of this project on present day development. Does ADOT already have something similar to this? **Response:** This information is forthcoming in the video mentioned previously.

**Question:** Is a hard copy of the summary from the previous SMCAT meeting as shown on S. Mt. Corridor study web page given to each SMCAT member? (specifically answers to questions from the public gallery and SMCAT members) **Response:** Yes.

**Question:** During heavy rains in the summer, quite a bit of rain runoff will be collected in the drainage canal on Pecos Rd. The north or south side of S. Mt. Loop 202. What will be the retention time in days that standing water will sit in the collection canals during a 3 inch rain over 24 hours? How, if at all, will this water be released and where will it flow to, along the Ahwatukee section of S. Mt. Loop 202. **Response:** We are not able to answer this question at this time.

**Question:** The drainage channel that resides alongside the Ahwatukee section of S. Mt. Loop has the ability to hold what total volume of water in gallons from 51st Ave. to 40th Street? Will this standing water be treated to insure it doesn’t become a mosquito breeding ground for such diseases as West Nile Fever? **Response:** We do not have the technical experts in attendance.



**Question:** What % of the 4 million cubic yards removed from S. Mt. Park be used to construct the elevated interchanges on S. Mt Loop 202? **Response:** This requires an analysis of the material removed to determine if it appropriate for this use.

**Question:** How many feet out from the very center of the interchanges will the highway elevation start? What is the average, minimum and maximum rise over run in feet as you close in, then leave the interchange? **Response:** The maximum allowable grade is three percent, or three feet per one hundred feet.

**Question:** What is the deepest depression in feet used on Route 60 as it passed through Phoenix, Chandler, Tempe and Mesa? **Response:** The deepest depression in that area is 25 feet deep; however, some areas are only partially depressed and are at about 20-21 feet.

**Question:** If S. Mt. Loop 202 was fully depressed i.e. (60 feet depressed from grade) would this have the affect of giving Ahwatukee residents cleaner air? If so, why? **Response:** There will be an air quality technical report later in this process.

**Question:** If a change in design is made to fully depress S. Mt. Loop 202 as it runs south of Ahwatukee, would this have a tendency to force a new EIS or require more study and data gathering time for the existing EIS? **Response:** As long as the information is part of the draft EIS, a new EIS would not be required.

**Jason Fifield ( I am a homeowner near 83rd Ave and Lower Buckeye Rd.)**

**Comment:** I am curious as to the studies that have been done in regards to growth in the West Valley. Are the growth projections being considered current (what are the date of the projection studies/figures)? I've seen in certain media that the West Side is expected to add upwards of 2+ million people in the next 15-20 years. I am concerned that any proposed routes east of 99th Ave. are very shortsighted of the coming West Side growth. Many of the West Side residents will be commuting to jobs on the East Side and with the explosive growth on the West Side there are certain to be many new jobs created that East Valley residents will commute to. Also, I know the committee has talked about semi-trucks using the South Mt. Fwy. as a bypass around downtown. With all the growth and increased traffic on I-10 is the committee factoring in all the other regular travelers passing thru Phoenix who would likely choose this new route over I-10. **Response:** We have MAG 2000 census data, and where appropriate will use the new 2005 data when we receive

**11-3-05**

**William Ramsay**

**Question:** The City of Phoenix completed, around 2001, and at a cost of nearly \$60 Million, a water and sanitary sewer project along Pecos Road west of 24th St. There has been no mention of how ADOT will treat tax. Please elaborate on how the proposed South Mountain Loop, using Pecos Road as the eastern alignment, will affect the City of

Phoenix's water system. **Response:** This is a repeat question. Further information will be available in the utility report.

**David Folts, Concerned Families Along S. Mt. Loop 202**

**Question:** In previous meetings ADOT & FHWA has sat about 15 feet away of their own table. Why are they now seated with the SMCAT members? Will the ADOT & FHWA people sitting at the SMCAT table be also voting on S. Mt. Loop along with the remainder of the Advisory Team? **Response:** They are sitting at the table so that they can better answer CAT questions. At the onset of the meeting, I asked CAT members if they would like ADOT and FHWA to return to the table and they agreed. ADOT and FHWA will not be at the table during the evaluation process.

**Question:** Will ADOT or FHWA do any form of underground radar mapping for Native Cultural Sights along S. Mt. Loop 202, also along the washes that will have increased flow as they travel away from S. Mt. Loop 202? Wouldn't it be better to locate and properly move the cultural finds beforehand than disturb it and try to deal with this after the fact? **Response:** This is a repeat question.

**Question:** I have heard that somewhere between 30 to 65 acres of land will be taken from S. Mt. Park for S. Mt. Loop 202. The most recent plans show how many acres are to be taken from S. Mt. Loop 202. **Response:** This information is in a forthcoming report.

**Question:** Why aren't the people of Laveen, Tolleson Ahwatukee and the other communities along S. Mt. Loop 202 given the same consideration when building highways through their community? This question specifically concerns the design of depressed highways in heavy residential areas. **Response:** We are looking at options for depressing the freeway in all communities where feasible.

**Question:** How many wells are in the path of S. Mt. Loop 202? How many wells will be redrilled to replace the wells that will be put out of service? Is part of SRP's recent well expansion happening because of the above-mentioned questions? **Response:** The number of wells is recorded in the technical reports, but I don't recall these numbers.

**Question:** Can ADOT show 2 artist renderings of the elevated interchanges with the sound and noise abatement techniques that will be used to lessen impact to the human environment? **Response:** This is a repeat question. We don't have a graphic for noise.

**Question:** Can ADOT show 3 (artist renderings) examples of what the elevated interchanges will look like along S. Mt. Loop 202? **Response:** This is a repeat question. There are some visuals coming and we will talk with ADOT about the renderings.

**Question:** In Nevada a school was relocated away from a highway that was going to have lanes added. This decision was made in federal court partly due to air standards within a few 100 feet of the highway. Does this court ruling have any affect on schools that will reside along S. Mt. Loop 202? **Response:** As stated earlier, this information was

given to HDR and copies forwarded to ADOT and FHWA. These issues are being considered and further information will be included in the air report.

**Larry Lee, Foothills Mountain Ranch, Resident**

**Question:** Just north of the church at 24th St. there is a dry well - - - this area floods. I do not see any accommodation for that flooding. **Response:** This site is not specifically included in the report.

**Question:** Also, what impact will commercial business and an additional casino (to match the freeway traffic) have on noise, crime, pollution and general way of life for Ahwatukee? **Response:** We know of no plans for an additional casino or any commercial business development planned in this area.

**Question:** Will hazardous material travel on this highway? Why can't trucks use I-8 to avoid Phoenix? **Response:** This is a repeat question.

**12-1-05**

**Larry Lee**

**Comment:** If Gila River is requesting frontage roads and access to the loop 202, then they definitely are showing that they want and need the road. GRIC wants commercial development, Ahwatukee does not want any significant commercial development. If GRIC wants commercial then GRIC should take the road, otherwise give GRIC no access and no frontage road. We do not want another casino along Pecos/202. No casino!

**Question:** I believe about 7 schools are directly affected by this proposed highway. What are all of the dangers to our kids? Pollution, noise, air. Road closures, what about accidents where large vehicles like trucks, 18 wheelers carrying whatever, fuel, hazardous material seems that the kids would be in very serious danger. Isn't route I-8 and 85 for trucks? If 202 is a truck route, why are the trucks not using the route we already gave them? NO BUILD. **Response:** SR85 is a truck route and signed as such.

**Question:** 24th ramps turning 24th into a main artery and what are the issues to affect Estrella Elementary School. Will all of 24th need to be widened and will 24th and Chandler need to be enlarged? How do we handle traffic if a road closure occurs near 24th street? Will traffic route to Liberty Lane, this will affect 3 schools. **Response:** This was previously discussed.

**William Ramsay**

**Question:** Have any comprehensive studies been conducted on the impact to surface streets adjoining the proposed freeway when the freeway becomes closed due to an accident? For example, what would be the impact on 40th St., 24th St., and Chandler Blvd. If the proposed east 202 loop is closed at 40th St.? Where would traffic be routed? Have extra studies – air, noise gas pollution, been evaluated under these conditions? The study AWA in question includes Ahwatukee, Avondale, Laveen and Tolleson. **Response:** Typically, this is not done.

**Question:** What role does Maricopa Association of Governments play in the decision to proceed with the South Mtn Loop 202? If FHWA is the ultimate decision maker, what is MAG's role? **Response:** MAG has input into the process; however, a freeway is an ADOT-FHWA decision. ADOT and MAG share regional transportation planning responsibilities. Proposition 400 is based on the Regional Transportation Plan, which considers 55th Avenue the approved location for the west side alignment. If W71 or W101 are selected, these locations must go to MAG for approval by the regional council.

**Comment:** If advocates of the of the proposed South Mountain Loop 202 are so certain we must have this project, why are they willing to wait the better part of TWO DECADES for a solution? This project is to future oriented as to be irrelevant to current Maricopa County residents.

**David Foltz**

**Question:** How many of the new homeowners identified in the right of way for S. Mt. Loop 202 (highway edge to the red line) along Pecos Road have been notified by ADOT on policy procedure or protocol for having their homes acquired? **Response:** This question has been directed to ADOT right-of-way.

**Question:** What is the additional cost to fully depress vs. partially depressed highway per mile for the entire highway called South Mt. Loop 202? **Response:** These figures are in the process of being completed.

**Question:** Is it possible that many of homes identified in ADOT maps in mid Novembers public meetings located in the Right of Way (Edge of S. Mt. Loop 202 and the Red line) in Ahwatukee will not be purchased after all. If not, why? Would this same rule exist for the selected west side route? **Response:** The final number is yet to be determined. The facility is being designed to a level to define the right-of-way needed to construct it. It should not be assumed that significant change to right-of-way will occur after receipt of the environmental approval. (A CAT member requested receiving these numbers with and without a 32nd Street interchange.)

**Question:** If Pecos Rd. is left open during the construction of proposed S. Mt. Loop, would this also be a more expensive option as fully depressing S. Mt. Loop 202? **Response:** This aspect of implementation comes further into the design process.

**Comment:** Please show the major utilities as the presently aren't along proposed (Pecos Rd.) S. Mt. Loop 202 alignment and what utilities need to be moved including any gas or fuel lines. **Response:** This information will be part of the utility report.

**Comment:** I implore ADOT to please use underground radar mapping to identify and locate any cultural finds where soil will be removed to construct proposed S. Mt Loop 202 through identified Native American Indian cultural or sacred areas!



**1-5-06**

**Melanie Pai, PARC – Protecting Arizona’s Resources and Children**

**Comment:** CAT takes community representation from homeowners associations, but excludes participation from organizations such as PARC which represents hundreds of citizens, from multiple communities, including those NOT represented by an HOA. PARC, Protecting Arizona’s Resources and Children, is formally requesting participation in the SMCAT meetings. PARC has requested a comprehensive, cumulative health study of ambient air quality and pollutions effects on children attending schools of similar proximity as those 9,000 students attending school, including preschool, adjacent to the Pecos alignment.

**Question:** This SMCAT meeting location is not conducive to wide-spread citizen involvement. There is no voice amplification system, no ability for those who are not members of an HOA board to participate. How many citizens in apartments or non-HOA communities are participating the SMCAT meetings and in what capacity? Is it the view of ADOT that persons must own a home in order to participate in this process?

**Response:** CAT representation considers full coverage of the study area, including non-HOA organizations representing Valley-wide interests. Determination of future representation (additions or changes) is the subject of the CAT. The SMCAT meetings are open to public attendance for the purposes of observation only. The SMCAT has responsibility to determine the level of, public participation and whether it is warranted at this time. The SMCAT has elected to allow the public to attend meetings and to draft questions and comments for SMCAT consideration. Regarding the location, the SMCAT has determined it is adequate for SMCAT needs. Ways to improve voice amplification will be considered. Only 2 of the 22 members are HOA representatives. The others represent planning organizations, communities, or regional organizations. Home ownership is not required for membership.

**Question:** In telephone conference my organization has held with ADEQ, there was no mention of the Children’s Environmental Health Program personnel having any involvement with the ADOT planning processes. It is my understanding that state law and ADOT’s own defined process requires participation from this particular sub-group of ADEQ and organizations such as PACR, a citizen group comprised of those concerned about children attending school in such close proximity to the freeway. What efforts have been made to include PARC and the Children’s Environmental Health personnel from ADEQ? **Response:** ADOT is obligated to follow the process as set forth by the National Environmental Policy Act. The process allows for public input and public disclosure as implemented by the federal lead agency, Federal Highway Administration. ADEQ has been invited to participate in the process from the project outset through the agency scoping process.

**Question:** The American Academy of Pediatrics has concluded that freeways in close proximity to schools has a severe and clearly measurable impact on children’s health. How do the EPA EIS requirements account for these? What measures has ADOT taken to

solicit participation from the American Lung Association, the American Academy of Pediatrics, and other organizations who could provide pertinent information on these relevant topics? **Response:** Data provided to the project team is reviewed and determined for applicability to the scope of the study. Consideration of input from such organizations is undertaken through issuance of Notice of Intent in the Federal Register, public and agency scoping, on-going coordination with public and agencies, data collection when conducting impact analyses, and public disclosure in accordance with the National Environmental Policy Act.

**Question:** PARC, [www.protectazchildren.org](http://www.protectazchildren.org), has begun a petition due to the broadbased opposition to the freeway’s close proximity to nine thousand students at nine schools. With such strong opposition by so many residents along the proposed Pecos alignment, and beyond, why are there not more specific data models being used to show citizens the levels of concentration of cancer-causing agents, respiratory irritants, etc., by their effects on the body? **Response:** The question is noted and has been taken under consideration.

**Question:** In California, building a freeway of such close proximity to schools as the proposed Pecos alignment would not be deemed legal at this juncture due to new legislation created to protect children. How has ADOT processes, reviewed, analyzed and considered these types of progress in development legislation for relevance in similar situations, such as the Pecos alignment? **Response:** The comment is noted and the details of the claim are under consideration. ADOT will follow the NEPA process and all pertinent environmental procedures when considering the comment and related question.

**Question:** Protection Arizona’s Resources and Children formed specifically because ADOT was not receptive to our comments as individual citizens with regard to concerns about the health and well being of children attending school in close proximity to freeways. What recourse do individual citizens have on a continued basis, other than submitting comment cards, to ensure their voices will be heard with regard to pertinent issues? **Response:** Public comment can be provided through many venues such as the ADOT website. The public will have the opportunity to formally comment when the Draft Environmental Impact Statement is issued, which is anticipated to occur in late 2006.

**Question:** Are NEPA guidelines always deemed to be sufficient to gauge the needs of the community as it pertains to the health and safety of its citizens? Have there been prior instances where ADOT has taken additional measures, in addition to those defined in the NEPA process in order to protect the health and safety of persons in the community? **Response:** NEPA is required when a federally-funded project or a project that has a federal nexus is proposed. ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation.

**Question:** How many schools will be located in a ½-1 miles proximity to each of the schools in the west side per each of the west-side proposed alignments? How many daycares? How many elder care facilities? **Response:** Some of these issues are covered in

the Social Conditions report, which is available on the website ([www.southmountainfreeway.com](http://www.southmountainfreeway.com)).

**Question:** The USEPA – Health Assessment Document for Diesel Engine Exhaust (2002) details specific impacts for children in residential areas and schools. What information and research data from sources such as these are included in the EIS? Does ADOT acknowledge that diesel engine exhaust poses a health risk to children attending school in close proximity to freeways? **Response:** ADOT has worked with local jurisdictions and other agencies on project-related enhancements not deemed mitigation. Air quality impacts are assessed by ADOT based upon federally established guidelines, as established by the Environmental Protection Agency in accordance with Clean Air Act.

**William Ramsay**

**Question:** Please clarify the status of Gila River Indian Community representatives on SMCAT. Is GRIC and related stakeholders – “alottees” – still represented? **Response:** GRIC representation is currently being researched. All communications with GRIC are through the ADOT Director’s office at this time.

**Question:** Have any formal studies been conducted on the impact of dust to residential areas adjoining the proposed South Mountain Freeway created by blasting, excavating, grading, and razing of existing structures? What hazards exist in the dust? How many residents of Ahwatukee, Avondale, Tolleson, and Laveen would be impacted? What steps would ADOT take to mitigate this impact? **Response:** Studies relative to the impact of dust on neighboring communities are regulated under the Clean Air Act. The control of construction-related dust is regulated and permitted by Maricopa County and the contractor would be responsible for permit adherence. Dust-related impacts are defined under the Clean Air Act and are measured by size of particulate matter (PM10 and PM2.5). Assessment of the number of residents affected by construction-related activities is not within to the scope of the study. Measures to mitigate will be defined in part by the Maricopa County permitting activities.

**David Folts, Concerned Families Along South Mountain Loop 202**

**Question:** Will constructing South Mountain Loop 202 substantially lessen grid lock (lessening exhaust emissions, pollution) on Broadway Curve I-10, Rte 17, Loop 101, Rte. 51 and if not, shouldn’t improvements be made on the highways where the problems exist? Please include this question in the EIS. **Response:** Assessment of purpose and need for the South Mountain Freeway project takes into account all other planned transportation improvements (freeway and non-freeway). The assessment concluded that even with all such improvements, a need and a purpose for the South Mountain Freeway project exists.

**Question:** With proposed I-10 Reliever connection being made to proposed South Mountain Loop 202 and purposely constructed to relive commercial traffic to South

Mountain Loop 202, why isn’t the effects from the volume of traffic from I-10 Reliever included in the South Mountain Loop 202 Environmental Impact Statement? With this added traffic from the I-10 Reliever increases from levels of vehicular exhaust along South Mountain Loop 202 would increase wouldn’t this show more accurate data then without? **Response:** The I-10 Reliever (SR 801) proposed project is not for the purposes cited in the question. The South Mountain Freeway project does take into account the proposed SR 801 project.

**Question:** When construction starts on near or around West Van Buren WQARF is it possible for some of this contamination could travel to other aquifers or wells? Please include this question in the EIS. **Response:** Guidelines for disposal hazardous materials if encountered are set forth by federal regulation.

**Question:** If contamination does travel from the HDR Engineering identified Van Buren WQARF to other aquifers or wells isn’t the proper way to check for this is through digging test wells and not through the monitoring process described earlier in this meeting. Please enter this question in the EIS Statement. **Response:** The characteristics of the WQARF site are well-documented and known. If it is determined that test wells are warranted, that will be presented in the EIS.

**Question:** Are the contaminants mentioned by HDR Engineering (Trichloroethelene, Dichlorethelene, etc.) above the U.S. limits for drinking water standards. If so, what are the present limits? Please enter this question in the South Mountain Loop EIS. **Response:** This data is not pertinent to the scope of the study.

**Question:** Could the contaminants mentioned by HDR Engineering in the (DEC, TCE, etc.) be considered liquid organics and if they are liquid organics, would they have a tendency to rest at the very bottom of the water hole? If they reside at the bottom of the water table can they be reduced or removed? Please describe how this process works. **Response:** This data is not pertinent to the scope of the study.

**Question:** Are the contaminants found in the WQARF Van Buren Site as identified by HDR Engineering considered carcinogens using U.S. or CA standards? Is one of the contaminants found in the WQARF Van Buren Site Perchlorethylene? Please enter this question in the South Mountain Loop 202 EIS. **Response:** This data is not pertinent to the scope of the study.

**Question:** A representative of HDR Engineering identified a WQARF site that had potential pesticides and herbicides in the water table. He also stated that the above mentioned HDR Rep also stated that many of these compounds break down on their own. What length of time is required for these contaminants to break down to 50 percent of original value in below grade water tables? Please identify each contaminant the start value and time required per contaminant. Please put this question in the South Mountain Loop 202 EIS. **Response:** This data is not pertinent to the scope of the study.



**Question:** What is the highest permissible noise measurement allowed in a resident’s back yard once a highway is built? If the noise level is above this what action is taken to reduce this noise and what is the maximum time allowed for ADOT to remedy this situation? **Response:** Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

**Question:** What will be the average height of the wall on the north side of South Mountain Loop 202 between 32nd and 40th Street? How was this determined? **Response:** This information would be determined in design if a build alternative were approved.

**Question:** Will rubberized asphalt be used on South Mountain Loop 202 as it passes though Ahwatukee and if it is will this shorten the highway walls in Ahwatukee neighborhoods? **Response:** Rubberized asphalt is planned. It is premature to assess affects of such a measure on wall heights.

**Question:** Because South Mountain Loop 202 will serve as a natural bypass for commercial traffic around Phoenix could this highway be one of the noisiest in AZ or the U.S and if this is the case shouldn’t this highway be the example for proper noise mitigation? **Response:** ADOT’s Noise Policy is used in determination of noise mitigation. ADOT’s policy is more stringent than current federal guidelines.

**Question:** How is highway noise mitigated on elevated sections of highway as in South Mountain Loop 202? **Response:** It will be done in accordance with ADOT Noise Policy as described in the meeting.

**Question:** Is it possible to point, put or bounce noise in a commercial area away from a residential area, i.e. noise is directed away from homes along a highway to a store parking lot or where factories reside. **Response:** This issue was previously discussed.

**Question:** What are allowable noise standards of AZ and U.S. along highways? If a homeowner thinks the noise level in his yard is above allowable limits, who will test and at what time frame must this be done? Does ADOT oversee the above-mentioned testing and pay the contractor who measures this noise? **Response:** Noise standards will be presented in the EIS. Procedures to address post-construction activities and responsibilities were described at the meeting and will be presented in the EIS.

**Question:** As traffic increases along South Mountain Loop 202 years after it is built will the noise also increase? If the noise does in fact increase who would the homeowner contact and if levels are found above allowable limits how long would it be before noise mitigation techniques were implemented? Are db measurement then taken again to est. noise reduction? What is the average time frame for the above-mentioned process? **Response:** Noise barriers when determined to be warranted are based upon volumes projected to occur during the design year, in this case, 2030.

**Question:** I heard mentioned that FHWA will not provide funds for a highway project that will not connect from the east to the west, i.e. the west side of the highway stops at South Mountain Park the east side of the highway stops at South Mountain Park. Who from the FHWA made this decision? **Response:** The issue of logical termini and independent utility is a function of the National Environmental Policy Act.

**Question:** When considering build vs. no-build, be sure to include the effects on air quality. **Response:** Comment noted.

**Ralph Guariglio**

**Question:** 1) Will there be any restrictions on hazardous material (dangerous goods) on hazardous waste transportation on this freeway? 2) What happens to all the earth that will be removed from South Mountain and from the other areas where the freeway might be constructed/depressed? **Response:** Restrictions for transporting hazardous materials are not planned for on the South Mountain Freeway. The freeway is designed generally with a goal to balance cut and fill. If excess material occurs, it will be disposed of at approved disposal sites.

**Teri Pinkstaff**

**Comment:** How much of our tax dollars has and will be wasted determining the route of a highway that may then be determined to no-build. What a waste to put the cart before the horse. **Response:** Comment noted.

**Daniel D. Pinkstaff, 17010 S. 34th Street**

**Comment:** Another giant government boondoggle, start talking to the Indians now! Why does ADOT go public with this information when it’s incomplete? ADOT employees appear to be rude misinformed and uncaring. **Response:** Comment noted.

**1-19-06**

*Beginning with the January 19, 2006 meeting, written comments and questions from the public are accepted at SMCAT meetings and if time permits, new questions may be read and addressed at the end of the meeting at which they are submitted. Following the meeting, the SMCAT receives a typed copy of the comments, which will also be provided to the public at the subsequent meeting. At the request of the SMCAT, these issues may be added to the next agenda.*

*Responses shown were provided at the February 2, 2006 meeting at the request of the SMCAT.*

**Brian Smith**

1. What biological species are identified within the project area that are endangered and/or protected (specifically)?

2. Are you saying there is no significant movement of species between So. Mountain and the Estrella Mts? **Response:** There are no migration corridors, but there are movements of wildlife.

**Greta Rogers**

1. Will the meetings (future) be publicly noticed and open to all, including the one with Gov. Wm. Rhodes, GRIC? **Response:** Public meetings are posted. Staff and other internal meetings are not open to the public.
2. Why NOW are you devoting meeting agendas to West Side routes and not the entire plan I-10E to I-10W (no defined terminus to date); This reflects planned avoidance of Pecos.
3. “Impossible to measure ozone” in project corridor; can measure CO2 emissions from vehicles at locations chosen and CO2 must be addressed regionally.” Why don’t you reveal EPA requirements – They’re known and established and Phoenix area on notice for compliance of P. 10 by end of 2006 and now due to exceedence of compliance and impossible goal to attain (notice to ADEQ by EPA 12/05). **Response:** We will provide an answer to this question during the air quality presentation.

**William Ramsay**

NEPA requires all cumulative impacts of a proposed project to be examined in the EIS process. The I-10 reliever must be considered in the EIS process as it will be connected to the proposed South Mountain Loop 202, and both are connected and interrelated.

**David Folts, Concerned Families Along S Mt Loop 202**

1. During the summary of Cultural Resources you mentioned reporting on impacts to prehistoric sites. Please define what a prehistoric site is.
2. Is there a required release rate (flow, gpm) over area when directing rainwater, runoff to lower area? If there is, what is this rate and what engineering principles are used to control this rate. **Response:** I will need to review this with our technical people.
3. I can’t understand why many of the planned construction schedules for highways in the extreme south and east of Phoenix (area, SanTan, etc.) don’t start until the years 2020 through 2030 instead of planning and making the alignments now. Construction for the above mentioned areas should start before the end of decade to avoid severe traffic problems a.k.a. staying ahead of the curve.
4. If ADOT builds the west side of proposed S Mt Loop 202 first, then years later build the Ahwatukee portion of this highway would it require another EIS? How long does this Environmental Impact Statement stay in effect? Is there a time frame this entire project must be completed by according to laws concerning EIS policy?
5. If traffic (S MT Loop 202) was diverted from existing regional existing air monitors wouldn’t this benefit? What is referred to as Regional Air Quality scores?

6. I have heard mention of Particulate Matter 10 being measured and possible being reduced in future air data along with being included in proposed S Mt Loop 202. Aren’t PM2.5 reading to be included in the EIS? Also, why wasn’t there a discussion on PM2.5 with projects on same? **Response:** We will provide an answer to this question during the air quality presentation.
7. It appears that the majority of 202 that runs between 10 and Loop 101 running west along southern edge of Chandler is fully depressed or semi-depressed. Ho and why was this design and build decision made?
8. During the EIS presentation of Cultural Resources, Mark Brodbeck from HDR Engineering state they do surveys to ensure cultural sites are found before construction begins. How are the surveys done and how would this be handled i.e. North America Native Artifacts be found if they were only inches below the surface of the soil? Will any attempt made to find out if artifacts reside just below the soil?

**2-2-06**

*Responses shown were provided at the February 2, 2006 meeting at the request of the SMCAT.*

**Larry Lee, citizen concerns**

1. Have NEPA and SEPA concerns been addressed? How has the pollution data evolved in the past 20 to 25 years since this freeway was originally proposed? What health issues have evolved or changed in the last 20 to 25 years that could affect the EIS?
2. What study has ADOT performed regarding traffic issues on surface streets when highway closures occur?
3. Since ADOT has been made aware of the connector between the proposed Loop 202 and the Canamex Highway, how does that connector impact the EIS and the communities involved?
4. As it pertains to noise...has the SMCAT been educated on scientific methods for evaluating noise pollution? Does the SMCAT know what the decibel numbers actually represent such as a hearing test? –Comparison test, wave carry tests at distances and elevations, etc...?
5. Has there been a study regarding numbers of drunk drivers associated with casino locations?

**William Richardson**

I’ve seen constructions costs ranging from \$900 million to \$1.3 billion, but this does not include 1) additional purchase of right-of-way land, 2) relocation costs of displaced businesses and residences, and 3) relocation of utilities. Can ADOT provide some



guidance on total estimated costs using an historical relationship of construction costs to total costs? For example, if in similar projects construction costs were 50% of the total cost, then the projected total cost for South Mountain Freeway would be in the \$1.8 to \$2.6 billion.

**David Fultz, Concerned Families Along South Mountain Loop 202**

1. This question is in regard to comment on public question. To allow public questions to be read out loud just stay true to your schedule and reserve 15-30 minutes for these questions to be read. If the schedule states the last 30 minutes, 8:30-9:00, are for questions, then stop the meeting and read the questions. If there is still time left then continue with the meeting or adjourn.
2. You were discussing changes to W71 and how this property wasn't considered 4(f) because there were plans to put a gate around the land with a lock around the entrance gate. What specific reason changes the 4(f) status when the above process happens (gates and locks)?
3. I have heard that as South Mountain Loop passes through South Mountain Park it will cut into the national hiking trail on the west side of South Mountain Park. If this trail is in fact taken to build this highway, will anything be done to reroute it?
4. What governing body or person will make the decision if South Mountain Loop 202 becomes a hazardous cargo route? Is this covered on the EIS?
5. If some of the SMCAT members do not agree with any of the three alignments on the west side of South Mountain Loop 202 will they be allowed to vote no-build?
6. Will there be a direct up or down vote on the three alignments from the SMCAT or will the evaluation scoring criteria be used to select the alignment?
7. With the weighted criteria used during the evaluation process wouldn't a person have to make all of his scores weighted as not to lesson the value of his vote/score.

**2-23-06**

*The SMCAT did not request responses to the public comments shown below.*

**Melanie Pai, PARC Protecting Arizona's Resources & Children  
www.protectazchildren.org**

1. **Question:** What involvement has the Arizona department of public health had to this process?
2. **Question:** What year was the ADEQ permit to build issued? The permit addresses health concerns and other factors which should be considered prior to permitting and building of the freeway. If MSAT research shows new concerns, should the permit be re-evaluated?

**David Fultz, Concerned Families Along South Mountain Loop 202**

1. **Question:** What percent of funding for the cost then west side of South Mountain Loop 202 will be Federal? State and ½ cent sales tax. If there is a difference in the funding from each of the above mentioned sources from East to West, please state the separate totals.
2. **Comment:** Please show on a map the channels that will be used when releasing rain water along the entire length of South Mountain Loop 202. Include average annual rainfall, rain storms occurring in short period of time i.e. 4 hours during the summer and fall. Also include the effects from 100 year rainfall, i.e. worst individual rainfall in a 100 year time frame. Please include flow rates total accumulation and show where this occurs on the above mentioned map. Please include this information in the South Mountain Loop EIS.
3. **Question:** Is PM 2.5 also required to be tracked for the South Mountain Loop 202 EIS? If so, where are the reading and statistics for PM (2.5)? Is most of the particulate in PM 2.5 in the Phoenix area from vehicle exhaust?
4. **Question:** If no build option is selected, could some of the funding (non sales tax \$ Maricopa) be diverted to other ADOT projects in SE and Northern Maricopa, Pinal and Yavapai Counties? Would this also bring the schedules in so the above mentioned highways and transportation projects could be built sooner than some of the projected dates of 2025-2030?
5. **Question:** Why is PM 10 so harmful to humans? What organs get the most exposure to PM 10?
6. **Question:** Why is PM 2.5 so harmful to humans? What are some of the harmful effects to human tissue and health (longterm) from exposure to PM 2.5? What organs get the most exposure to PM 2.5?
7. **Question:** Aren't the EPA model's ADOT and HDR Engineering are using showing potential projected incorrect in this instance. I mention this because South Mountain Loop 202 has the potential to serve as a commercial bypass around Phoenix. If this is the case, wouldn't a higher degree of particulate be in the air within a 3 mile ribbon along this highway?
8. **Comment:** A real injustice was done when PM 2.5 wasn't discussed including pie charts and graphics during the 2/23/06 SMCAT Meeting. Examining only PM 10 and then pointing out that only 2.1% was due to on road vehicle exhaust improperly showed greater Phoenix air issues. Please cover PM 2.5 as thoroughly as you did PM 10 as to inform the populace to reduce the above mentioned level of pollutants to live a healthy and full life.
9. **Question:** If the smaller particles (less than 1 micron) are the most dangerous to your health, why not show the levels/measurements that reside in our air? What are the ill

effects on human health when exposed to particles from vehicle exhaust less than 1 micron in diameter?

3-2-06

*Time permitted for all questions and comments to be read to the CAT. Responses shown were provided during the March 2, 2006 meeting.*

**David Fultz, Concerned Families Along South Mountain Loop 202**

1. **Question:** Can the SMCAT team make a recommendation not to be selected as a hazardous cargo route for South Mountain Loop 202? **Response:** The CAT can make this recommendation, however, this is an ADOT decision.
2. **Question:** When doing the cost evaluation during the 3/2/06 SMCAT meeting wouldn't this criteria have to be used for all other future transportation issues to be fair to Ahwatukee residents? **Response:** The intent of the criteria is to use it for both the west and east sides.
3. **Question:** Using past history can you show SMCAT members to most to least expensive criteria items for building a highway, i.e. 1) land, 2) asphalt, 3) labor? **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)
4. **Question:** In mid-November of 2002 ADOT held meetings showing the alignment, latest design and right-of-way for South Mountain Loop 202. Also shown were homes that were needed for this latest design to work. Is there a law in place where ADOT must tell the homeowners identified in the right-of-way if their homes will be demolished/purchased or if they will be left intact? **Response:** Once a corridor is adopted by the Regional Transportation Board, ADOT has 18 months to initiate a right-of-way purchase.
5. **Question:** Can you let the SMCAT members know of a proposed highway called the National Freight Corridor (i.e. from Tallahassee to San Diego) and how this would affect the air quality and traffic conditions in greater Phoenix area. **Response:** (Edwards asked the CAT if they would like to receive this information, and members indicated that they did not require this information.)
6. **Comment:** As of 2:00 p.m. the day of the SMCAT meeting 3/2/06 I didn't see the summary (meeting minutes) posted. I felt this is unfair for the public that would attend the SMCAT meetings. Please put some procedure or policy in place to at least let the public find out what happened at the last meeting before attending the next.
7. **Question:** On the South Mountain Loop 202 corridor study web page ADOT states, "Typically, the reported number of homes and businesses goes down as the study progresses, the locations affected may change as well." What does this last statement mean for Ahwatukee homes that fall inside the present right-of-way for South

Mountain Loop 202? **Response:** (Mike Bruder explained as follows:) As we move forward with the design process, the right-of-way is further refined. Effectually, we attempt to show the worst case scenario – that with the most right-of-way.

8. **Question:** Can the SMCAT members abstain from voting if they do not agree with any of the three alignments rather than the no-build option? **Response:** Once a CAT member begins the evaluation process, they must complete it. However, a CAT member could opt out of the evaluation entirely.

**William Ramsay**

**Comment:** SMCAT members should not be evaluating westside alternatives based on accounting costs (those direct costs such as material and labor). Instead, SMCAT members should be evaluating alternatives based on economic costs, specifically, externalities and social costs impacting communities as a result of the proposed freeway. The same evaluation criteria should be applied to considering the eastern alignment. Accounting costs, along with safety considerations, are beyond the scope and control of SMCAT.

3-30-06

*The response shown was provided at the April 6, 2006 meeting at the request of the SMCAT.*

**David Fultz, Concerned Families Along South Mountain Loop 202**

1. Who authored i.e. group or company the VISSIM Software for the microsimulation traffic flows shown at the 3/30/06 SMCAT meeting? Did a branch of government or department pay a company to develop this software? **Response:** VISSIM is the latest simulation package used around the country. It's development was partially financed through the federal government, a university in Florida, and ITE, the Institute of Transportation
1. HDR and MAG have shown total daily traffic flows on the three west side alignments so they must have a good idea on traffic flows at certain times of the day. What would the vehicles per minute weekdays be at 7, 8, and 9 a.m. and 4, 5, and 6 p.m. on the three alignments on the west side of South Mountain Loop 202 in the years 2006, 2010, 2020, and 2030?
2. Do the traffic and population projections MAG has shown in today's meetings take in the effect of increasing property values and the availability and cost of water? Also, isn't this the same group (MAG) that stated only 10% of overall traffic on this natural bypass (South Mountain Loop 202) will be truck traffic?
3. On the last west side ADOT meetings concerning the I-10 reliever, a map was shown with the points of connection from (west side) South Mountain Loop 202 to route 85. Is this the same route 85 that will be designated for an International Freight Corridor called Canamex?



4-6-06

*The SMCAT did not request responses to the public comments shown below.*

**Dave Swisher, Mountain Park Community Church**

When a church is in the right away and cannot be relocated to an existing facility, how is the purchase, construction and relocation handled by ADOT?

**David Folts, Concerned Families Along South Mountain Loop 202**

1. Can ADOT state the name and number of the law that they have quoted where ADOT or another governmental body has 18 months to decide when to purchase real estate identified in the South Mountain Loop ADOT right-of-way zone?
2. An ADOT relocation expert (Dave) stated that they have used one company/person for the last 20 years for appraisal values. Why is this, are his reports of higher quality, is this a process that goes out to bid or quoted on?
3. Under Public Comment Summary, a rep from Gunn Communications stated that questions or comments submitted were taken from respondents with a Tolleson ZIP code. What happened to the questions asked by the public who had ZIP codes outside Tolleson who attended these meetings?
4. During ADOT's final review, you showed how the Draft Criteria would be shown in pairs i.e. (noise reduction) vs. (overall cost of highway). Why not just let the SMCAT members assign a value of each criteria individually?
5. Under Public Comments, if a person who attended one of the meetings shown under the Public Comment Presentation submitted five questions/comments either for or against the proposed highway would that be counted as five pro or con highway?
6. Is there a minimum distance a highway can be constructed to a home? Please use the shoulder of a planned highway when giving measurements for any policies, rules or laws that exist for the above question.
7. How close has ADOT constructed a highway to a home in the past that it has not purchased, condemned?
8. If the costs were deemed too high to acquire the additional property/real estate shown, is the right-of-way zones shown on ADOT November '05 meetings. Would ADOT then abandon these plans and then just build a two or three lane highway regardless of how near structures (homes) are to this proposed highway?

4-27-06

*There were no public comments received during this meeting.*

**SMCAT Members FINAL  
South Mountain Freeway Evaluation Criteria  
4-27-06**

**Alternative Modes/Multi-modal**

The corridor provides for existing and future transit opportunities, park & ride facilities, and multi-use trails. (MULTIMODAL)

**Design Obsolescence**

The design provides for 2030 average daily traffic at a level of service D or better while providing for community access. (OBSOLETE)

**Noise**

Noise levels in proximity to the freeway should remain low and unobtrusive to normal everyday life and not exceed 64 dB. (NOISE)

**Ecological**

Does not disrupt wildlife habitat and connectivity, native vegetation, or natural water flow. (ECOLOGICAL)

**Visual**

The freeway and its traffic is not visible from grade, any visible component of the concrete structure is mitigated through landscape and architectural design. (VISUAL)

**Community Cohesion**

The selected alternative provides the necessary regional transportation capacity while providing the needed safe community connectivity at appropriate locations, and does not create a physical, psychological, or economic barrier. (COHESION)

**Displacement**

Freeway alignment will disrupt or displace the minimum number of homes, businesses, schools, and parks. (DISPLACEMENT)

**Design and Operations**

Maximize operational efficiency and minimize congestion at freeway system interchanges and improve functionality of regional freeway and street systems. (OPERATIONS)

**Project Cost**

Cost should be a consideration: total cost of constructing the freeway is assessed with the gains and losses to the affected communities. (COST)

**Quality of Life**

The freeway will not interfere with everyday life while allowing convenient accessibility to community facilities with minimal impact to residential areas. (QUALITY)

**Air Quality**

The design and location of any new freeway built will maximize traffic flow and minimize the impact to regional air quality. (AIR)

**South Mountain Transportation Corridor Study  
Citizen Advisory Team**

April 27, 2006

Mr. Victor Mendez  
Director  
Arizona Department of Transportation  
205 South 17<sup>th</sup> Avenue  
Phoenix, AZ 85007

Dear Mr. Mendez:

In November 2001, the Arizona Department of Transportation formed a Citizen Advisory Team (CAT) to examine the issues and alternatives for the South Mountain Transportation Corridor Environmental Impact Statement. As members of this group, we were asked to communicate with citizens in our communities, neighborhood groups and stakeholder organizations to advise ADOT on how best to communicate with citizens in this area. We were also asked to provide feedback regarding the technical and environmental issues associated with the alternatives developed and evaluated with this project.

After 39 meetings over the last 4 ½ years and numerous presentations we completed an evaluation process to determine which Westside alternative we would prefer if a build option is ultimately chosen. Our group will be discussing whether or not the freeway should be built later this year.

The criteria we used to determine a preferred Westside alternative included:

- Alternative Modes/Multi-Modal
- Design Obsolescence
- Noise
- Ecological
- Visual
- Community Cohesion
- Displacement
- Design and Operations
- Project Cost
- Quality of Life
- Air Quality

On April 27, 2006, the members of the South Mountain CAT reached a decision to recommend the W101 as the preferred alternative for the Westside.

Using a computer assisted decision making process; W101 scored the highest as indicated on the attached graph. Although W101 was not the unanimous preference of the group, it was the team's recommendation.

However, we express concern with the impacts to the communities surrounding the W101 corridor. We want to continue to work with ADOT to discuss the three W101 options in order to minimize these impacts as much as possible

Our next process will be to evaluate the Eastside alternative(s) and a final recommendation of build or no-build for the South Mountain Freeway.

Sincerely,

*David Shafferty - City of Tempe*

*Stevie Bosch*  
STEVE BOSCHEN, VFA

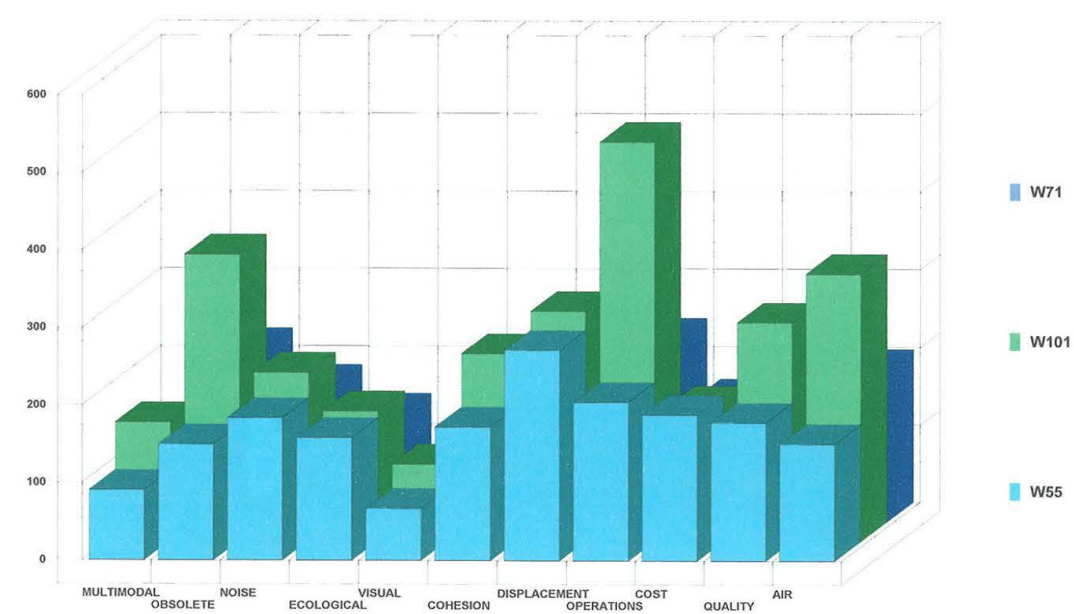
*David R. Williams*  
David R. Williams

*Clayton Thompson*  
*John R. Bland*  
*Ricky Eastman*  
*Kaura Hernandez*

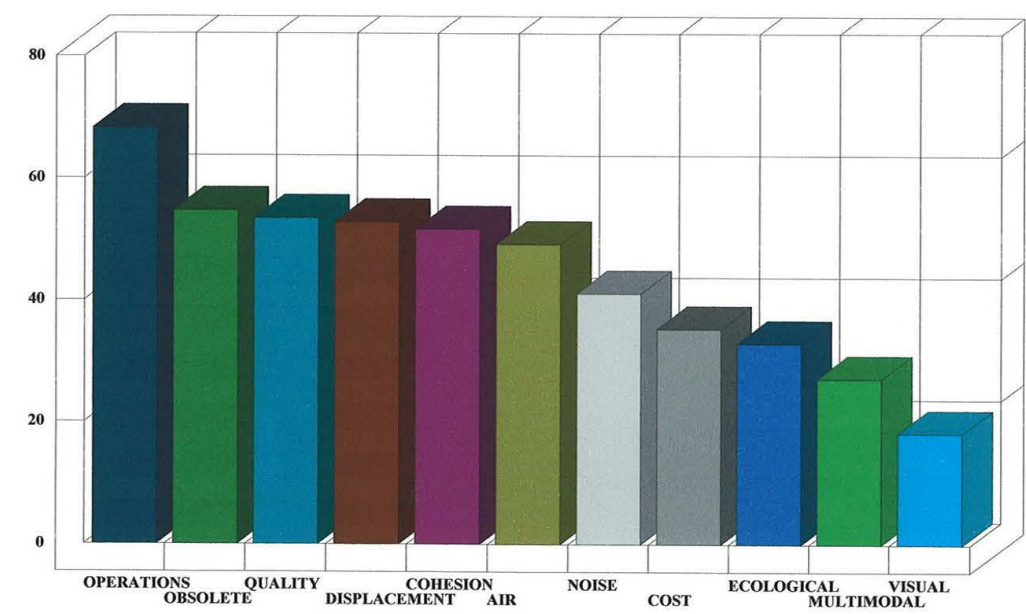
*Alvin K. French*  
*Donald L. Jones*  
*Jim D. Bester*  
*Laurel C. Pratt*  
*J.D. B.*  
*R.A. "Rock" Argalight*  
*Michael Goodman*



Evaluation Results



Importance



	MULTIMODAL	OBSOLETE	NOISE	ECOLOGICAL	VISUAL	COHESION	DISPLACEMENT	OPERATIONS
W55	205.73	339.11	416.65	358.91	152.12	390.55	614.79	464.22
W71	185.15	504.52	397.99	314.05	185.30	476.47	518.98	536.43
W101	345.62	835.36	491.27	378.85	224.03	546.77	670.68	1165.71
Importance	27.23	54.75	41.16	33.00	18.31	51.70	52.85	68.28

	COST	QUALITY	AIR	Performance	Worth
W55	427.56	404.13	342.24	42.20	4116.01
W71	358.08	444.55	446.40	44.00	4367.95
W101	395.50	638.53	781.21	63.07	6473.53
Importance	35.38	53.50	49.25		



APPENDIX 6-4

SUMMARY REPORT: PUBLIC INVOLVEMENT FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Appendix 6-4, *Summary Report: Public Involvement for the Draft Environmental Impact Statement*, contains documentation of the public outreach surrounding the release of the Draft Environmental Impact Statement.

South Mountain Freeway

SUMMARY REPORT: Public Involvement for the Draft Environmental Impact Statement

Maricopa County, Arizona  
Federal-aid Project No. NH-202-D(ADY)  
ADOT TRACS No. 202L MA 054 H5764 01L

Prepared for:  
Arizona Department of Transportation



Prepared by:  
HDR Engineering, Inc.  
3200 E. Camelback Road, Suite 350  
Phoenix, AZ 85018

January 6, 2014

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- Appendix J: Public Participation Guide
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# 1. Introduction

The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA) developed a Draft Environment Impact Statement (DEIS) for the proposed Loop 202 South Mountain Freeway located in southwest Phoenix. The approximately 22-mile proposed freeway extension would complete Loop 202 and is a key component of the Maricopa Association of Governments’ (MAG) *Regional Transportation Plan*. The DEIS was published and released to the public for a 90-day comment period beginning April 26, 2013, and concluding July 24, 2013.

During the 90-day comment period, the public was encouraged to review and comment on the DEIS and was offered numerous opportunities to provide comments.

## 1.1 Overview of Public Involvement Goals, Process, and Strategies

For this study, a *Public Outreach and Hearing Plan* (see Appendix A) was developed to describe in detail how ADOT, FHWA, and the study team would inform, involve, and obtain meaningful input from the public, elected officials, media, and agencies regarding the South Mountain Freeway DEIS, while in compliance with the requirements of the National Environmental Policy Act (NEPA) and other related legislation, policy and guidance. The goals of the public outreach program associated with South Mountain Freeway DEIS included:

- Engaging a broad, representative cross section of the public to help ensure the Final EIS (FEIS) reflects and incorporates agency and public input
- Providing clear and accurate information that encourages informed public participation and input
- Providing multiple, convenient ways for interested parties to provide comment
- Providing multiple means through which the public can learn about the study
- Documenting public input accurately
- Meeting and, when possible, exceeding outreach requirements under NEPA and related legislation.

In developing this plan, the team also considered specific characteristics of the communities within the Study Area, in conjunction with knowledge gained from previous study-related public involvement efforts. Based on these factors, the following special outreach considerations were integrated into the plan:

- Use advertising and graphics to reach illiterate or environmental justice populations
- Use bilingual outreach materials, available upon request
- Use Hispanic media outlets

- Integrate elected officials, intergovernmental liaisons, and special interest groups into the process
- Hold the public hearing in a location accessible via transit for those who are transit dependent

The communication protocol for all DEIS-related outreach for the Gila River Indian Community (GRIC), a key stakeholder in the study area, was consistent with the protocol established by the GRIC in the early days of the study. Specifically, in addition to the broader techniques described herein (e.g., media, website), communication was conducted in a “government-to-government” nature (e.g., the ADOT Project Manager would speak directly to the GRIC Community Manager; the ADOT Communications Director would speak directly to the GRIC PIO). Coordination occurred one-on-one with the appropriate GRIC official.

## 1.2 Public Opinion Survey

Prior to the release of the DEIS, a public opinion survey was administered by ADOT Communications to determine how the public would like to participate in public involvement processes related to ADOT studies and projects. This survey of South Mountain Freeway study stakeholders was conducted via Survey Monkey™. Survey questions were developed to determine stakeholder preferences related to South Mountain Freeway Public Hearing logistics (e.g., location of hearing, day of week, time of hearing, and mode of travel) and comment and participation opportunities. Study stakeholders included individuals who have participated in previous study events, provided comments, or expressed interest and were therefore included in the study database. An e-mail encouraging study stakeholders to participate in the survey was sent to approximately 3,300 individuals in August 2012 and 506 responses were received. Survey results indicated participants preferred an evening public hearing in the middle of the week, and were willing to travel up to 20 miles to attend. Results of the survey were evaluated and incorporated into development of the overall DEIS outreach plan; the results are summarized in greater detail in Appendix B.

# 2. DEIS Public Outreach

The DEIS public outreach strategy included four main components: 1) Awareness Campaign; 2) Public Hearing; 3) Online Public Hearing; and 4) Community Forums. Each of these components is described in the following sections.

## 3. Awareness Campaign

Due to the complexity, importance, and level of public interest in the Loop 202 South Mountain Freeway Study, a key component of the public outreach process was providing detailed information to the community – before the release of the DEIS – about how they could participate in the DEIS review and comment process. This “awareness campaign”



focused on informing the public of the upcoming DEIS release and described opportunities for participation and input. On April 22, 2013, toward the end of the Awareness Campaign and before release of the DEIS, ADOT distributed a press release (see Appendix C) describing ways that the public could participate in the review and comment process.

3.1 Awareness Campaign Community Events

Prior to the release of the DEIS, ADOT attended community events or provided information at public locations to increase awareness of the impending DEIS release and provide information about how to participate in the DEIS review and comment process. The study information tables at the community events were staffed by members of the study team and were held at the following locations:

- Thursday, April 18, 2013, 11 a.m. – 2 p.m.: Ironwood Library, 4333 East Chandler Boulevard, Phoenix
- Monday, April 22, 2013, 11 a.m. – 1:30 p.m.: Keep Phoenix Beautiful Event, Cesar Chavez Plaza, 201 E. Washington Street, Phoenix
- Wednesday, April 23, 2013, 5:30 p.m. – 7:30 p.m.: South Mountain Community Center, 212 East Alta Vista Road, Phoenix
- Thursday, April 25, 2013, 10 a.m. – 12 p.m.: ADOT Motor Vehicle Division, 221 East Olympic Drive, Phoenix
- Thursday, May 16, 2013, 7 p.m.: Community Meeting with Representative Ruben Gallego and Phoenix City Councilman Michael Nowakowski, Cesar Chavez High School, 3921 W. Baseline Road, Phoenix

Materials provided at these events included the *Fact Sheet*, *How to Participate* handout, *How to Participate* video, and a sign up sheet for study notifications.

3.2 Study Fact Sheet

In April 2013, a *Fact Sheet* was created to provide an overview of the Loop 202 South Mountain Freeway Study and how the public could participate (Appendix D). The *Fact Sheet* was posted on the ADOT website throughout the 90-day comment period and was available at information booths at various community events, described in Section 3.4. The two-page *Fact Sheet* included:

- An introduction and description of the proposed Loop 202 South Mountain Freeway, including location.
- A map displaying the alternatives studied in the DEIS.
- A typical section depicting the number of proposed freeway lanes.
- A timeline showing the current DEIS process and next steps.

- Details on the multiple ways the public can participate in the DEIS review process, including information regarding the May 21, 2013, public hearing, online public hearing, and community forums.
- A general timeframe for implementation (i.e., design and construction) of the proposed project, if approved.
- Information regarding methods to provide comments including website, email, hotline phone number, and mailing address.

3.3 How to Participate Handout

To complement the *Fact Sheet*, a *How to Participate* handout was also created to focus on the public input opportunities available during the 90-day DEIS comment period, specifically highlighting the day-long public hearing (Appendix E). The handout was distributed in the following ways:

- Online at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).
- Available at all Awareness Campaign events.
- Included in the elected official briefing packets.
- Available at Councilman Nowakowski’s and Representative Gallego’s Community Event.
- Distributed at GRIC Transportation Technical Team (TTT) meeting on April 30, 2013.
- Included in the media packets.

The two-page *How to Participate* handout included:

- An introduction and description of the proposed Loop 202 South Mountain Freeway.
- A map displaying the alternatives studied in the DEIS.
- Explanation of the DEIS comment process and how to access the document.
- Details on the public hearing including; date/time/location, parking locations and map, shuttle bus information, and validated parking and free transit vouchers.
- Information regarding methods to provide comments including website, email, phone number, and mailing address.

3.4 How to Participate Video

A six-minute video was developed to explain the importance of public involvement during the Loop 202 South Mountain Freeway Study. The video emphasized the need for public input on the DEIS, noting that comments submitted could affect the final project design and outcome. The video was posted on the ADOT website throughout the 90-day comment period and shown at community events and meetings in the months of April and May 2013. The video included:

- An overview of the Loop 202 South Mountain Freeway Study.
- A description of NEPA.
- The importance of public comment and participation.
- Public participation methods available throughout the 90-day comment period.

3.5 Elected Official and Key Stakeholder Briefings

Opportunities for local, state and federal officials to be briefed on the DEIS were provided by representatives of ADOT’s Communications Division, Intergovernmental Affairs, and State Engineer’s Office. The purpose of these briefings was to provide an understanding of the proposed freeway and provide an overview of the public input and comment opportunities. Briefing packets were developed including the study fact sheet, *How to Participate* handout, press releases, letter from Governor Brewer, and a copy of the *How to Participate* video. Briefings were provided for the following individuals:

- City of Phoenix: Mayor Stanton’s Chief of Staff Paul Blue; Council Members Thelda Williams, Daniel Valenzuela, Bill Gates, Michael Nowakowski, Michael Johnson, Sal DiCiccio, Jim Waring, and Tom Simplot
- State Legislature (District 16): Representative Ruben Gallego
- State Legislature (District 18): Senator John McComish, Representative Jeff Dial, and Representative Bob Robson
- State Legislature (District 19): Representative Mark Cardenas
- Congressional Delegation: Representative Kyrsten Sinema
- State Board of Transportation: Joe LaRue and Victor Flores
- Gila River Indian Community, Community Manager: David White

4. DEIS Release and Availability

The Notice of Availability (Appendix F) was published in the *Federal Register* on April 26, 2013, to inform the public that the DEIS was available for public review and comment. ADOT also distributed a press release (see Appendix C) announcing the DEIS release and describing how the public could participate in the review and comment process. The publication of the Notice of Availability served as the beginning of the 90-day comment period. The DEIS was made available online throughout the 90-day comment period at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway). Electronic versions of the DEIS were distributed to 119 staff from public agencies on April 26, 2013 (Appendix G). Hardcopies of the DEIS were also made available for viewing throughout the 90-day comment period at the following locations:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix

- Avondale Public Library – Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale
- Tolleson Public Library – 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group – 1611 W. Jackson St., Phoenix (by appointment only)

Copies of all or part of the DEIS were available for purchase at:

- FedEx Office Print and Ship Center – 4940 E. Ray Road, Phoenix

Additionally, the GRIC Communications and Public Affairs Office placed hardcopies of the DEIS at District 1- 7 Service Center, Ira H. Hayes Memorial Library, all elder meetings, Urban Members Association meeting, and the GRIC Communications and Public Affairs Office.

5. Public Hearing

The public hearing for the Loop 202 South Mountain Freeway DEIS was held on Tuesday, May 21, 2013, at the Phoenix Convention Center North Ballroom from 10 a.m. until 8 p.m. The main purpose of the South Mountain Freeway Public Hearing was to:

- Present the findings of the Draft EIS.
- Obtain public testimony or comment on the Draft EIS.

5.1 Public Hearing Notification

5.1.1 Mailer

Prior to the public hearing, a mailer (Appendix H) providing notification of the release of the DEIS and the upcoming public hearing was distributed to approximately 73,500 residents and businesses, those within the study area, as well as individuals on the study stakeholder mailing list. The mailer also included an overview of the study and preferred alternative, and information regarding the shuttle buses to the public hearing including pick-up and drop-off times. Detailed information regarding the public hearing and the various methods to provide comment on the DEIS were also included.

5.1.2 Media Alert and Press Releases

ADOT issued a press release on May 8, 2013 and a media alert on May 16, 2013 providing public hearing details and the methods to provide comments on the DEIS. Copies of the media alert and press releases are included in Appendix C. The press release was distributed to more than 4,000 news organizations, professional journalists and others subscribed to ADOT’s distribution list.



5.1.3 Newspaper Display Notices

Two full-page ads providing details about the availability of the DEIS, the public hearing, comment methods, and transportation to the public hearing were printed in the following general-circulation publications in April and May:

- *Ahwatukee Foothills News*
- *Arizona Informant*
- *The Arizona Republic*
- *East Valley Tribune*
- *La Voz*
- *West Valley View*

Copies of the advertisements are included in Appendix I. A complete listing of print advertising for the DEIS outreach efforts is included in *Section 8. Media Relations*.

In addition, website banner ads were displayed by *The Arizona Republic* (azcentral.com), *West Valley View*, *Ahwatukee Foothills News*, and the *East Valley Tribune* to reach online news audiences.

5.1.4 Radio Advertising

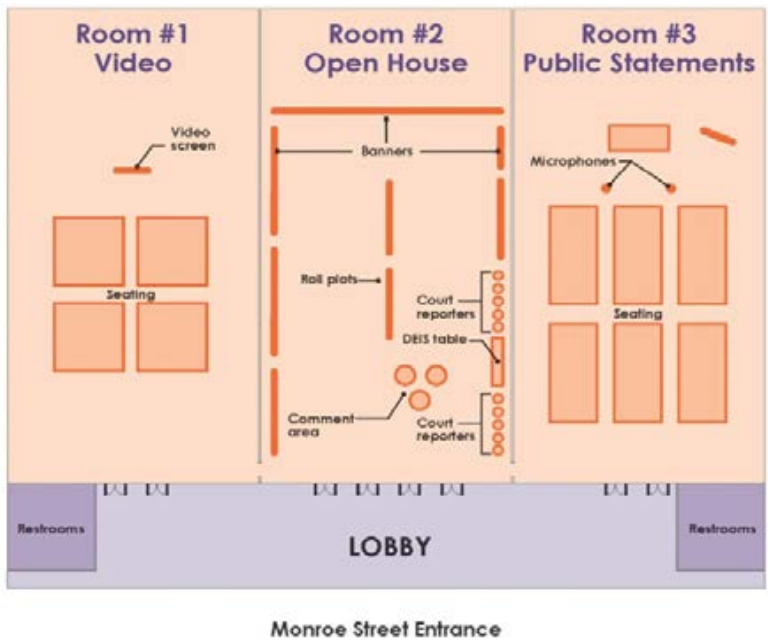
Radio advertising (125 radio spots) provided notification of the public hearing during the key morning and evening commute hours. Ads ran from May 13 to May 21, 2013, and each of the following stations aired the spot 25 times:

- KESZ-FM
- KMXB-FM
- KNIX-FM
- KGME-AM
- KFYI-AM

5.2 Event Organization

The public hearing was organized into three areas: a video room; an open house room to view study banners, maps, the DEIS, and talk with study staff; and a public statements room to provide comments in front of a panel of study team members for up to three minutes. These areas were set up in three adjacent ballrooms of the Convention Center, with a common hallway for easy access between the rooms.

Figure 1. Public Hearing Room Layout



The rooms were fronted by a common lobby area where participants were greeted by study team members and provided an overview of the hearing format, along with *Public Participant Guide* booklets (Appendix J) and comment forms. Signage in the lobby provided information regarding transportation, parking validation and transit vouchers, shuttle bus departure schedules, ground rules, speaker guidelines, and language interpretation services (for Spanish and O'odham). Hearing greeters also wore distinctive blue shirts and “ask me” buttons to help the public identify those individuals who could answer questions related to the format of the hearing.

While sign-in at the public hearing was not mandatory, registering for formal three-minute comments was required. A speaker registration table was established in the lobby for participants to register to provide formal, three-minute verbal comments in front of a panel of study team members.

5.3 Study Video Room

In the first of three adjacent ballrooms, a 22-minute study video looped continuously throughout the day-long public hearing. The narrated video was projected onto a 14-foot screen and broadcast through audio speakers. The study video provided an overview of the NEPA process, described the alternatives analysis and conclusions, outlined the environmental elements studied, and included a six-minute, animated simulation of the completed Loop 202 South Mountain Freeway, as proposed in the DEIS. The video also summarized the public comment opportunities available during the 90-day public comment

period and the next steps in the study process. This video was also available to view on the Online Public Hearing, starting May 21, 2013 (see Section 6).

5.4 Open House Room

In the middle ballroom, study information, maps, resources, and staff were set up in an open house style. Several copies of the DEIS were available for review, numerous staff were available to answer questions, computer stations set up to accommodate online comments, comment forms were provided at tables for written comments, and court reporters were available to record verbal comments (with no time limit on verbal comments).

Sixty-three study banners (Appendix K) summarizing information contained in the DEIS and next steps were displayed in the open house area of the public hearing. The banners were displayed in color-coded groups to correspond with the DEIS chapter each banner group represented, as follows:

- Introduction/Overview
- Chapter 1 - Purpose and Need
- Chapter 2 - Gila River Indian Community (GRIC) Coordination
- Chapter 3 - Alternatives
- Chapter 4 - Social, Natural, Physical, and Cultural Impacts and Mitigation
- Chapter 5 - Section 4f
- Chapter 6 - Comments and Coordination

Maps depicting the Preferred Alternative were available for the public to review in large roll plot format. Study team members were stationed around the maps to help answer questions.

Representatives from the ADOT Right-of-Way Group and ADOT Air and Noise Team were also present at the hearing to help answer questions specific to these areas. ADOT Right-of-Way also provided copies of three handouts: Section 4(f) At a Glance; Acquiring Real Property for Federal and Federal-Aid Programs and Projects; and Your Rights and Benefits as a Displaced Person Under the Federal Relocation Assistance Program. See Appendix L.

5.5 Public Statements Room

In the third ballroom, participants provided verbal testimony for up to three minutes to a panel of study team members. This portion of the hearing was held for the purpose of receiving comments, and was not intended to be a question-and-answer session. The public hearing was the only location that provided a formal three-minute public comment opportunity. All hearing advertising and notification materials emphasized that the public hearing was the only opportunity where three-minute verbal comments could be given in front of the panel. Participants were offered an opportunity to preregister to speak by calling

the hotline between April 26 and May 20, 2013. Participants could also sign up to speak throughout the day of the public hearing. Seven people pre-registered; of those seven, five attended the public hearing and provided public statements. An additional 112 participants signed up on the day of the public hearing and provided their comments. The list of speakers was projected in the public statements room, and the facilitator announced each speaker in the order registered. Court reporters recorded all comments by the 117 participants who spoke.

5.6 Public Hearing Transportation

5.6.1 Shuttle Buses

To optimize the opportunity for public participation and, in particular, participation from identified Title VI populations, ADOT offered free shuttle bus service to and from the public hearing located at the Phoenix Convention Center. Service was provided throughout the day at the following locations and times:

Figure 2. Shuttle Bus Locations





Figure 3. Shuttle Bus Schedule

ROUTE	PICK UP AND DROP OFF LOCATIONS	DEPARTURE TIMES	DEPARTURE TIMES FROM CONVENTION CENTER	ARRIVAL TIMES
1	91st Ave. and Van Buren (bus pullout on northeast corner)	<b>9:30</b> 12:30 4:30	12:15 4:15 7:30	12:30 4:30 7:45
	59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot)	<b>9:35</b> 12:35 4:35		12:25 4:25 7:40
2	Komatke Boys and Girls Club, 5047 W. Pecos Rd.	<b>9:30</b> 12:30 4:30	12:00 4:00 7:30	12:28 4:28 7:58
	Southern Ridge Golf Club, 5740 W. Baseline Rd.	<b>9:40</b> 12:40 4:40		12:18 4:18 7:48
3	Governance Center, 525 W. Gu u Ki, Sacaton	<b>9:30</b> 12:30 4:30	11:45 3:45 7:30	12:28 4:28 8:13
	40th St. and Pecos Rd. Park-and-Ride	<b>9:55</b> 12:55 4:55		12:03 4:03 7:48

bold indicates a.m. times

5.6.2 Parking, Transit, and Signage

Parking vouchers and transit passes were provided at the public hearing for participants. Public hearing advertisements and notices included information that the vouchers and passes would be available. Approximately 212 parking vouchers and 14 transit passes were provided.

Public hearing notification materials also included a map of the Convention Center and surrounding available parking options. Signage was located at several locations inside and outside the Convention Center to direct participants from parking areas to the specific public hearing location.

Additionally, the Phoenix Downtown Ambassadors, the City of Phoenix’s downtown information team, was briefed on the event and alerted to be aware of people who may need assistance in locating the public hearing venue.

Figure 4. Public Hearing Location and Parking Map



5.7 Public Hearing Participation

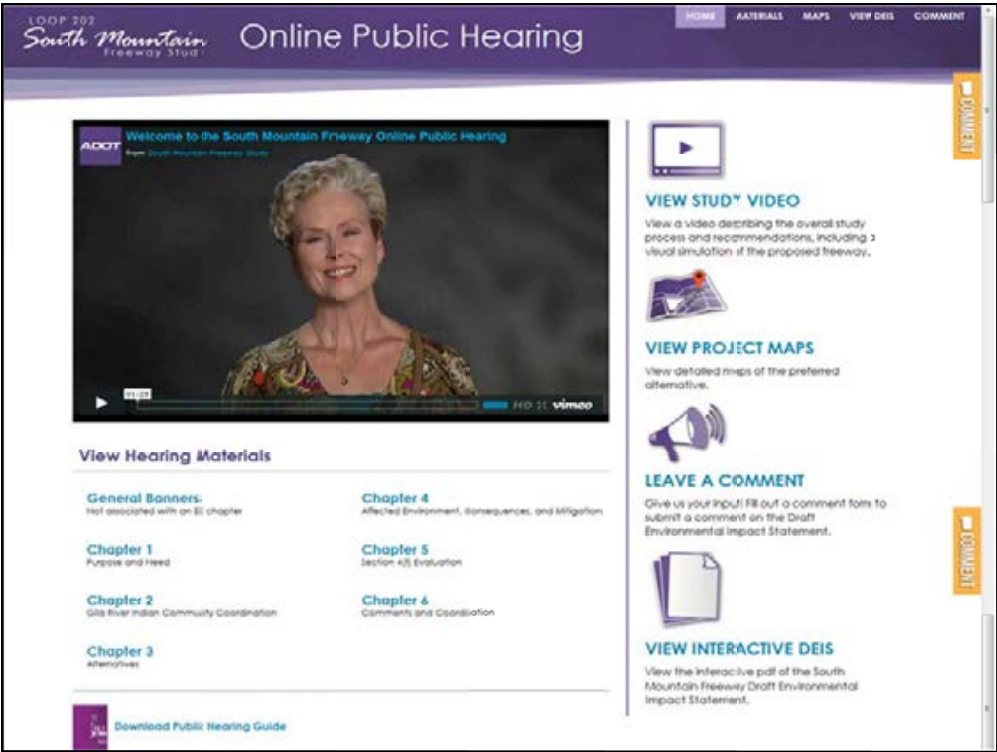
Participation included:

- 500 people attended the public hearing (approximate)
- 300 people signed in
- 40 registration cards were submitted
- 117 people spoke in front of the study panel
- 206 people provided verbal comments to court reporters
- 83 comment cards were submitted
- 10 letters were submitted
- 2 petitions were submitted in favor of the study; one with 237 signatures and one with 287

6. Online Public Hearing

The online public hearing webpage (Figure 5) went live at 10 a.m. on May 21, 2013, at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway) and linked to [smfonlinehearing.com](http://smfonlinehearing.com).

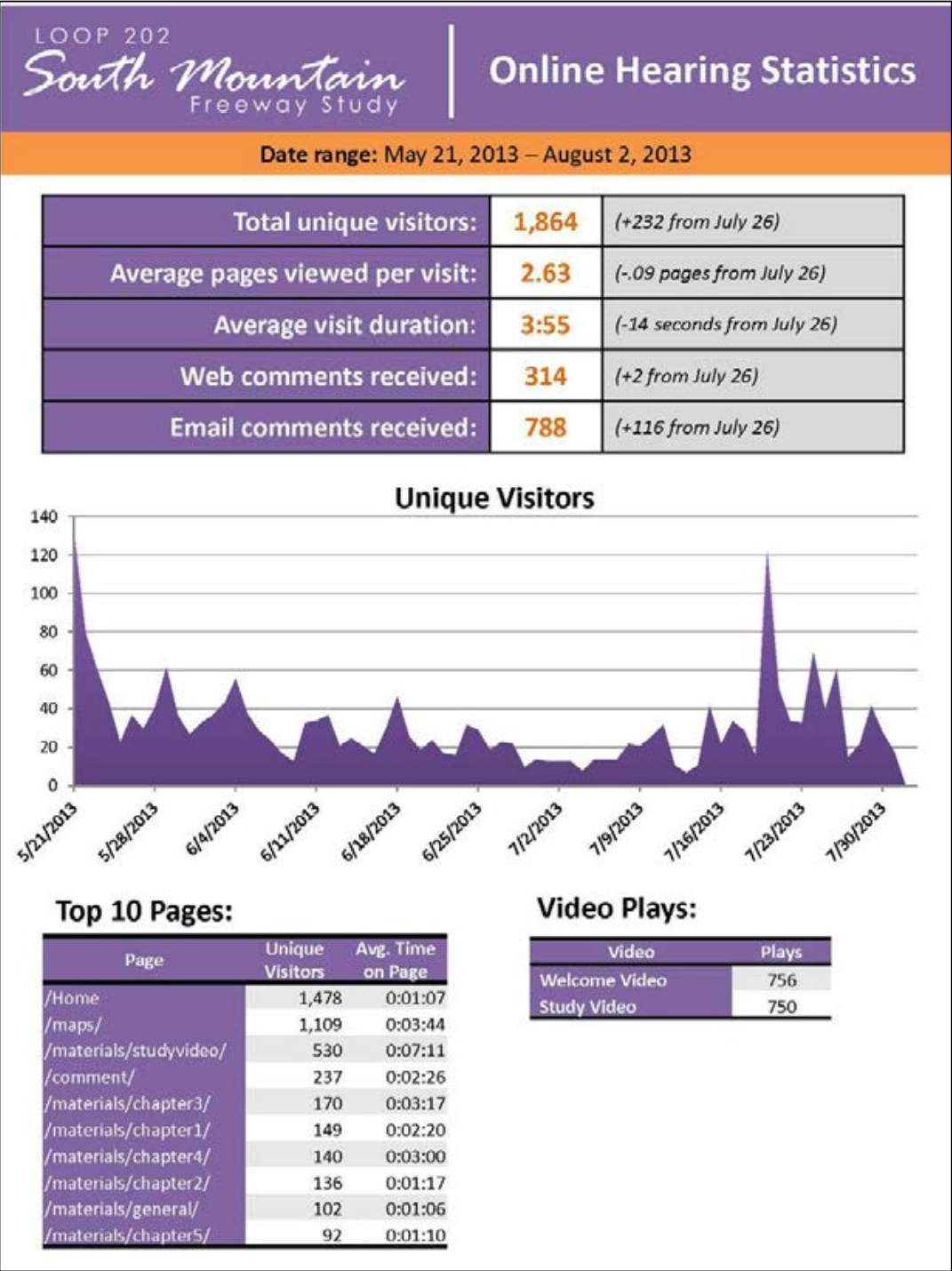
Figure 5. Online Public Hearing Webpage



All of the materials that were presented at the public hearing, including the study video, display banners, aerial maps, an interactive PDF version of the DEIS, and an online comment form were available through the online public hearing. The online public hearing also contained a welcome video explaining the format of the online public hearing, an overview of the purpose of the online public hearing, and information about how to provide comments. Comment forms were removed from the online public hearing at the end of the DEIS comment period; however, the site itself remains live to provide material and information.

To date, the online public hearing has attracted 1,864 visitors (approximately 1,600 visited during the comment period) from across the United States (see Figure 6).

Figure 6. Online Public Hearing Visitors







## 7. Community Forums

As an additional participation opportunity, especially for those who may not have been able to attend the public hearing, six community forums were held in strategic locations throughout metropolitan Phoenix, attracting nearly 700 attendees. ADOT issued a press release on May 29, 2013 (see Appendix C) describing the community forums and listing their times and locations.

These forums provided an opportunity to learn more about the study and the DEIS. At the forums, technical staff was available to answer questions, and study materials, including the study video, were available to view. No formal presentation or “hearing” occurred at these community forums (i.e., no formal three-minute comments in front of a panel). However, court reporters were available to take individual verbal comments with no time limit, and written comments could be submitted at the forums. The format of the community forums was explained in all advertising and meeting notifications.

Community forums were held as listed below:

- Tuesday, June 4, 4 p.m. – 7 p.m., Sunridge Elementary School Cafeteria, 6244 W. Roosevelt Street, Phoenix
- Tuesday, June 18, 4 p.m. – 7 p.m., The Foothills Golf Club – Saguaro Room, 2201 E. Clubhouse Drive, Phoenix
- Saturday, June 22, 9 a.m. – 12 p.m., Komatke Boys & Girls Club – 5047 W. Pecos Road, on the Gila River Indian Community (O’odham translator present)
- Tuesday, June 25, 11 a.m. – 2 p.m., Windmill Suites – Arizona Ballroom, 3535 W. Chandler Boulevard, Chandler
- Tuesday, July 9, 4 p.m. – 7 p.m., Laveen Education Center – Boardroom, 5001 W. Dobbins Road, Laveen
- Thursday, July 11, 11 a.m. – 2 p.m., Hilton Garden Inn Phoenix/Avondale – Ballroom, 11460 W. Hilton Way, Avondale

### 7.1 Notification

#### 7.1.1 Press Releases

ADOT released several notices to the media regarding the Community Forums (see Appendix C), providing information about the public process and opportunities to comment. The press release on July 9, 2013 also included notice of the impending close of the comment period.

#### 7.1.2 Newspaper Display Notices

Half-page display advertisements for the community forums were printed in the following publications from May 24, 2013, through July 3, 2013:



- Ahwatukee Foothills News
- Arizona Informant
- The Arizona Republic
- East Valley Tribune
- La Voz
- West Valley View

8. Interpretation Services at Events

At the public hearing and all six community forums, Spanish interpreters and a sign language interpreter (upon request) were available to assist participants as needed. O’odham language interpreters were available at the public hearing and the community forum held on the GRIC. Comment forms were also available in Spanish.

9. Media Relations

9.1.1 Press Releases

As described earlier, throughout the 90-day comment period, ADOT’s Public Information Office distributed a series of media alerts and press releases (Appendix C) intended to promote public awareness of the South Mountain Freeway DEIS and availability to comment. Each press release was distributed to a list of more than 4,000 news organizations, professional journalists and other interested parties through ADOT’s GovDelivery email subscription service maintained by the Public Information Office. In addition to the formal press releases, calls were made to newsrooms to provide information on the date, time and location of the public hearing. The releases included the following information:

- Commencement of the public comment period;
- Participation at the public hearing;
- Methods of public comment on the DEIS;
- Details on the public hearing and/or six community forums; and
- Closing of the comment period and the next steps.

9.1.2 Print Advertising

Print advertising was used extensively to provide information about the DEIS release and public comment period, as required by NEPA. The table below provides a list of publications used for advertising, run dates, and topic of the advertisement.

Table 1: Print Advertising Dates and Publications

Publication	Date(s)	Main Topic
Arizona Republic (Statewide distribution)	April 26	Public Hearing
	May 19	Public Hearing
Arizona Republic online banner (approx. 75,000 hits per month)	Mid April to May 21	Public Hearing
Arizona Republic Community sections (five separate zones)	May 29	Community Forums
	June 12	Community Forums
	June 19	Community Forums
	July 3	Community Forums
La Voz (Spanish display ads)	April 26	Public Hearing
	May 17	Public Hearing
	May 24	Community Forums
	June 7	Community Forums
	June 14	Community Forums
	June 28	Community Forums
Ahwatukee Foothills News	April 26	Public Hearing
	May 17	Public Hearing
	May 26	Community Forums
	June 9	Community Forums
	June 16	Community Forums
	June 30	Community Forums
Ahwatukee Foothills News online banner (approx. 25,000 impressions)	Mid April to May 21	Public Hearing
West Valley View	April 26	Public Hearing
	May 17	Public Hearing
	May 28	Community Forums
	June 11	Community Forums
	June 18	Community Forums
West Valley View online banner (approx. 52,000 average monthly unique viewers)	July 2	Community Forums
	Mid April to May 21	Public Hearing
East Valley Tribune	April 28	Public Hearing
	May 19	Public Hearing
	May 29	Community Forums
	June 12	Community Forums
	June 19	Community Forums
East Valley Tribune online banner (approx. 50,000 impressions)	July 3	Community Forums
	Mid April to May 21	Public Hearing
Arizona Informant	May 1	Public Hearing

Publication	Date(s)	Main Topic
	May 15	Public Hearing
	June 12	Community Forums
	June 19	Community Forums
	July 3	Community Forums
Arizona Informant online banner	June 4	Community Forums

10. Website Updates

As an active component of the public outreach approach, the study website was updated prior to and during the DEIS comment period with the following information:

- Study information, including PDFs and interactive PDFs of the DEIS Chapters and Appendices
- DEIS Viewing locations
- New Frequently Asked Questions
- All awareness campaign materials including the *How to Participate* video, Study Fact Sheet, and *How to Participate* handout.
- Public Hearing information including date, time, location, directions, transportation options
- Details on community forums.
- Community methods and information (phone, email, mailing address).
- Online public hearing, including all public hearing materials (i.e., banners, hearing guide, video, interactive PDF of the DEIS).
- Details and materials from the Citizens Advisory Team Meetings

11. Public Comment Opportunities

11.1 Comment Forms

Comment forms were available at the public hearing and all community forums, in both English and Spanish (Appendix M). Participants could complete the forms at the event and place them in a comment box. Participants also had the option of taking the form home and returning it by mail or fax at a later date. Approximately 140 comment cards were submitted during the public hearing and community forums.

An online comment form was developed for the public to utilize on both the study website (azdot.gov/southmountainfreeway) and the online public hearing. This form was linked from both the study website homepage and the landing page of the online public hearing.

11.2 Written Comments

In addition to comment forms, comments could also be submitted via other written documents. As shown in the table in *Section 12. Results*, written comments consisted of form letters, petitions, and individual letters.

11.3 Court Reporter Comments

Court reporters were available at the public hearing and at each community forum to offer participants the opportunity to provide verbal comments. No time limit was applied to this form of verbal comment; participants could speak to the court reporter for as long as they needed to provide their input.

11.4 Telephone Comments

A hotline was set up for the public to provide comments on the DEIS. The hotline message was updated for each phase of the DEIS outreach. The pre-public hearing message provided details about the public hearing and how to pre-register to provide three-minute verbal comment at the hearing. The post-public hearing hotline message provided information about how to submit comments, including how to access the study website. All hotline messages were provided in both English and Spanish.

11.5 Email Comments

The email account ([projects@azdot.gov](mailto:projects@azdot.gov)) was utilized for electronic comments. Approximately 680 people submitted comments through this email account.

11.6 Public Testimony (three-minute comments)

Continuously throughout the 10-hour public hearing, participants had the opportunity to speak at a microphone for up to three minutes in front of a panel of study team members. Court reporters recorded all public testimony comments.

12. Results

12.1 Quantified Summary of Participation

For each outreach technique, the number of participants was tracked using sign-in-sheets, visual counts, tallies, and computer reports. Table 2 shows the number of participants in the 90-day comment period, organized by participation method. It should be noted that the cumulative total does not represent “unique” participants; a single person could be counted

in multiple categories, for example, some individuals attended the public hearing and a community forum.

Table 2: Outreach Participants

Participation Method	Participation Numbers
ADOT Email	773
Web Comments	302
Hotline Calls	621
Form Letters and Petitions (number of signatures)	6,142
USPS Letters	73
Online Public Hearing Visitors	1,864
Court Reporter Comments	290
Public Hearing Attendance	500
Community Forum attendance:	
Sunridge Elementary School, Phoenix	19
Ahwatukee Foothills Golf Club, Phoenix	207
Komatke Boys & Girls Club, GRIC	94
Windmill Suites, Chandler	24
Laveen Education Center, Laveen	36
Hilton Garden Inn, Avondale	21
Total Participation	10,966

13. South Mountain Citizens Advisory Team (SMCAT)

An important element of the public involvement plan for the South Mountain Freeway was the formation of the South Mountain Citizens Advisory Team (SMCAT). Since the beginning of the study, representative groups and organizations in the Study Area have worked as a voluntary, advisory team to provide advice and input to ADOT and FHWA. The SMCAT dedicated time to:

- serve as a conduit of information with community organizations
- provide advice on public and agency meetings and on how to clearly present information to the public
- help define neighborhood and regional issues and concerns
- provide input into the identification of a Preferred Alternative

Representatives from ADOT and FHWA attended SMCAT meetings to give members direct access to decision makers. Other key stakeholders attended meetings as informational resources when necessary. The SMCAT represented approximately 25 organizations throughout the Study Area.

13.1 Meetings

At the conclusion of the South Mountain Freeway Citizens Advisory Team (SMCAT) meeting on March 29, 2010, SMCAT activities were suspended until closer to the publication of the DEIS. In early 2013, SMCAT members were polled and the majority were in favor of reinitiating the group, in anticipation of the DEIS release. Because the group had not met since 2010, some of the SMCAT organization’s representatives had changed. A new member orientation was conducted on April 8, 2013, for those individuals new to the SMCAT.

The first SMCAT meeting was held on April 22, 2013 (prior to the DEIS release) and was a non-project specific air quality information meeting conducted at the SMCAT’s request. The purpose of the Air Quality Panel meeting was to educate and inform the members of the SMCAT about the topic of air quality in advance of the release of the Draft EIS and their pending review. A panel of air quality experts was convened to describe air quality from a federal perspective, present the regional air quality conformity process and status, and address the latest research regarding health effects of vehicle emissions. The discussion was moderated by a representative of ADOT’s Air and Noise group, and panelists were composed of representatives from:

- Federal Highway Administration;
- Sonoma Technology;
- Maricopa Association of Governments;
- Arizona Department of Environmental Quality; and
- Arizona State University.

Following the panelists presentations, the SMCAT Members asked a number of questions related to air quality. A summary of this meeting is posted online at: [www.azdot.gov/southmountainfreeway/PDF/042213\\_SMCAT\\_Meeting\\_Summary\\_FINAL.pdf](http://www.azdot.gov/southmountainfreeway/PDF/042213_SMCAT_Meeting_Summary_FINAL.pdf).

The second SMCAT meeting occurred on June 11, 2013, during the 90-day comment period, and provided the opportunity for SMCAT members to ask questions and provide comments following their review of the DEIS. On May 7, 2013, the opportunity to submit questions for response at the June 11 meeting was made available to the SMCAT members through Survey Monkey, email, and hard copy question form.

Questions received from the SMCAT organizations related to the DEIS were answered by the appropriate representatives from ADOT, FHWA, and the Study Team at the final SMCAT meeting on June 11, 2013. At the conclusion of the meeting, members were informed of the next steps in the process and instructed how to submit their organization’s recommendation online. SMCAT members were also reminded that the final recommendation needed to be from the organization they represented, as opposed to the representative’s personal opinion. A court reporter was also present at this SMCAT meeting. Questions from the public



were also responded to during this meeting. A transcript of this meeting is posted online at: [www.azdot.gov/southmountainfreeway/PDF/061113\\_SMCAT\\_Meeting\\_Summary\\_FINAL.pdf](http://www.azdot.gov/southmountainfreeway/PDF/061113_SMCAT_Meeting_Summary_FINAL.pdf).

13.2 SMCAT Recommendation Results

As a means to provide conclusion to their activities, the SMCAT members included in their operating agreement a provision that each SMCAT member organization would provide an Action (build) or No Action (don't build) recommendation for the Loop 202 South Mountain Freeway. This was accomplished through an online survey tool (Survey Monkey) which provided access only to each SMCAT member. Figure 2 shows the online survey tool provided to the SMCAT members.

Figure 7. SMCAT Recommendation Survey

SMCAT Final Recommendation

The charter of the South Mountain Citizen's Advisory Team is to provide an **Action (build)** or **No Action (don't build)** recommendation for the Loop 202 South Mountain Freeway. The following template is designed to capture the final recommendation of each individual SMCAT organization.

**\*This recommendation is made on behalf of the South Mountain Citizens' Advisory Team member organization:**

**The following is the final recommendation of the member organization of the South Mountain Citizen's Advisory Team. This recommendation has been reviewed by the organization's governing board or its equivalent and represents its position regarding the South Mountain Freeway.**

Action - Build Alternative

No Action - No Build Alternative

Please provide a brief statement regarding your organization's recommendation in the space provided below.

If you would like to provide an additional response from your organization in the form of a file attachment, please email the file to Fred Erickson ([Fred@kca-inc.com](mailto:Fred@kca-inc.com)).

If you would like to provide an additional response from your organization in the form of a hard copy document, please send it to:

KCA  
4809 E. Thistle Landing Dr., Suite 100  
Phoenix, AZ 85044

Table 3 presents the results of the SMCAT’s final recommendations on the proposed South Mountain Freeway:

Table 3: SMCAT Recommendation Results

Organization		Recommendation
1	Ahwatukee Foothills Chamber of Commerce	No Action - No Build Alternative
2	Ahwatukee Foothills Village Planning Committee	No Action – No Build Alternative
3	Arizona Public Health Association	No Action - No Build Alternative
4	Arlington Estates Home Owners Association	Action - Build Alternative
5	Bougainvillea HOA	No Action - No Build Alternative
6	Calabrea HOA	No Action - No Build Alternative
7	City of Avondale	Action - Build Alternative
8	Club West HOA	No Action - No Build Alternative
9	Estrella Village Planning Committee	No recommendation submitted
10	The Foothills Community Association	No Action - No Build Alternative
11	Foothills Reserve HOA	No Action - No Build Alternative
12	Lakewood Community Association	No Action - No Build Alternative
13	Laveen Citizens for Responsible Development	Action - Build Alternative
14	Maricopa County Farm Bureau	Action - Build Alternative
15	Phoenix Mountains Preservation Council	No Action - No Build Alternative
16	Sierra Club - Grand Canyon (Arizona) Chapter	No Action - No Build Alternative
17	Silverado Ranch HOA	Action - Build Alternative
18	Southwest Valley Chamber of Commerce	Action - Build Alternative

Member organizations that did not respond include: Arizona Forward; Gila River Indian Community – District 4; Laveen Village Planning Committee; Pecos Road/I-10 Landowners Association; and South Mountain Village Planning Committee.

14. Title VI - Civil Rights

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. Outreach efforts were designed and implemented to ensure that these protected populations were provided the opportunity to participate in the public review of the DEIS.

ADOT’s goal is to prevent discrimination through the impact of its programs, policies and activities. In accordance with ADOT’s Title VI Policy, the following tasks were undertaken at the public hearing and community forums:

- Title VI brochures were available (in both English and Spanish) to attendees.
- A Title VI Public Notice was displayed.
- Statistical data of meeting attendees was collected via a voluntary Title VI Self Identification Survey card.
- Offered Americans with Disability Act accommodations in all public hearing and community forum advertising.
- Provided Spanish language interpreters (and O’odham language interpretation at the public hearing and GRIC community forum) at the public hearing and community forums.

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Appendix A: Public Outreach and Hearing Plan

South Mountain Freeway  
Final Public Outreach and Hearing Plan

Maricopa County, Arizona  
Federal-aid Project No. NH-202-D(ADY)  
ADOT TRACS No. 202L MA 054 H5764 01L

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1 Introduction

This Public Outreach and Hearing Plan (Plan) has been developed to describe in detail how the Arizona Department of Transportation (ADOT), the Federal Highway Administration (FHWA), and the study team will inform, involve, and solicit input from the public, elected officials, media, and agencies regarding the South Mountain Freeway (Loop 202) Draft Environmental Impact Statement (DEIS), to comply with the requirements of the National Environmental Policy Act (NEPA).

This Plan is subject to change and may be revised, or updated, as dictated by the study and public involvement process.

1.1 Study History

The Arizona Department of Transportation is studying the South Mountain Freeway in south and west Phoenix, Maricopa County, Arizona. The South Mountain Freeway corridor was adopted into the Maricopa Association of Governments (MAG) regional freeway system in 1985 as part of the *MAG Freeway/Expressway Plan*, at which time it was placed on the state highway system by the State Transportation Board. In 1988, ADOT prepared a Design Concept Report (DCR) and a State-Level Environmental Assessment (EA) for the project, identified at that time as the South Mountain Parkway. As presented then, the project would connect Interstate 10 (I-10) (Maricopa Freeway) south of Phoenix with I-10 (Papago Freeway) west of the city, following an east-west alignment along Pecos Road, through the western tip of the Phoenix South Mountain Park/Preserve, then north to I-10 between 55th and 63rd avenues.

Due to the time elapsed since those documents were approved and to secure eligibility for federal funding for a proposed project within this corridor, ADOT and FHWA are now preparing an Environmental Impact Statement (EIS) in accordance with NEPA. In November 2004, Maricopa County voters approved the tax funding through the *MAG Regional Transportation Plan* (RTP), which included South Mountain Freeway.

On February 7, 2012, the Gila River Indian Community (Community) held a Community-wide referendum on the freeway. The referendum asked members whether they supported an on-Community alignment, an off-Community alignment, or a no-build alternative. Based on the election results, the Community preferred the “no-build” option for construction of the South Mountain Freeway. Since the Community is a sovereign nation, an alignment of the South Mountain Freeway cannot be located on Community land without the Community’s consent. Therefore, the Pecos Road and No-Build Alternatives will be carried forward in the DEIS. Any changes in the Community’s official position regarding “no-build” will be considered during the decision-making process as the EIS progresses from Draft to Final document.

1.2 Study Description

Within the Western Section, three alternatives were studied, the W101 Alternative and Options, W71, and W59. The W59 Alternative is the preliminary preferred alternative in the Western Section. Within the Eastern Section of the Study Area, one action alternative (E1 Alternative) was studied. The No-Build Alternative is being considered for the entire Study Area.

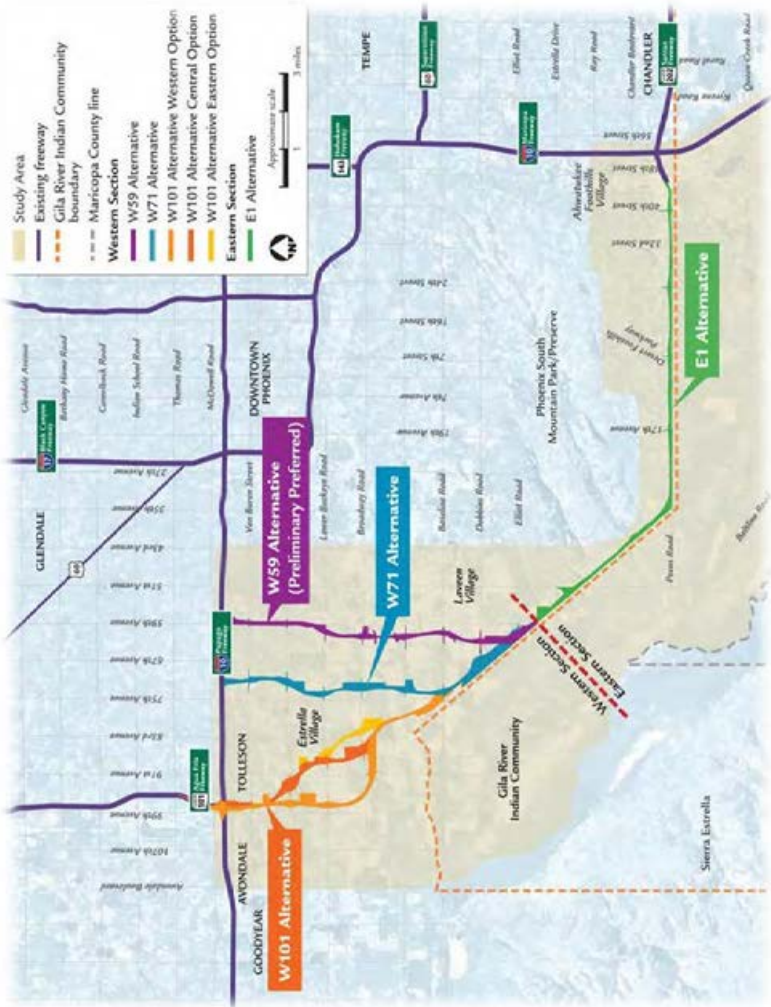


Figure 1. Study Area

1.3 Purpose and Goals of the Public Outreach and Hearing Plan

This Plan will help guide ADOT and the study team to obtain meaningful input from the community (elected officials, agencies, public, businesses, and stakeholders) during the comment period associated with the DEIS. Following the DEIS comment period, the study team will develop a new Plan outlining the next phase of the study and the related public involvement efforts. The goals of the Plan are to outline the process objectives and describe the techniques to be used. Goals of the public outreach program associated with DEIS include:

- Engaging a broad, representative cross section of the public to help ensure the Final EIS (FEIS) reflects and incorporates agency and public input;
- Providing clear and accurate information that encourages informed public participation and input;
- Providing multiple, convenient ways for interested parties to provide comment;
- Providing multiple means through which the public can learn about the study;
- Accurately documenting public input; and
- Meeting NEPA requirements.

1.4 Special Public Involvement Considerations

There are several special outreach considerations related to the Plan for the South Mountain Freeway:

- Using advertising and graphics to reach illiterate or environmental justice populations
- Using bilingual outreach materials, available upon request
- Using Hispanic media outlets
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process
- Holding the public hearing along transit lines for those who are transit dependent



1.5 Key Contacts

Below is a list of study team contacts, their roles, and contact information for the study process.

Role	Name	E-mail address	Phone
ADOT Project Manager	Chaun Hill	shill@azdot.gov	602.712.6268
ADOT Communications Project Manager	Brock Barnhart	bbarnhart@azdot.gov	602.712.4690
ADOT Environmental Planning Group Planner	Ralph Ellis	rellis@azdot.gov	602.712.6161
ADOT Right-of-Way Coordinator	Reggie Rector (Western Section) Merrisa Marin (Eastern Section)	rrector@azdot.gov mmarin@azdot.gov	602.712.7710 602.712.6341
ADOT Media Relations	Timothy Tait	ttait@azdot.gov	602.712.7070
MAG Liaison - Senior Engineering Manager	Bob Hazlett	bhazlett@azmag.gov	602.452.5026
MAG Government Relations Manager	Nathan Pryor	npryor@azmag.gov	602.254.6300
MAG Communications Manager	Kelly Taft	ktaft@azmag.gov	602.452.5020
FHWA Senior Engineering Manager	Ken Davis	Ken.Davis@dot.gov	602.382.8970
FHWA Environmental Coordinator	Rebecca Yedlin	Rebecca.Yedlin@dot.gov	602.382.8979
FHWA Major Projects Manager	Alan Hansen	Alan.Hansen@dot.gov	602.382.8964
HDR Project Principal	Bill Cowdrey	Bill.Cowdrey@hdrinc.com	602.522.7759
HDR Public Involvement Manager	Terry Gruver	Terry.Gruver@hdrinc.com	480.664.2631

2 Public Involvement Phases

The South Mountain Freeway Study schedule is divided into several phases. The initial study introduction, scoping, and identification of potential alternatives have been completed. The next phase, publication of the DEIS, is currently scheduled for early 2013, with the Record of Decision (ROD) in 2014.



The public involvement efforts associated with the release of the DEIS are organized in the following three stages:

- Stage 1: Public education and outreach program on process prior to the release of the DEIS (ongoing, with a concentrated effort 45-30 days prior to the release of the DEIS)
- Stage 2: Public outreach during DEIS Public Comment Period (90 Days)
- Stage 3: Public outreach during FEIS Comment Period (60 days) and ROD

This Plan will be updated prior to the release of the FEIS, which includes responses to substantive comments received during the 90-day DEIS comment period. The ROD, issued by FHWA, will be announced through briefings with local media and elected officials, a press release, the *Federal Register*, and through information posted on the study web site.

3 Outreach Prior to Release of Draft EIS

The following sections present the outreach and input tools that will be used prior to the release of the DEIS.

3.1 Public Opinion Survey

Prior to the release of the DEIS, two public opinion surveys will be administered to determine how the public would like to participate in the public involvement process, provide comment on the DEIS, and receive information. The study team has been requested by FHWA to conduct a survey of South Mountain Freeway Study stakeholders via Survey Monkey.™ Study stakeholders

include individuals that have participated in previous study events, provided comments, or expressed interest and are therefore included in the study database. An e-mail encouraging study stakeholders to participate in the survey was sent in August 2012.

In addition, in summer 2012, ADOT Communications will hire a professional research firm to conduct a scientifically valid survey of 800 people in the Phoenix metropolitan area to determine how the public would like to participate in the ADOT project development process and provide public comment. While this survey will not be specific to the South Mountain Freeway, the results may be used to refine this outreach process.

3.2 Agency Meetings

The study team will conduct meetings with the partner agencies throughout the study process and prior to the release of the DEIS to communicate project information. In addition to the monthly progress meetings, ADOT will schedule agency information meetings as necessary and upon request. The following agencies are invited to the monthly progress meetings:

- ADOT
- Bureau of Indian Affairs
- City of Avondale
- City of Goodyear
- City of Phoenix
- City of Tolleson
- FHWA
- Gila River Indian Community
- MAG
- Maricopa County Department of Transportation
- METRO
- U.S. Army Corp of Engineers
- Western Area Power Administration

3.3 Elected Officials Briefings

Intergovernmental Liaisons from ADOT and MAG will coordinate briefings with state legislators, mayors, council members, and staff prior to the DEIS publication. In addition, the team will meet regularly with intergovernmental liaisons from local

governments to provide updated project information and obtain feedback on the public involvement process. Briefings will also be provided upon request to any federal elected officials.

3.4 Citizens Advisory Team

The Citizens Advisory Team (CAT) member organizations will be contacted prior to the release of the DEIS to assess whether the group would like to reconvene to discuss the DEIS. If a majority of member organizations (51 percent) express interest in reassembling the CAT, ADOT and Knowledge Capital Alliance (KCA) will begin the process of identifying organization representatives. Any new CAT members will be given a new CAT member orientation. Additional steps in the CAT process are detailed in Section 4.10.

3.5 Collateral and Printed Materials

Prior to the release of the DEIS, a number of different types of printed materials (e.g., fact sheets, frequently asked questions [FAQs], e-newsletters) will be prepared explaining to the public and stakeholders the next steps in the process and how they can participate in the process and comment on the DEIS. Materials will be made available in both English and Spanish.

3.6 Public Hearing 101 Video

To help set public expectations, and provide information about the public comment and participation process, it is recommended that a video be created to inform stakeholders and community members about the DEIS process. This video would be posted on the study web site, shown at community presentations, and shared with partner agencies and the media for posting on their web sites. The video would further expand the preparation effort and would provide information about the NEPA process, next steps, hearing location and format, and how to attend [on-line vs. in person] and comment, etc.

3.7 Community and Neighborhood Events/Displays

The study team will coordinate with neighborhoods and communities located within the study area to determine appropriate locations to share study information. Suggested locations include community gathering places, such as libraries, community centers, grocery stores, etc. This effort also includes outreach to minority communities through neighborhood, church, and school meetings. These neighborhood events will be an opportunity for the study team to reach specific groups within the study area to encourage participation and provide information regarding the public comment processes related to the DEIS and FEIS. The latest public involvement materials will be made available, in addition to fact sheets, FAQs, comment forms, and maps. Potential community locations include:



Figure 2: Initial Steps in CAT Process

Eastern Section

- Ahwatukee Senior Center
- Ironwood Branch Library
- Pecos Community Center
- South Mountain Community College, Ahwatukee Foothills Center

Western Section

- Betty H. Fairfax High School
- Cesar Chavez Branch Library
- Fowler School District Administration Building
- Tolleson Library

3.8 Media Strategy

The media strategy for this project will address three elements: 1) the NEPA public comment process; 2) the public involvement plan for the study; and 3) the overview of the contents of the DEIS. Prior to the release of the Draft EIS, the study team will take a proactive approach with the media, briefing various outlets of the process and next steps, locations of the hearing, how to attend (on-line vs. in person), explain format, and how to comment, etc. Specific techniques to implement with the media include news releases, newspaper advertising, editorial boards/media interviews, TV news programs, and the creation of media kits. Information that can be shared prior to the release of the DEIS includes: NEPA public comment process, Google flyerover, static maps and graphics, project overview fact sheets, and FAQs.

MAG will continue to respond to all media inquiries, with support from the study team.

Media reporter/editorial board briefings can be provided on request. Members of the study team will need to be available for these on-the-record meetings.

A separate advertising/marketing plan will be developed by the study team for this project and will include considerations for on-line, print, and broadcast opportunities, with a focus on both regional outlets-of-record and community outlets that target the affected population.

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3.9 Study Web Site

The study web site, [www.azdot.gov/southmountainfreeway.com](http://www.azdot.gov/southmountainfreeway.com) has been designed and maintained to provide information via the Internet. The web site is hosted by ADOT and includes the latest study information, maps, FAQs, project fliers/door hangers, information presented at public meetings, public meeting summaries, other pertinent information, and provides the ability to e-mail comments and questions to the study team. Prior to the release of the DEIS, the web site will be update to include information about how to participate in the 90-day public comment period, and will have a link to the Public Hearing 101 video.

3.10 Telephone Information Line

A telephone information line has been created and will be maintained during the life of the study. The telephone line is automated, with callers being able to leave a message with their question or comment. Information line messages are checked periodically during the day, and a study team member contacts each caller no later than 24 hours on the next business day after the message was received. The telephone information line number, 602.712.7006, will be published in all public involvement materials showing study contact information.

4 Outreach During Draft EIS 90-Day Comment Period

Public input on the DEIS will be obtained through one public hearing and associated techniques discussed in this Plan (comment forms, verbal hotline, etc). Prior to the public hearing, study information will be communicated to the community through a postcard, newspaper notices, briefings with media and elected officials, community events, social media, and the study web site. The DEIS will be available at local information repositories (e.g., libraries) and the study web site, and the Notice of Availability will be published in the *Federal Register*.

Along with the techniques discussed in the previous section, the following section presents the additional outreach and input tools that will be used during the 90-day public comment period for the DEIS.

4.1 Notice in the Federal Register

A Notice of Availability will be published in the *Federal Register* to inform the public the DEIS is ready for public review. The publication of the Notice of Availability serves as the beginning of the 90-day comment period.

4.2 Media Strategy

During the 90-day public comment period, the public involvement team will provide the DEIS to media outlets that submit a request. In addition, an electronic media kit on CD will be available for distribution to media outlets. The CDs will contain



information such as public hearing location information, flyers and/or simulation videos, Public Hearing 101 and South Mountain Freeway hearing video, static maps and graphics, project fact sheets, FAQs, public participation fact sheet, and b-roll (video) of the study area. As the DEIS process continues, the final contents of the CD will be further explored and discussed.

MAG will continue to respond to all media inquiries, with support from the study team.

Media reporter/editorial board briefings can be provided on request. Members of the study team will need to be available for these on-the-record meetings.

4.3 Social Media

Social media will be used to advertise the release of the DEIS, the public hearing, and the associated public comment period. The following ADOT social media platforms will be used for outreach and informational purposes only, and will direct the public to the study web site:

- Facebook: [www.facebook.com/AZDOT](https://www.facebook.com/AZDOT)
- Twitter: [www.twitter.com/ArizonaDOT](https://www.twitter.com/ArizonaDOT)

Comments made on any social media site will not be included as part of the public record or FEIS. Disclaimers stating such will be placed on the study web site and any social media sites used to advertise the DEIS. Users of the social media sites will be encouraged to provide comments through the official public comment mechanisms (i.e., e-mail, letter, comment form, court reporter comments, hotline message).

4.4 Print Materials

A number of different types of print materials will be prepared notifying the public and stakeholders of the availability of the DEIS and the public hearing. The following are potential concepts:

- Postcard designed in full color containing information on a 5.5” x 8” sized sheet of paper, printed double sided. A Spanish version of the postcard would be developed and available upon request. The postcard will be produced and distributed to the stakeholder database addresses (approximately 73,000) at least two weeks prior to the public hearing via pre-sorted first class mail, and will be posted on the study web site. The postcard will detail information about the public hearing locations availability of DEIS, and comment methods.
- CD mailers containing digital copies of the DEIS, information about the public hearing, and public comment methods.

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4.5 Information Repositories

The DEIS and other appropriate materials will be placed in local libraries and other public facilities to make study information available to residents and interested parties. Information repositories include:

- ADOT Environmental Planning Group
- Cesar Chavez Branch Library
- Desert Sage Branch Library
- FedEx Office Print and Ship Center, Ahwatukee
- Phoenix Burton Barr Central Library
- Phoenix Ironwood Branch Library
- Sam Garcia Western Avenue Library, Avondale
- Tolleson Public Library

4.6 Office Hours/Availability to Public

Open office hours, located at public facilities within the study area communities, will be held to provide project information to those individuals who may not be able to attend the public hearing. The office hours will be staffed by at least two members of the study team, at locations similar to those previously identified during the pre-DEIS outreach efforts. Materials available will include study information, such as the DEIS, information presented at the public hearing, FAQs, comment forms, and any other pertinent information. Bilingual handouts will also be made available. Visitors will be able to ask the study team member(s) questions, make written comments, provide verbal comments to a court reporter, and leave their contact information for inclusion in the contact database. Flip charts will be available to track the topics of comments and questions, but written comments will be encouraged to be considered as part of the official record. Potential locations include information booths at municipal buildings, community centers, libraries, senior centers, etc.

4.7 Newspaper Advertising

Newspaper advertisements will be developed to publicize the public hearing. Newspaper notices will be designed in both black-and-white and color, at a size specific to each publication. Newspaper advertisements will be placed in the newspapers listed below and published two weeks and one week prior to the public hearing.

- Arizona Republic (Valley and State Sections, Community Section Zones 4 and 5)
- La Voz

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- Prensa Hispana
- West Valley View
- Ahwatukee Foothills News
- East Valley Tribune

Electronic and hard copy media kits will be prepared in advance of the public hearing. The study team will coordinate media briefings with ADOT and MAG and develop talking points prior to briefings and media interviews.

4.8 Public Hearing

The study team will conduct a public hearing during the 90-day comment period of the DEIS. The public hearing will be one, 8- to 10-hour event held at the Phoenix Convention Center. The hearing will be divided into three rooms:

- Room 1: Study video that is shown continuously throughout the hearing
- Room 2: Exhibit Hall – Open house forum with exhibits and study information as well as comment tables and court reporters to record verbal comments. Study team members will be available to answer questions one-on-one.
- Room 3: Formal public hearing room where official 3-minute verbal comments are allowed. Speaker registration at table outside of room. Court reporters inside public hearing room, with a facilitator for the formal comment process. Option of panel at front of room to hear comments.

Public hearing activities and materials include the following:

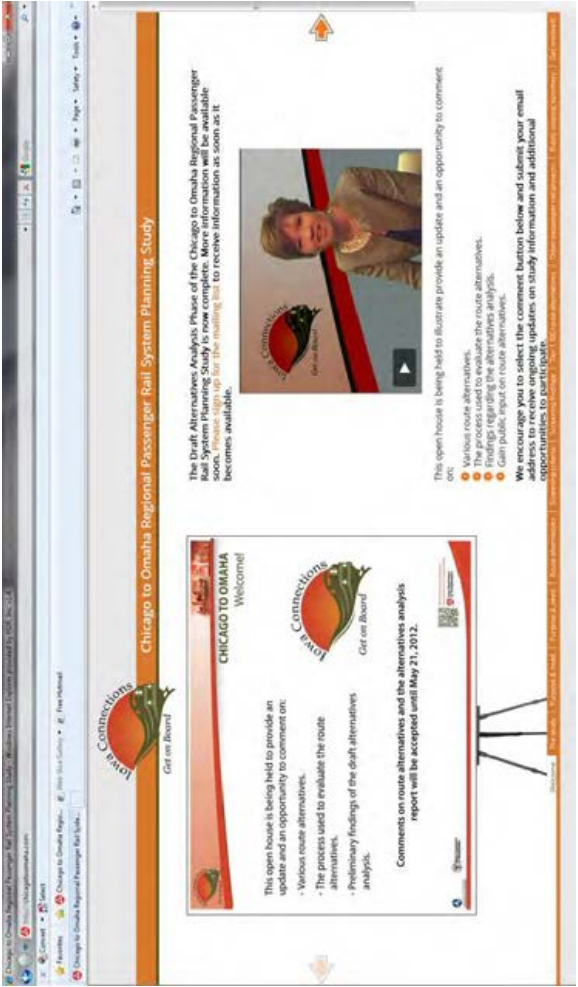
- Coordination with the City of Phoenix and Copper Square Ambassadors
- Security and contingency planning, internal communication devices (radios), venue audio/video support
- Transit vouchers, parking vouchers, and potential van pool options
- Bilingual handouts and other collateral materials (comment forms, meeting guides [how to comment and participate], mailing list addition cards, surveys, and printed media kits [including all materials presented and displayed at the hearing and pre-hearing materials])
- Project video
- Exhibit banners
- Resource table (hard copies of pertinent reports, DEIS, electronic versions of the DEIS, laptops available for viewing/reading of DEIS)

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- Court reporters (approximately 12)
- Language interpreters (Spanish [approximately 6] and O’odham [approximately 1])
- Speaker registration and comment protocol (3-minute comment)

4.9 On-line Public Hearing

All materials that are available at the public hearing will be available on the study web site. The web site will include the ability to provide comments via an on-line comment form. The on-line public hearing will also contain a welcome video explaining the format of the on-line public hearing, providing an overview of the purpose of the on-line hearing, and explaining how to provide comments. Additional descriptive information will be provided for each display banner, capturing the dialogue that would be provided during a one-on-one conversation at the actual public hearing open house forum. An example of an on-line public hearing is displayed at right.



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#### 4.10 Citizens Advisory Team

If it is determined to reconvene the CAT (see section 3.4), following the public hearing, a CAT meeting will be held to discuss the DEIS (including air quality), mitigation, and the CAT's pending Build vs. No-Build Alternative recommendations and directions for voting. Following the CAT meeting, an on-line recommendation form will be created for CAT organizations to vote "Build or No-Build."

#### 4.11 Contact/Comment Database

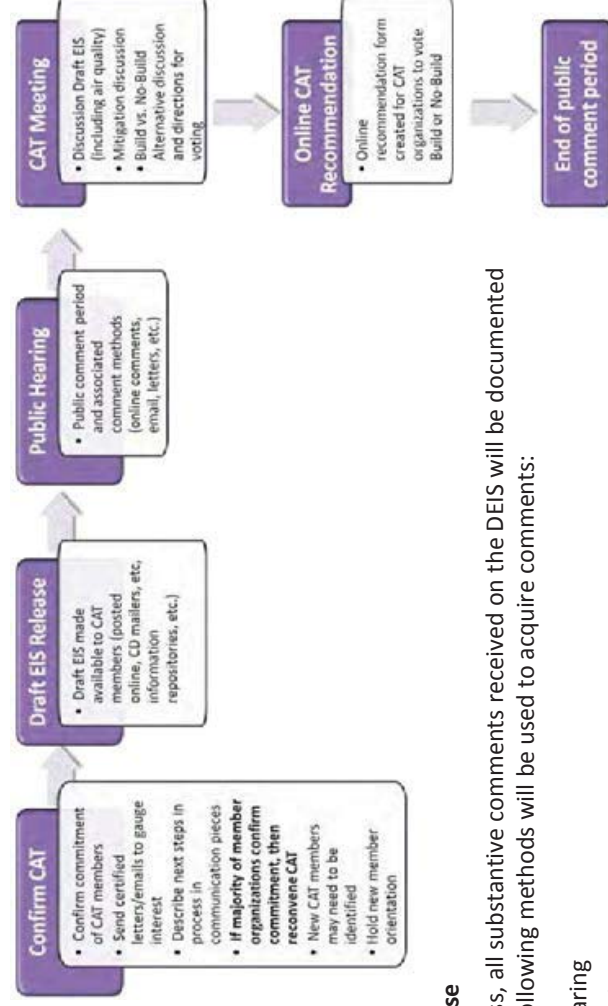
In accordance with the NEPA process, all substantive comments received on the DEIS will be documented and responded to in the FEIS. The following methods will be used to acquire comments:

- Court reporters at public hearing
- Comment form at public hearing
- Study web site/on-line comment form
- Telephone information hotline
- E-mail
- Written letters and comments

A database combining contact information and comments received from the public and agencies will be maintained for the DEIS and FEIS phases of the study. The comment database will maintain all comments received via the methods listed above. All comments will be entered into the database, categorized, and responses drafted. These responses will be documented in the FEIS.

The extent and nature of the comments received on the DEIS will drive the level of effort and areas of focus of the next stage of NEPA documentation, the FEIS. Comments may reveal the need for new or clarifying information and/or may bring to light new

**Figure 3: Recommended CAT Process**



5 Final EIS/60-Day Comment Period

The FEIS includes all substantive comments received during the DEIS 90-day comment period and the study team's responses to the comments. Once all comments are responded to, the FEIS will be released and there will be a 60-day comment period. The FEIS will be available at local information repositories and on-line. Prior to the FEIS, this Plan will be updated and public information techniques for the next phase of the project will be identified.

## 6 Record of Decision

The ROD, issued by FHWA, will be announced through briefings with local media and elected officials, a press release, the *Federal Register*, and on the study web site.

## 7 Team Responsibilities/Study Timeline for Public Involvement

The work-back schedule (Appendix A) outlines the study milestones and deliverables related to the public hearing for the South Mountain Freeway DEIS. The work-back schedule is a dynamic document and specific dates will be included and/or updated as they are finalized.

## 8 Title VI/Environmental Justice

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. The implementation of the Plan should ensure that these protected populations are given the opportunity to participate in the South Mountain Freeway Study and public review of the DEIS and FEIS.

ADOT's goal is to prevent discrimination through the impact of its programs, policies and activities.



According to ADOT’s Title VI Policy, the following tasks will be undertaken prior to and at the public hearing, and included in a separate Title VI section in the subsequent public involvement summary:

- ADOT Civil Rights Office representative will attend the public hearing, provide Title VI brochures (in both English and Spanish) to hearing attendees, and display the Title VI informational poster board.
- Provide the opportunity for attendees to complete the voluntary Title VI Self Identification Survey card.
- Offer Americans with Disability Act accommodations in all public hearing advertising.
- Provide requested translation or other accommodations at the public hearing.

Appendix A

Draft Public Hearing Work-back Schedule

6 months out

Prep/Coordination/Graphics			
Due Date	Deliverable/Action	Responsible Party	Status
May 2012	Conduct site visit of Phoenix Convention Center	HDR & ADOT C	Completed
May 2012	Identify possible locations of community facilities for Community Office Hours	HDR & ADOT C	Initiated/ongoing
8.3.12	Revise Draft Public Hearing Plan incorporating PIT comments	HDR	Completed
8.10.12	Submit Draft Final Public Hearing Plan to PIT for approval	HDR/ADOT C	Completed
8.15.12	Obtain cost estimate for visual simulation for ADOT review	HDR	Completed
8.15.12	Disseminate Survey Monkey to SMF Stakeholder/Public Email list	ADOT C	Completed
8.24.12	Draft board outline and submit to PIT for review	HDR	Completed
8.31.12	Finalize Public Outreach and Hearing Plan	HDR	Completed
9.14.12	PIT submits comments on board outline	ALL	Completed
	Confirm hearing date/location <sup>1</sup>	HDR	
10.05.12	Research parking and alternative transportation options	ADOT C (with MAG)	Ongoing
10.15.12	Research community facilities for Community Office Hours and/or public forums	ADOT C	Completed
10.15.12	Submit cost estimate for visual simulation	HDR	Completed
11.06.12	Meeting with FHWA regarding post-public hearing outreach	ADOT C/Jacobs/HDR	Completed
11.16.12	Submit draft Public Hearing video outline to PIT for review	HDR/ADOT CPP	Completed
11.16.12	PIT submits comments on Public Hearing video outline	ALL	Completed
11.19.12	Public Hearing Video Outline revised incorporating PIT comments	Jacobs	Completed
11.30.12	Submit draft How to Participate video outline to PIT for review	ADOT CPP	Completed
11.30.12	PIT submits comments on How to Participate video outlines	ALL	Ongoing
11.30.12	Draft SMCAT invitation letter submitted to PI Core team for review <sup>2</sup>	KCA	Ongoing
Dec. 2012	DEIS SENT TO COOPERATING AGENCIES FOR REVIEW	HDR	Complete
Dec. 2012	SMCAT letter distributed to CAT organizations	KCA	Pending
12.4.12	Draft banner template to PI Core Team for review and comment	ADOT Creative Services	Complete

<sup>1</sup> Dependent on DEIS schedule and date of cooperating agency review  
<sup>2</sup> SMCAT letter distributed concurrent with cooperating agency review

12.7.12	Comment due from PIT on How to Participate video script	ALL	Complete
12.11.12	Final banner template and branding packet to PI Core Team for review	ADOT Creative Services	Complete
12.11.12	How to Participate video comments reviewed by PI Core Team	PI Core Team	Complete
12.13.12	Prepare branding packets (including banner template) for PIT meeting	ADOT Creative Services	Complete
12.13.12	Final How to Participate video text/script to ADOT Creative Services	PI Core Team (JG lead)	Complete
12.18.12	How to Participate video storyboard presented to PI Core Team for comment	ADOT Creative Services	Complete

Draft Videos Schedule

Due Date	Deliverable/Action	Responsible Party	Status
1.8.13	Draft How to Participate video presented to PI Core Team for review and comment	ADOT Creative Services	Pending
1.8.13	Draft Hearing video script/storyboard provided to HDR for review	Jacobs	Complete
1.11.13	How to Participate video presented to the PIT for comment	PI Core Team	Pending
1.15.13	Revised Draft Hearing script/storyboard to PI Core team for review and comment	Jacobs	Complete
1.22.13	Finalize How to Participate video (pending hearing date)	ADOT Creative Services	
1.25.13	Hearing Video storyboard/script to PIT for review and comment	Jacobs	Complete
2.8.13	PIT comments on Hearing video due	ALL	Complete
2.12.13	Present Final Draft Hearing Video to PI Core Team	PI Core Team	Complete
2.15.13	Final Hearing video script to ADOT Creative Services	Jacobs	
2.26.13	Draft Hearing Video storyboard presented to PI Core Team for comment	ADOT Creative Services	
3.26.13	Draft Hearing Video presented to PI Core Team	ADOT Creative Services	
4.4.13	Video on ADOT FTP Site for PIT review	ADOT Creative Services	
4.5.13	Hearing Video presented to PIT for review and comment	PI Core Team	
4.12.13	Final comments on Hearing Video due from PIT	ALL	
4.16.13	Final comments due from PI Core Team to ADOT Creative Services on Public Hearing Video	PI Core Team	
4.30.13	Revised video presented to PI Core Team meeting	ADOT Creative Services	
5.3.13	Revised video presented to PIT for approval	PI Core Team	
5.10.13	Incorporate any last comments from PIT	ADOT Creative Services	
5.14.13	Final video presented to PI Core Team	ADOT Creative Services	

Pre-Awareness Campaign Schedule

Due Date	Deliverable	Responsible Party	Status
2.19.13	Draft Pre-Awareness Campaign Materials: <ul style="list-style-type: none"><li>Study fact sheet text outlining how to participate, with general study info to PI Core Team for review</li><li>Email/address registration cards</li><li>Table skirt and sign?</li></ul>	ADOT C/Creative Services	
2.22.13	Draft Study Fact sheet and register cards to ADOT Creative Services for layout	ADOT C/Creative Services	
3.1.13	Confirm locations of Public Awareness Campaign, complete draft plan	ADOT C	
3.1.13	Draft layout of fact sheet and register card sent to PI Core Team for review and comment	ADOT Creative Services	
3.5.13	Comments provided to Creative Services on fact sheet and register card	PI Core Team	
3.7.13	Submit final Draft Fact sheet and register card to PI Core team for PIT meeting review	ADOT Creative Services	
3.8.13	Submit Final Draft Fact sheet and register card to PIT for review	PI Core Team	
3.15.13	PIT submits comments on Fact Sheet and Card	PIT	
3.19.13	PI Core Team reviews PIT comments	ALL	
3.21.13	Submit final fact sheet and register card to PI Core Team	ADOT Creative Services	
3.22.13	Present final fact sheet and register card to PIT	PI Core Team	
4.5.13	Print all materials for events	ADOT C	

Public Hearing Banner Schedule

Due Date	Deliverable	Responsible Party	Status
3.8.13	Draft banner text/images created by HDR/Jacobs Team	HDR/Jacobs (J. Allen)	
3.15.13	Comments due from HDR/Jacobs on banner text/images	HDR/Jacobs (J. Allen)	
3.19.13	Banner text/images to PI Core Team for review and comment	Jacobs/HDR	
3.26.13	Comments submitted on banners	PI Core team	
4.2.13	Final Banner Text due to ADOT Creative Services for layout	Jacobs/HDR	
4/9-4/30	Draft banners submitted to PI Core for review and comment on a rolling basis when ready	ADOT Creative Services	
5/3/13	Draft banners submitted to PIT for review	PI Core Team	
5/10/13	PIT submits comments on banners	PIT	

5/21/13	Submit revised banners to PI Core Team for review	ADOT Creative Services
5.22.13	Notice of Availability (start of 90-day comment period)	FHWA
5/31/13	Submit final banners to PIT	PI Core Team

Public Hearing Materials

Due Date	Deliverable/Action	Responsible Party	Status
	Following items (PI Materials) submitted for PIT review: <ul style="list-style-type: none"><li>handouts/hearing guide</li><li>newspaper ads</li><li>postcard</li><li>fact sheet, FAQs</li><li>talking points</li><li>comment form</li><li>press release</li><li>hotline script</li><li>social media text</li><li>web site text (including online hearing)</li></ul>	PI Core Team	
	PIT provides edits on PI materials	ALL	
	Upon approval, translate appropriate print materials into Spanish	HDR/ADOT C	
	Create public hearing facility/room layout	HDR	
	Arrange security, Copper Square Ambassadors, and determine contingency planning	HDR	
	Identify Spanish interpreters for public hearing	HDR/ADOT C	
	Update web site and create test pages	ADOT C/ITG	
	Post Pre-DEIS information on website	ADOT C	
	Arrange court reporters	HDR	
	Begin coordination with elected officials, agency staff	ADOT C & MAG	
	Compile draft media kits	ADOT C	
	Updated web site is live	ADOT C/ITG	
	Create media kits and begin media coordination efforts	ADOT C & MAG	
	Issue radio public service announcements and press releases	ADOT C	
	Begin outreach using social media	ADT C	
	Public Hearing 101 video available on study web site	ADOT C	
	Pre-registration for speaker comments available on study web site and hotline	HDR/ADOT C	
	Finalize stakeholder and public mailing list	HDR	

	Print public hearing postcards	ADOT C
	Submit meeting ads to newspapers (need at least 14-days notice in newspaper per NEPA)	HDR/ADOT C
	Finalize staff meeting attendance, create name tags	HDR/ADOT C

4 Weeks

Due Date	Deliverable/Action	Responsible Party	Status
	Notify local police about public hearing	ADOT C	
	Confirm off-duty officers and Copper Square Ambassadors	HDR	
	Finalize all meeting materials	HDR/ADOT C	
	Mail public hearing postcards	HDR/ADDOT CCP	
	Pre-public hearing planning and final review meeting	HDR	
	Finalize hearing logistics, including site visit	HDR	

1 Week

Due Date	Deliverable/Action	Responsible Party	Status
	Print all meeting materials	ADOT C/HDR	
	Conduct staff prep and briefing	HDR/ADOT	
	Secure all necessary supplies for public hearing	HDR	
	Create additional media packets	ADOT C	

Day of Public Hearing

Due Date	Deliverable/Action	Responsible Party	Status
	Place hearing materials on web site	ADOT C	
	Attend public hearing		

Post Public Hearing Tasks

Due Date	Deliverable/Action	Responsible Party	Status
	Update web site and hotline (remove speaker registration feature)	ADOT C/HDR	
	Comment response management	HDR	
	Update public database with hearing attendees	HDR	
	Attend add'l community kiosks (within 90-day public comment period)	All	

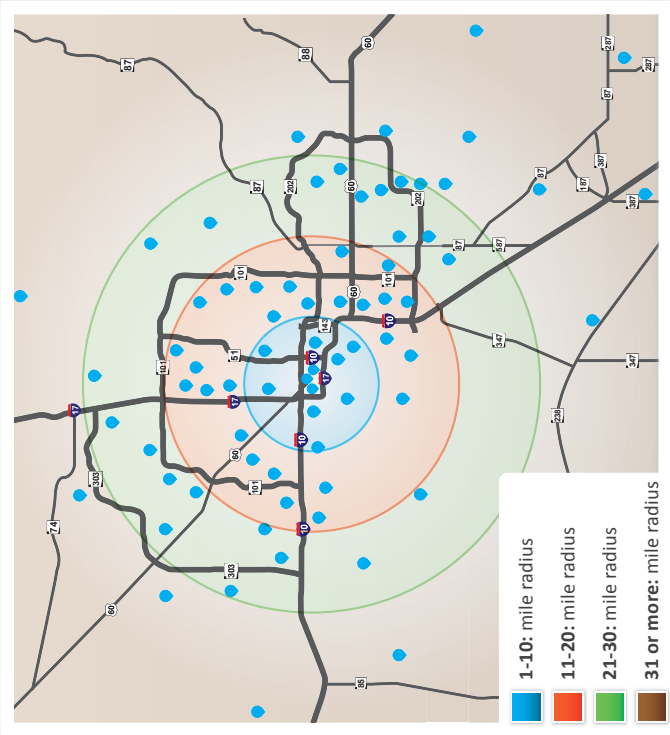


Appendix B: Results of Public Opinion Survey

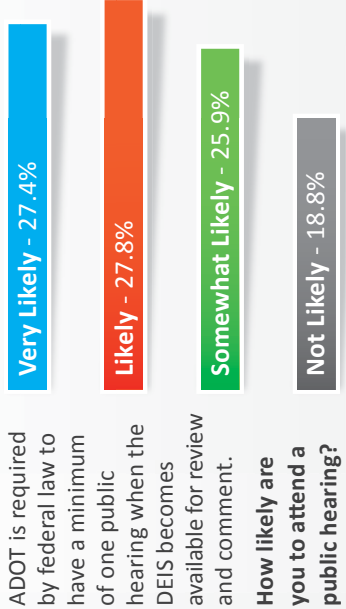
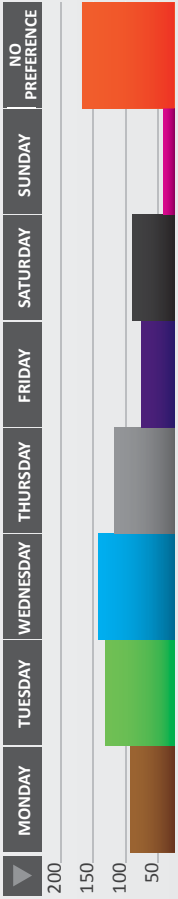
South Mountain Survey Results as of 8/20/12

**South Mountain Public Participation Map**  
Based on the zip codes provided by the survey participants, the following locations are represented.

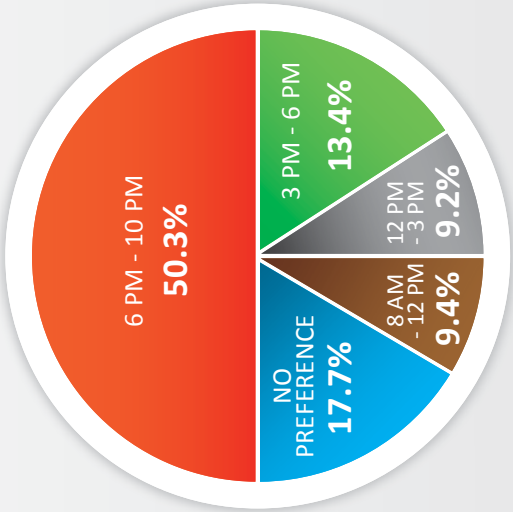
Zip codes not pictured:  
85942  
85501  
85749  
85650



On what day(s) of the week would you prefer a public hearing to occur?  
Check all that apply:

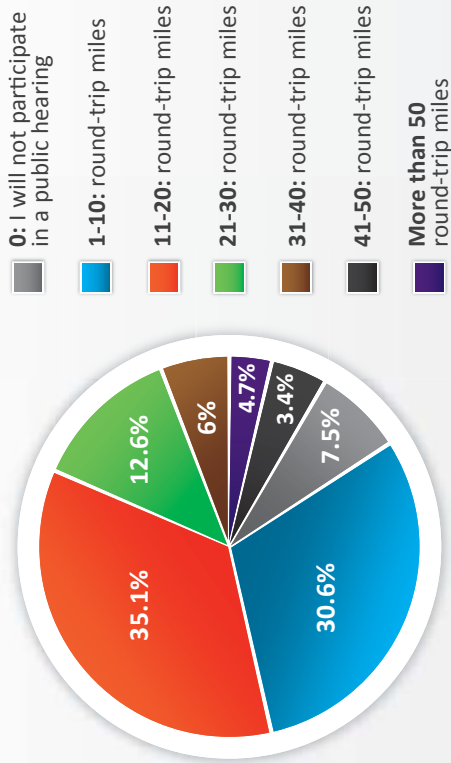


What time of day do you prefer a public hearing to occur?



# South Mountain Survey Results as of 8/20/12

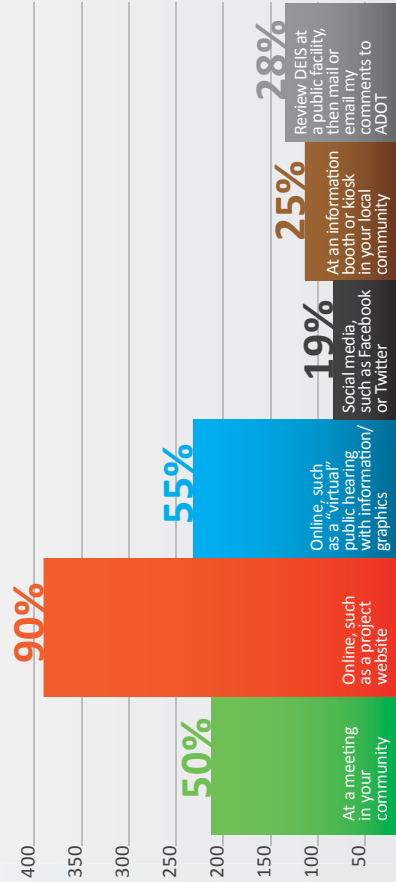
How many round-trip miles are you willing to travel to participate in a public hearing?



If you had the opportunity to review the DEIS and provide your comments in a format other than a formal public hearing, would you do so?



If you answered "Yes" to the question on the left, please check all that apply.



ADOT

12-394

## Appendix C: Media Alerts and Press Releases



For Immediate Release: April 22, 2013  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

**ADOT announces ways to participate in South Mountain Freeway review**  
*Draft environmental impact statement nears release; various opportunities available for the public to comment on the proposed new freeway*

PHOENIX — As the Arizona Department of Transportation prepares to release the draft environmental impact statement for the South Mountain Freeway (Loop 202), a range of participation options are being prepared to make the document accessible and public comments easy to submit.

ADOT, the Maricopa Association of Governments and the Federal Highway Administration continue to evaluate the proposed South Mountain Freeway, analyzing the engineering options and potential environmental impacts. The draft environmental impact statement will contain the results of this analysis, and is expected to be released for public review and comment on April 26.

The draft environmental document and design concept report will be available for download at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway) or available for review at these Valley locations for a 90-day period starting April 26:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix, 602.262.4636
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix, 602.262.4636
- FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix, 480.893.0700
- Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale, 623.333.2665
- Tolleson Public Library, 9555 W. Van Buren St., Tolleson, 623.936.2746
- ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix, 602.712.7767, Call for appointment

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

The South Mountain Freeway is the last piece to complete the Loop 202 and Loop 101 freeway system necessary for high-quality regional mobility, according to the project’s engineers.

The public will be able to provide comments in a variety of ways during the 90-day public comment period, including attending a public hearing scheduled for 10 a.m. to 8 p.m. May 21 at the Phoenix Convention Center, and providing input by email ([projects@azdot.gov](mailto:projects@azdot.gov)), online ([azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)), via phone (602.712.7006), or by mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007.

The 90-day public review window is twice the amount of time required under federal law. Public comments must be submitted by July 24.

Following review of the draft environmental impact statement, the project’s study team will incorporate input gained from comments to produce the final environmental impact statement. This final document will have a 60-day public review period.

If approved, funding to begin construction of the South Mountain Freeway is available as soon as 2015, according to the state’s Five-Year Transportation Facilities Construction Program.

# # #





For Immediate Release: April 26, 2013  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

**South Mountain Draft Environmental Impact Statement now available**  
*90-day public review process begins today; public hearing May 21*

PHOENIX — The Arizona Department of Transportation and the Federal Highway Administration today released the Draft Environmental Impact Statement for the proposed South Mountain Freeway, launching a 90-day public review period that will feature a day-long public hearing on May 21.

The draft environmental document can be found on the project website — [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway) — and at the following locations in the community:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix
- FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix
- Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale
- Tolleson Public Library, 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix (call 602.712.7767 for appointment)

The six-chapter document covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

The South Mountain Freeway is the last piece to complete the Loop 202 and Loop 101 freeway system necessary for high-quality regional mobility, according to the project’s engineers.

The public will be able to provide comments in a variety of ways during the 90-day public comment period:

- Attending a public hearing scheduled for 10 a.m. to 8 p.m. on May 21 at the Phoenix Convention Center
- Providing input by email at [projects@azdot.gov](mailto:projects@azdot.gov)
- Submitting online comments at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)
- Calling 602.712.7006
- Mailing comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The 90-day public review window is twice the amount of time required under federal law. Public comments must be submitted by July 24.

Following review of the draft environmental impact statement, the project’s study team will incorporate input gained from comments to produce the final environmental impact statement. This final document will have a 60-day public review period. A record of decision is expected in 2014.

ADOT Office of Public Information • 206 South 17th Avenue • Phoenix, Arizona 85007

Construction of the South Mountain Freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Maricopa Association of Governments’ Regional Transportation Plan.

# # #

ADOT Office of Public Information • 206 South 17th Avenue • Phoenix, Arizona 85007



For Immediate Release: May 8, 2013  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

**South Mountain Freeway Public Hearing Set for May 21**  
*All-day hearing to be held at Phoenix Convention Center*

PHOENIX — A day-long public hearing will be held May 21 on the draft environmental impact statement for the South Mountain Freeway (Loop 202), providing members of the public with an opportunity to learn more about the proposed new freeway and provide formal comments.

The public hearing will be conducted from 10 a.m. to 8 p.m. on May 21 in the North Ballroom at the Phoenix Convention Center, 100 North Third Street in Phoenix.

Transit vouchers and validated Convention Center parking will be available. ADOT will also offer free shuttle service with pickup locations in the Gila River Indian Community (Komatke and Sacaton), Tolleson, Ahwatukee Village, Estrella Village and Laveen Village to help interested residents attend the meeting. For information on the shuttle bus service, including exact pickup locations, please call 602.712.7006.

The public hearing will include a gallery of informational displays that provide an overview of each section of the draft environmental impact statement. In addition, copies of the draft environmental impact statement will be available for review, with members of the study team available to answer basic questions.

During the public hearing, which will occur throughout the day, members of the public can address a panel of South Mountain Freeway study team members and provide up to three minutes of verbal comments. To pre-register as a speaker during the public hearing, please call 602.712.7006.

In addition, court reporters will be available to record comments individually, with no set time limit. Forms will also be available for written comments or questions.

All comments and questions will be addressed as part of the final environmental impact statement, which is set for release in 2014. This final document will have a 60-day public review period. A record of decision is expected in 2014.

Those with comments about the proposed South Mountain Freeway don’t need to wait until the public hearing – comments are currently being accepted through July 24, via these channels:

- Providing input by email at [projects@azdot.gov](mailto:projects@azdot.gov)
- Submitting online comments at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)
- Calling 602.712.7006
- Mailing comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The six-chapter draft environmental impact statement covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

For more information on the draft environmental impact statement or the public hearing for the South Mountain Freeway, please visit [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

# # #



For Media Planning: May 16  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

South Mountain Freeway: Information for May 21 Public Hearing

**WHO:** The Arizona Department of Transportation, the Federal Highway Administration and members of the public from across the Valley.

**WHAT:** Federally required public hearing for the proposed South Mountain Freeway.

**WHEN:** 10 a.m. to 8 p.m. on May 21.

**WHERE:** North Ballroom of the Phoenix Convention Center, 100 North Third Street in Phoenix.

**WHY:** The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400. Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

**VISUALS:** The public hearing will include a gallery of informational displays that provide an overview of each section of the draft environmental impact statement. Copies of the draft environmental impact statement will be available for review and right-of-way maps will be displayed. During the public hearing, which will occur throughout the day, members of the public can address a panel of South Mountain Freeway study team members and provide up to three minutes of verbal comments.

**INFO:** Parking for live trucks is available in the pullout on Third Street south of Monroe Street. Garage parking will be validated for all attendees. The on-site contact is Tim Tait (cell: 602-501-5038).

# # #



For Immediate Release: May 29, 2013  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

South Mountain Freeway community forums extend outreach opportunity  
*Six community forums provide opportunity to comment on proposed freeway*

PHOENIX — A series of six community forums will be conducted by the Arizona Department of Transportation beginning June 4 to provide additional opportunities for members of the public to comment on the proposed South Mountain Freeway.

While these forums are not formal public hearings and will not include presentations, they will allow members of the public to view the study video, talk with technical experts about the draft environmental impact statement and provide comments to a court reporter.

Forums will be held:

- June 4, 4 p.m. to 7 p.m. at Sunridge Elementary School – Cafetorium, 6244 W. Roosevelt St. in Phoenix.
- June 18, 4 p.m. to 7 p.m. at The Foothills Golf Club – Saguaro Room, 2201 E. Clubhouse Drive in Phoenix.
- June 22, 9 a.m. to noon at the Komatke Boys and Girls Club, 5047 W. Pecos Road on the Gila River Indian Community.
- June 25, 11 a.m. to 2 p.m. at the Windmill Suites – Arizona Ballroom, 3535 W. Chandler Blvd. in Chandler.
- July 9, 4 p.m. to 7 p.m. at the Laveen Education Center – Boardroom, 5001 W. Dobbins Road in Laveen.
- July 11, 11 a.m. to 2 p.m. at the Hilton Garden Inn Phoenix/Avondale – Ballroom, 11460 W. Hilton Way in Avondale.

These community forums provide an opportunity beyond the formal public hearing, which was held May 21, for members of the public from across the region to learn more about the project and provide comments for the formal record.

All comments and questions will be addressed as part of the final environmental impact statement, which is set for release in 2014. This final document will have a 60-day public review period. A record of decision from the Federal Highway Administration is expected in 2014.

Those with comments about the proposed South Mountain Freeway don’t need to wait until a community forum – comments are currently being accepted through July 24, via these channels:

- Providing input by email at [projects@azdot.gov](mailto:projects@azdot.gov)
- Submitting online comments at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)
- Calling 602.712.7006
- By mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The six-chapter draft environmental impact statement covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.



The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park, and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

For more information on the draft environmental impact statement or the community forums for the South Mountain Freeway, please visit [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

# # #



For Immediate Release: July 9, 2013  
Contact: ADOT Public Information Office  
[news@azdot.gov](mailto:news@azdot.gov) -or- 1.800.949.8057

**South Mountain Freeway public comment window nears end**  
*July 24 marks end of 90-day comment period*

PHOENIX – After 90-days of public meetings and comment, the initial window for public comment on the proposed South Mountain Freeway will close on July 24.

During this 90-day comment period – twice the length required by federal law – the Arizona Department of Transportation and the Federal Highway Administration have conducted a day-long public hearing and a series of community forums to help residents learn about the proposed project, and submit formal input and questions.

All comments and questions will be addressed as part of the final environmental impact statement, which is set for release in 2014. This final document will have a 60-day public review period. A record of decision from the Federal Highway Administration is expected in 2014.

Comments on the draft environmental impact statement are currently being accepted through July 24 via these methods:

- Providing input by email at [projects@azdot.gov](mailto:projects@azdot.gov)
- Submitting online comments at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)
- Calling 602.712.7006
- By mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The six-chapter draft environmental impact statement covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park, and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

For more information on the draft environmental impact statement for the South Mountain Freeway, please visit [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

# # #

Appendix D: Fact Sheet

Fact Sheet

LOOP 202  
South Mountain  
Freeway Study

Introduction

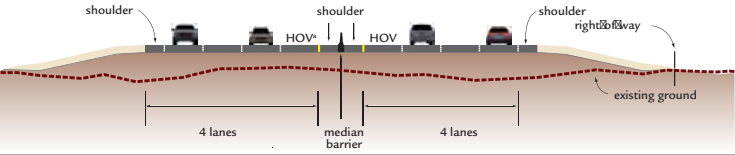
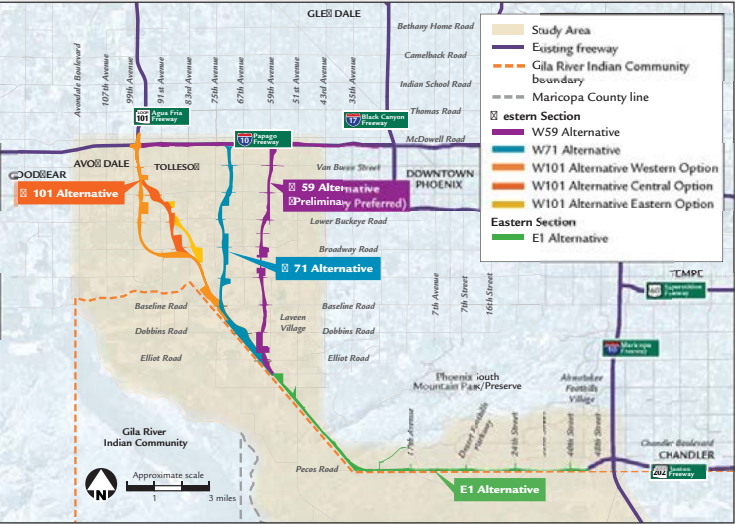
The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400. The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

Additionally, the Loop 202 South Mountain Freeway provides an important link between the southeast and southwest areas of the Valley and an alternative route to Interstate 10. Traffic volumes for the proposed freeway are expected to be in the range of 137,000 to 142,000 vehicles per day by 2030, which is comparable to current use on the Loop 101 and existing segments of Loop 202. The analysis of travel patterns shows the demand for the freeway consists of mostly regional traffic, not traffic moving through metro Phoenix.

Where will the Freeway be Located?

The proposed freeway is broken up into two segments, an eastern section and a western section. The eastern section connects to I-10 adjacent to the current Loop 202 Santan Freeway, and the western section veers north to connect the freeway loop to I-10. For the eastern section, the proposed alignment follows Pecos Road. This alignment was first proposed in 1985 and affirmed in the 1988 Environmental Assessment. For the western section, the proposed freeway alignment is called the "W59 Alternative," which provides a north-south connection of the South Mountain to I-10 near 59th Avenue. A "no build" option also is being evaluated, as required by federal law.

Alternatives studied in the Draft Environmental Impact Statement



The configuration of the freeway is anticipated to be eight lanes (three general-purpose lanes and one high occupancy vehicle lane in each direction).

Fact Sheet

What is the Current Status?

The Arizona Department of Transportation and the Federal Highway Administration are currently finalizing a detailed evaluation of the proposed Loop 202 South Mountain Freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS." Under federal law, the Draft EIS must address 26 factors outlined in the National Environmental Policy Act of 1969. These factors cover the entire range of environmental study, including impacts on South Mountain, wildlife, air quality, storm-water drainage, and neighborhoods.

How can the Public be Involved?

Once the Draft EIS is complete, it will be available for a 90-day public review and comment period, starting April 26, 2013, and ending on July 24, 2013. During this review and comment period, the document will be available online ([azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)) and at public locations such as public libraries and community locations. A full listing of these locations will be available on the study website.

Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

There will be several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway), emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

✉ ADOT Loop 202 South Mountain Freeway Study  
1655 W. Jackson Street  
MD 126F  
Phoenix, Arizona, 85007

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

☎ 602.712.7006

@ [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

PUBLIC HEARING

Tuesday, May 21, 2013

10:00 a.m. – 8:00 p.m.

Phoenix Convention Center, North Ballroom

100 N. 3rd St., Phoenix, AZ 85004

Validated parking and transit vouchers will be provided.

Public Comment Needed Here!



Members of the public are encouraged to provide comments on the Draft and Final EIS.

Appendix E: How to Participate Brochure



# How to Participate

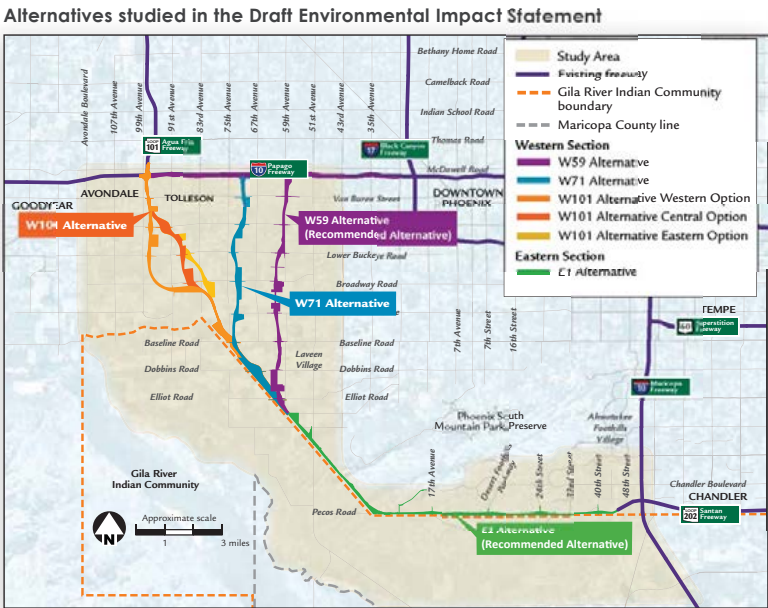
LOOP 202  
*South Mountain*  
Freeway Study

## Learn more about the public input process for the Loop 202 South Mountain Freeway Study!

### Study Information

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS."

The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.



### Draft EIS Public Comment Process

The Draft EIS is available for a 90-day public comment period, starting **April 26, 2013**, and ending on **July 24, 2013**. During this comment period, the document is available online ([azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)) and at public locations such as public libraries and community centers. A full listing of these locations is available on the study website.



Members of the public are encouraged to provide comments on the Draft and Final EIS.

LOOP 202  
*South Mountain*  
Freeway Study

### Public Hearing Location

**DRAFT EIS  
PUBLIC HEARING**  
**Tuesday, May 21, 2013**  
10:00 a.m. – 8:00 p.m.  
**Phoenix Convention Center,  
North Ballroom**  
100 N. 3rd St., Phoenix, AZ 85004  
Validated parking and transit  
vouchers will be provided.  
**Free Shuttle Bus Information**  
ADOT is offering **FREE** shuttle bus service to  
and from the Public Hearing at the Phoenix  
Convention Center from six Valley locations.  
Service will be provided throughout the day on  
May 21, 2013.  
For more information, please call 602.712.7006



### Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

### Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

### Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway), emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

### Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

- ADOT Loop 202 South Mountain Freeway Study**  
1655 W. Jackson Street  
MD 126F  
Phoenix, Arizona, 85007
- [projects@azdot.gov](mailto:projects@azdot.gov)
- 602.712.7006
- [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Appendix F: DEIS Notice of Availability

claims.<sup>16</sup> Specifically, during the jurisdictional review of Title VI complaints, OCR may seek clarification regarding the issues articulated by the complainants.<sup>17</sup> OCR may also request interviews of complainants or request additional information from the complainants during the course of an investigation. Finally, in appropriate cases, OCR may offer complainants and recipients an opportunity to participate in Alternative Dispute Resolution concerning the matters raised in the complaint.

*B. Recipients:* EPA's *Draft Investigation Guidance* states that OCR may work closely with recipients to ensure that the Agency has a complete and accurate record of all relevant information pertaining to the complaint, and a full understanding of the recipient's position relating to the allegations.<sup>18</sup> In order for OCR to perform the appropriate analyses, one of the most important things recipients may do as early as possible is to provide OCR with all of the information relevant to the complaint, including, but not limited to, background information, the permit application(s), monitoring data, computer modeling, other aspects of the recipient's analysis of the application(s), and any information relating to steps the recipient took to address potential Title VI concerns. Moreover, under EPA's Title VI regulations, OCR has the authority to obtain information from recipients and interview recipient staff.<sup>19</sup> Full and expeditious disclosure of such information helps to facilitate resolution of Title VI complaints.<sup>20</sup> EPA's Title VI regulations provide the recipient with several opportunities to respond to the complaint and to any OCR finding. First, the recipient may make a written submission responding to, rebutting, or denying the allegations raised in a complaint.<sup>21</sup> Second, OCR may attempt to resolve the complaint informally, during which time the recipient will be able to state its position. Third, if OCR makes a preliminary finding of noncompliance with the regulations, the recipient may submit a written response within 50 calendar days of receiving the preliminary finding, demonstrating that the preliminary finding is incorrect or that compliance may be achieved

<sup>16</sup> See *Draft Revised Investigation Guidance*, 65 FR 39,650, 39,671 (proposed June 27, 2000).  
<sup>17</sup> 40 CFR 7.120(d)(1).  
<sup>18</sup> See *Draft Revised Investigation Guidance*, 65 FR at 39,671.  
<sup>19</sup> 40 CFR 7.85(b), (f).  
<sup>20</sup> In addition to considering information supplied by recipients, OCR will also evaluate information provided by complainants.  
<sup>21</sup> 40 CFR 7.120(d)(1)(iii).

through steps other than those recommended by OCR.<sup>22</sup> Finally, if OCR begins the procedure to deny, annul, suspend, or terminate EPA assistance, recipients may request a hearing before an Administrative Law Judge (ALJ)<sup>23</sup> and, if the ALJ's decision upholds a finding of noncompliance, the recipient may then file exceptions with the Administrator.<sup>24</sup>

III. Proposed Position

EPA has evaluated its current policy and practices on the role and opportunities of complainants and recipients in complaint processing and resolution efforts. The following is intended to clarify and expand on EPA's existing policy and practices in this regard.

EPA intends to follow these principles in the processing and resolution of Title VI complaints, as applicable and appropriate:

A. Complaint Process

1. EPA may seek clarification from the complainants during its initial review of the administrative complaint. At the time they file a complaint, complainants should provide EPA any relevant information available to them which supports their claim(s).
2. Upon acceptance of a complaint, but prior to the initiation of an investigation, EPA will offer in appropriate cases, at EPA's expense, complainants and recipients the opportunity to engage in Alternative Dispute Resolution efforts. EPA considers the ADR process to be a viable option for complainants and recipients to address some, if not all, of the issues raised in a complaint.
3. EPA will continue its present practice of requesting additional information (e.g. interviews) from the complainants and recipients during the course of an investigation.
4. EPA will make information in its case tracking system available.

B. Informal Resolution And/Or Voluntary Compliance

EPA may, at any point prior to a preliminary finding of compliance, seek to informally resolve complaints of discrimination. Following issuance of a preliminary determination of noncompliance, EPA may enter into a voluntary compliance agreement with a recipient to resolve a complaint. Where EPA issues a preliminary finding of noncompliance, in addition to notifying the recipient,

<sup>22</sup> 40 CFR 7.115(d)(2).  
<sup>23</sup> 40 CFR 7.130(b)(2).  
<sup>24</sup> 40 CFR 7.130(b)(3).

per the regulations, EPA intends to notify complainant of said finding.<sup>25</sup> EPA will also, at the appropriate time, notify the public of a preliminary finding of noncompliance by posting its decision on its public access Web sites.

If resolution discussions are occurring between EPA and the recipient, EPA will use its discretion, when appropriate, to engage complainants who want to provide input on potential remedies, and EPA will determine based on its discretion when such engagement may occur during the process. For instance, EPA, in appropriate cases, may request and consider complainant's input on potential remedies for the complaint and may forward the suggested remedies to the recipient for further discussion with EPA. Alternatively, depending on the complaint, EPA may seek and consider complainant's input on potential terms of a settlement agreement.

C. Alternative Dispute Resolution

As stated above, EPA considers the ADR process to be a viable option for complainants and recipients to address some, if not all, of the issues raised in Title VI complaints. As appropriate, EPA may offer the complainant and the recipient an opportunity to engage in the ADR process at any stage in the complaint process, even if an investigation has started.

Dated: April 16, 2013.  
**Diane E. Thompson,**  
*Chief of Staff, Office of the Administrator.*  
[FR Doc. 2013-09922 Filed 4-25-13; 8:45 am]  
**BILLING CODE 6560-50-P**

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9008-8]

Environmental Impacts Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information (202) 564-7146 or <http://www.epa.gov/compliance/nepa/>.  
Weekly receipt of Environmental Impact Statements Filed 04/15/2013 Through 04/19/2013 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters

<sup>25</sup> When preliminary finding has been made and the EPA is engaging in voluntary compliance in accordance with 40 CFR 7.115(d), EPA retains the discretion to contact the Recipient first.

on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

**SUPPLEMENTARY INFORMATION:** Due to EPA's agency-wide furlough day on Friday, May 24th and the Federal holiday on Monday, May 27th, all EISs must be filed with EPA by Thursday, May 23rd by 5:00 p.m. eastern time for publication under a Notice of Availability in the **Federal Register** for Friday, May 31st.

*EIS No. 20130100, Draft EIS, USACE, CA, Placer Vineyards Specific Plan (SPK-1999-00737), Comment Period Ends: 06/10/2013, Contact: William Ness 916-557-5268.*

*EIS No. 20130101, Final EIS, BLM, NV, Proposed Sloan Hills Competitive Mineral Material Sales, Review Period Ends: 05/28/2013, Contact: Shonna Dooman 702-515-5174.*

*EIS No. 20130102, Final EIS, BLM, WY, Gateway West Transmission Line Project, Wyoming and Idaho, Review Period Ends: 06/28/2013, Contact: Walt George 307-775-6116.*

*EIS No. 20130103, Final EIS, NMFS, 00, Amendment 5 to the Atlantic Herring Fishery Management Plan, Review Period Ends: 05/28/2013, Contact: Carrie Nordeen 978-281-9272.*

*EIS No. 20130104, Draft EIS, FHWA, AZ, South Mountain Freeway (Loop 202), Interstate 10 (Papago Freeway) to Interstate 10 (Maricopa Freeway), Comment Period Ends: 07/24/2013, Contact: Alan Hansen 602-382-8964.*

*EIS No. 20130105, Draft EIS, FHWA, TX, US 281 from Loop 1604 to Borgfeld, Comment Period Ends: 07/01/2013, Contact: Mr. Salvador Deocampo 512-536-5950.*

*EIS No. 20130106, Final EIS, NMFS, 00, Amendment 5a to the 2006 Consolidated Highly Migratory Species Fishery Management Plan, Review Period Ends: 05/28/2013, Contact: Peter Cooper 301-427-8503.*

*EIS No. 20130107, Final EIS, NRCS, WY, Henrys Fork Salinity Control Project Plan and Irrigation Improvements, Review Period Ends: 05/28/2013, Contact: Astrid Martinez 307-233-6750.*

*EIS No. 20130108, Final EIS, USA, HI, Construction and Operation of a Platoon Battle Course at Pohakuloa Training Area, Review Period Ends: 05/28/2013, Contact: Linda B. McDowell 210-466-1593.*

Dated: April 23, 2013.

**Cliff Rader,**  
*Director, NEPA Compliance Division, Office of Federal Activities.*  
[FR Doc. 2013-09951 Filed 4-25-13; 8:45 am]  
**BILLING CODE 6560-50-P**

**EXPORT-IMPORT BANK**

**Postponement Notice of Open Special Meeting of the Sub-Saharan Africa Advisory Committee of the Export-Import Bank of the United States (Ex-Im Bank)**

**SUMMARY:** The Sub-Saharan Africa Advisory Committee was established by Public Law 105-121, November 26, 1997, to advise the Board of Directors on the development and implementation of policies and programs designed to support the expansion of the Bank's financial commitments in Sub-Saharan Africa under the loan, guarantee, and insurance programs of the Bank. Further, the Committee shall make recommendations on how the Bank can facilitate greater support by U.S. commercial banks for trade with Sub-Saharan Africa.

*Postponement:* The Sub-Saharan Africa Advisory Committee of the Export-Import Bank of the United States must postpone its Tuesday, April 30, 2013, Open Special Meeting until further notice.

**FOR FURTHER INFORMATION CONTACT:** For further information, contact Exa Richards, 811 Vermont Avenue NW., Washington, DC 20571, (202) 565-3455.

**Sharon Whitt,**  
*Director, Information Quality and Records Management.*  
[FR Doc. 2013-09868 Filed 4-25-13; 8:45 am]  
**BILLING CODE 6690-01-P**

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**FEDERAL COMMUNICATIONS COMMISSION**

**Information Collection Being Reviewed by the Federal Communications Commission Under Delegated Authority**

**AGENCY:** Federal Communications Commission.

**ACTION:** Notice; request for comments.

**SUMMARY:** As part of its continuing effort to reduce paperwork burden and as required by the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. 3501-3520), the Federal Communications Commission invites the general public and other Federal agencies to take this opportunity to comment on the following information collection(s). Comments are requested concerning whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the

quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information burden for small business concerns with fewer than 25 employees.

The FCC may not conduct or sponsor a collection of information unless it displays a currently valid OMB control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the Paperwork Reduction Act (PRA) that does not display a valid OMB control number.

**DATES:** Written Paperwork Reduction Act (PRA) comments should be submitted on or before June 25, 2013. If you anticipate that you will be submitting PRA comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the FCC contact listed below as soon as possible.

**ADDRESSES:** Submit your PRA comments to Nicholas A. Fraser, Office of Management and Budget, via fax at 202-395-5167 or via Internet at [Nicholas\\_A.Fraser@omb.eop.gov](mailto:Nicholas_A.Fraser@omb.eop.gov) and to Judith B. Herman, Federal Communications Commission, via the Internet at [judith-b.herman@fcc.gov](mailto:judith-b.herman@fcc.gov). To submit your PRA comments by email send them to: [PRA@fcc.gov](mailto:PRA@fcc.gov).

**FOR FURTHER INFORMATION CONTACT:** Judith B. Herman, Office of Managing Director, (202) 418-0214.

**SUPPLEMENTARY INFORMATION:**

*Form Number:* N/A.

*Type of Review:* Extension of a currently approved collection.

*Respondents:* Business or other for-profit entities.

*Number of Respondents:* 70 respondents; 70 responses.

*Estimated Time per Response:* 4 hours.

*Frequency of Response:* Recordkeeping requirement and on occasion reporting requirement.

*Obligation to Respond:* Required to obtain or retain benefits. Statutory authority for this information collection is contained in 47 U.S.C. sections 154(i) and 309(j) of the Communications Act of 1934, as amended.

*Total Annual Burden:* 280 hours.

*Total Annual Cost:* \$42,400.

*Privacy Impact Assessment:* N/A.

*Needs and Uses:* The Commission is seeking OMB approval for an extension of this information collection in order to obtain the full three year approval from them. There are no changes to the

## Appendix G: DEIS Distribution to Agencies



South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
FEDERAL AGENCIES										
Deltering	Thomas	Federal Highway	Arizona Division	4000 N. Central Ave., Suite 1500	Phoenix	AZ	85012-	thomas.deitering	1	Hand Deliver
Hansen	Alan	Federal Highway	Arizona Division	4000 N. Central Ave., Suite 1500	Phoenix	AZ	85012-		1	Hand Deliver
Yedlin	Rebecca	Federal Highway	Arizona Division	4000 N. Central Ave., Suite 1500	Phoenix	AZ	85012-	rebecca.yedlin@	1	Hand Deliver
Tucker	Kathleen	U.S. Army Corps of Engineers		3636 N. Central Ave., Suite 900	Phoenix	AZ	85012	kathleen.a.tucker@usace.army.mil	1	Plus 1 hard copy
Adams	Craig	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	Craig.Adams@bia	1	Plus 1 hard
Crain	Matt	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	matt.crain@bia.g	1	
Federico	Rosalinda	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	Rosalinda.Federic	1	
Maxwell	Bob	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	bob.maxwell@bi	1	
Martinez	Cecilia	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	Cecilia.martinez	1	
Cristelli	Carla	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	cristelli@wapa.gov	1	Plus 1 hard copy
Donnelly	Carolynn	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	Donnelly@wapa.gov	1	
Herndon	Jessica	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	Herndon@wapa.gov	1	
Holt	John	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	HOLT@wapa.gov	1	
Mueller	Matt	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	muller@wapa.gov	1	
Shields	Pam	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	shields@wapa.gov	1	
Suazo	Raymond	Bureau of Land	Arizona State Office	One North Central Avenue, Suite 800	Phoenix	AZ	85004-		1	FHWA to
		Environmental	CMD-2, USEPA Region	75 Hawthorne St. CMD-2	San	CA	84105-		1	FHWA to
Elke	Curtis	Natural Resources Conservation Service	Arizona State Office	230 N. First Ave., Suite 509	Phoenix	AZ	85003-1733		1	FHWA to send
Chandler	Randy	U.S. Bureau of	Phoenix Area Office	6150 W. Thunderbird Rd.	Glendale	AZ	85306-		1	FHWA to
Taylor	Willie	U.S. Department of the Interior	Office of Environmental Policy	1849 C Street, NW, MS 2462	Washington	D.C.	20240			FHWA to To receive Section 4(f)
Beatty	Greg	U.S. Fish and Wildlife	Arizona Ecological	2321 W. Royal Palm Rd., Suite 103	Phoenix	AZ	85021	Greg_Beatty@fw	1	FHWA to

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
STATE AGENCIES										
Anderson	Darcy	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007		1	Hand Deliver
Barnhart	Brock	Arizona Department of Transportation	Communication and Community	1655 W Jackson St. MD 126F	Phoenix	AZ	85007	BBarnhart@azdot.gov	1	Hand Deliver
Beasley	Steve	Arizona Department of Transportation	Urban Project Management	1611 W. Jackson St., MD EM01	Phoenix	AZ	85007	SBeasley@azdot.gov	1	Hand Deliver
Bleisty	Kevin	Arizona Department of Transportation	Communication and Community	206 S. 17th Ave. MD 140A	Phoenix	AZ	85007	kbleisty@azdot.gov	1	Hand Deliver
Brady	Leroy	Arizona Department of Transportation	Roadside Development Section	1611 W. Jackson St., MD EM03	Phoenix	AZ	85007	lbrady@azdot.gov	1	Hand Deliver
Burch	Paul	Arizona Department of Transportation	Pavement Design	1221 N. 21st Ave., MD 068R	Phoenix	AZ	85007	pburch@azdot.gov	1	Hand Deliver
Burdick	Matthew	Arizona Department of Transportation	Communication and Community Partnerships	206 S. 17th Ave., Room #101, MD 118A	Phoenix	AZ	85007-3212	mburdick@azdot.gov	0	Hand Deliver
Cain	Brent	Arizona Department of Transportation	Urban Operations	206 S. 17th Avenue, Room 131A, MD 102A	Phoenix	AZ	85007	bcain@azdot.gov	1	Hand Deliver
Cook	Bob	Arizona Department of Transportation		2104 S. 22nd Ave.	Phoenix	AZ	85009	bcook@azdot.gov	1	
Crandall	Dennis	Arizona Department of Transportation	Drainage Design Section	205 S. 17th Ave., MD 634E	Phoenix	AZ	85007	dcrandall@azdot.gov	1	
Davis	Linda	Arizona Department of Transportation	Historic Preservation Team	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007	ldavis2@azdot.gov	1	Hand Deliver
Drost	Dale	Arizona Department of Transportation	Construction District	2140 W. Hilton Ave, MD PM65	Phoenix	AZ	85009	ddrost@azdot.gov	1	Hand Deliver
Ellis	Ralph	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007	rellis@azdot.gov	1	Hand Deliver
Gluscevic	Rados	Arizona Department of Transportation	Traffic	1615 W. Jackson St., MD 063R	Phoenix	AZ	85007	rgluscevic@azdot.gov	1	Hand Deliver
Greenspan	Ruth	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007		1	Hand Deliver
Grentz	Jennifer	Arizona Department of Transportation	Communication and Community Partnerships	1655 W Jackson St. MD 126F	Phoenix	AZ	85007		0	Hand Deliver
Hill	Chaun	Arizona Department of Transportation	Urban Project Management	1611 W. Jackson St., MD EM01	Phoenix	AZ	85007	shill@azdot.gov	1	Hand Deliver

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Hsu	Sheng-Yeng	Arizona Department of Transportation		205 S. 17th Ave., 241, 633E	Phoenix	AZ	85007	SHsu@azdot.gov	1	Hand Deliver
Hull	Steve	Arizona Department of Transportation	Director's Office	1651 W. Jackson St., MD 121F	Phoenix	AZ	85007	shull@azdot.gov	1	Hand Deliver
Kang	Kwi-Sung	Arizona Department of Transportation	Director's Office	206 S. 17th Ave., MD 118A	Phoenix	AZ	85007	kkang@azdot.gov	1	Hand Deliver
Kliewer	Julie	Arizona Department of Transportation	State Engineer's Office	206 S. 17th Avenue, MD 172A	Phoenix	AZ	85007	jkiewer@azdot.gov	1	Hand Deliver
Marin	Merrisa	Arizona Department of Transportation	Right-of-Way	205 S. 17th Ave., MD 612E	Phoenix	AZ	85007	Mmarin@azdot.gov	1	Hand Deliver
Marino	James	Arizona Department of Transportation		2302 W. Durango St, PM02	Phoenix	AZ	85009	jmarino@azdot.gov	1	
Mathew	Velvet	Arizona Department of Transportation	Urban Project Management	1611 W. Jackson St., MD EM01	Phoenix	AZ	85007	vmathew@azdot.gov	1	
Mivshek	Tammy	Arizona Department of Transportation	Traffic	1615 W. Jackson St., MD 063R	Phoenix	AZ	85007	tmivshek@azdot.gov	1	
Nelson	John	Arizona Department of Transportation	Director's Office	206 S. 17th Ave., MD 100A					1	
Noun	Mohamed Ali	Arizona Department of Transportation	Utilities	205 S. 17th Ave., MD 618E	Phoenix	AZ	85007	MNoun@azdot.gov	1	
O'Brien	Paul	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007	po'brien@azdot.gov	1	
Orrahood	Scott	Arizona Department of Transportation	Traffic	1615 W. Jackson St., MD 063R	Phoenix	AZ	85007	sorrahood@azdot.gov	1	
Rector	Reggie	Arizona Department of Transportation	Right-of-Way	205 S. 17th Ave., MD 612E	Phoenix	AZ	85007	RRector@azdot.gov	1	
Roehrich	Floyd	Arizona Department of Transportation	Director's Office	206 S. 17th Ave., MD 100A				froehrich@azdot.gov	1	
Salazar	Joe	Arizona Department of Transportation	Roadside Development Section	1611 W. Jackson St., MD EM03	Phoenix	AZ	85007	JSalazar@azdot.gov	1	
Samour	Rob	Arizona Department of Transportation	State Engineer's Office	206 S. 17th Avenue, Room 131A, MD 102A	Phoenix	AZ	85007	Rsamour@azdot.gov	1	
Tait	Tim	Arizona Department of Transportation	Communication and Community Partnerships	206 S. 17th Ave., Room #101, MD 118A	Phoenix	AZ	85007-3212	TTait@azdot.gov	1	
Toth	Jennifer	Arizona Department of Transportation	State Engineer's Office	206 S. 17th Avenue, Room 131A, MD 102A	Phoenix	AZ	85007		1	
Travis	Robert	Arizona Department of Transportation	Utilities	205 S. 17th Ave., MD 618E	Phoenix	AZ	85007	rtravis@azdot.gov	1	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Viboolmate	Navaphan	Arizona Department of Transportation	Bridge	205 S. 17th Ave., 241, 633E	Phoenix	AZ	85007	nviboolmate@azdot.gov	1	
Wetz	Norm	Arizona Department of Transportation	Maintenance District	206 S. 17th Ave., MD 068R	Phoenix	AZ	85007	nwetz@azdot.gov	1	
Yang	Pe-Shen	Arizona Department of Transportation	Bridge	205 S. 17th Ave., 241, 633E	Phoenix	AZ	85007	pyang@azdot.gov	1	
Voyles	Larry	Arizona Game and Fish Department		5000 W. Carefree Highway	Phoenix	AZ	85086		1	
Hickman	Vanessa	Arizona State Land Department		1616 W. Adams St.	Phoenix	AZ	85007		1	
LOCAL AGENCIES										
Andrews	Charles	City of Avondale		11465 W Civic Center Dr.	Avondale	AZ	85323	candrews@avondale.org	3	
Fitzhugh	Dave	City of Avondale		11465 W Civic Center Dr.	Avondale	AZ	85323	dfitzhugh@avondale.org	1	
Esquivel	Cato	City of Goodyear		195 N. 145th Ave., Building D	Goodyear	AZ	85338	cesquivel@goodyearaz.gov	1	
Ramirez	David	City of Goodyear		195 N. 145th Ave., Building D	Goodyear	AZ	85338	david.ramirez@goodyearaz.gov	3	
Bearup	Wiley	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003		1	
Dovalina	Ray	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003		3	
Harris	Myesha	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003	myesha.harris@phoenix.gov	1	
Silsby	Shane	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003	shane.silsby@phoenix.gov	1	
Vargas	Leticia	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003	leticia.vargas@phoenix.gov	1	
Earp	Jason	City of Tolleson		9555 West Van Buren Sreet	Tolleson	AZ	85353	jearp@tollesonaz.org	3	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Hagen	Chris	City of Tolleson		9555 West Van Buren Street	Tolleson	AZ	85353	chagen@tollesonaz.org	1	
Medrano	Reyes	City of Tolleson		9555 West Van Buren Street	Tolleson	AZ	85353	rmedrano@tollesonaz.org	1	
Jones	Greg	Flood Control District of Maricopa County		2801 W. Durango Street	Phoenix	AZ	85009		1	
Johnson	Steven	Gila River Indian Community	Department of Transportation	P.O. Box 97	Sacaton	AZ	85247	Steven.Johnson@gric.nsn.us	1	
Lewis	Barnaby	Gila River Indian Community	Tribal Historic Preservation Officer	P.O. Box 2140	Sacaton	AZ	85147		1	
Woodson	Kyle	Gila River Indian Community	Cultural Resources Management Program	P.O. Box 2140	Sacaton	AZ	85147		1	
Mix	Rudy	Gila River Indian Community	Environmental Quality	P.O. Box 97	Sacaton	AZ	85247		1	
Blackwater	Errol	Gila River Indian Community	Land Use, Planning, and Zoning	P.O. Box 97	Sacaton	AZ	85247		1	
White	David	Gila River Indian Community	Community Manager	P.O. Box 97	Sacaton	AZ	85247		3	
Anderson	Eric	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	eanderson@azmag.gov	1	Hand Deliver
Smith	Dennis	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	dsmith@azmag.gov	1	Hand Deliver
Hazlett	Bob	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	bhazlett@azmag.gov	1	Hand Deliver
Pryor	Nathan	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	npryor@azmag.gov	1	Hand Deliver
Taft	Kelly	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	KTaft@azmag.gov	1	Hand Deliver

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Hauskins	John	Maricopa County Department of Transportation		2901 W. Durango	Phoenix	AZ	85009		3	
Grote	Wulf	Valley Metro		101 North 1st Avenue, Suite 1300	Phoenix	AZ	85003	wgrote@metrollightrail.org	1	
NONGOVERNMENTAL ORGANIZATIONS										
Wilcox	Steve	AECOM		2325 East Camelback Road	Phoenix	AZ	85016	steve.wilcox@aecom.com	1	
Lite	Jeremy	Quarles & Brady Streich Lang LLP		One South Church Avenue, Suite 1700	Tucson	AZ	85701		1	
Darling	J. Andrew	Southwest Heritage		9606 Highland View Drive	Dallas	TX	75238-1028	jadarlin@swheritage.com	1	
Haase	Dennis	VSI		729 W. Lynwood St.	Phoenix	AZ	85007		1	
SOUTH MOUNTAIN CITIZENS ADVISORY TEAM										
Acosta	Camilo	Arlington Estates HOA		2314 E. Winston Drive	Phoenix	AZ	85042	Camilo.acosta@ableone.biz	1	
Allison	LaQuinta	Gila River Indian Community		PO Box 1582	Sacaton	AZ	85247	loallison@bidc.com	1	
Bahr	Sandy	Sierra Club		202 E. McDowell Road, #277	Phoenix	AZ	85004	sandy.bahr@sierraclub.org	1	
Balm	Eric	Silverado Ranch HOA		9007 S. 49th Lane	Laveen	AZ	85339	ecbalm@yahoo.com	1	
Blostone	Chad	The Foothills HOA		14037 S. 12th Place	Phoenix	AZ	85048	ChadBlostone@cox.net	1	
Boettcher	Chris	Lakewood HOA		16005 S. 38th Street	Phoenix	AZ	85048	cpboettcher@cox.net	1	
Brossart	Diane	AZ Forward (formerly Valley Forward)		3800 North Central Ave., Suite 1010	Phoenix	AZ	85012	dbrossart@arizonafoward.org	1	
Brown	Al	Arizona Public Health Association		3321 E. Rock Wren	Phoenix	AZ	85044	albrown18@cox.net	1	
Buzinski	Mike	Calabrea HOA		3048 Glenhaven Drive	Phoenix	AZ	85045	mbuzinski@yahoo.com	1	



South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Calles	Jeremy	Kyrene School District		8700 S. Kyrene Road	Tempe	AZ	86284	jcalles@kyrene.org	1	
Beauchamp	Melanie	Ahwatukee Village Planning Committee		4425 E Agave Rd, #110	Phoenix	AZ	85044	Melanie@beauchampplawoffice.com	1	
Daniels	Tamala	South Mountain Village Planning Committee		3131 E. Camelback Road, #125	Phoenix	AZ	85016	tamalad@cox.net	1	
Danzeisen	Clayton	Maricopa County Farm Bureau		6829 W. Broadway Road	Phoenix	AZ	85043	cdanzeisen@prodigy.net	1	
Denis	Derrick	Foothills Reserve HOA		3002 W. Ashurst Drive	Phoenix	AZ	85045	DerrickDenis@cs.ceng.com	1	
Eastburn	Peggy	Estrella Village Planning Committee		6314 W. Fillmore Street	Phoenix	AZ	85043	peggyeastburn@hotmail.com	1	
Goodman	Michael	Phoenix Mountains Preservation Council		9001 S. 27th Street	Phoenix	AZ	85042	mpgood415@hotmail.com	1	
Hinz	Michael	Foothills Club West HOA		14850 S. 5th Avenue	Phoenix	AZ	85045	michaelhinz@cox.net	1	
Kilgore	Bryan	City of Avondale		12622 W. Indianola Ave	Avondale	AZ	85392	kilgorestudios75@mail@msn.com	1	
Lines	Wes	Laveen Village Planning Committee		5141 W Estrella Dr	Laveen	AZ	85339	weslines@msn.com	1	
Percharo	Nathaniel	Pecos Road/I-10 Landowners Association		P.O. Box 202	Laveen	AZ	85339		1	
Prendergast	Laurie	Laveen Citizens for Responsible Development		3600 W. Elliot	Laveen	AZ	85339	jimprendergast20@hotmail.com	1	
Starbowski	Karen	Ahwatukee Foothills Chamber of Commerce		3921 E. Tano Street	Phoenix	AZ	85044	kstarbowski@financialguide.com	1	
Stone	Timothy	Cottonfields Community HOA		P.O. Box 741	Laveen	AZ	85339	timothy1jrb@yahoo.com	1	
Thomas	Woody	Southwest Valley Chamber of Commerce		220 Ancora Drive North	Litchfield Park	AZ	85340	woodfin.thomas@gmail.com	1	
Welch	Jim	Mountain Park Ranch HOA		15425 S. 40th Place, Suite #4	Phoenix	AZ	85044	jim@mtparkranch.org	1	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Keller	Tom	KCA		4809 E. Thistle Landing Dr., Suite 100	Phoenix	AZ	85044		1	
									127	

Appendix H: Public Hearing Notification Mailer

Draft EIS Released  
for Public Comment

LOOP 202  
*South Mountain*  
Freeway Study

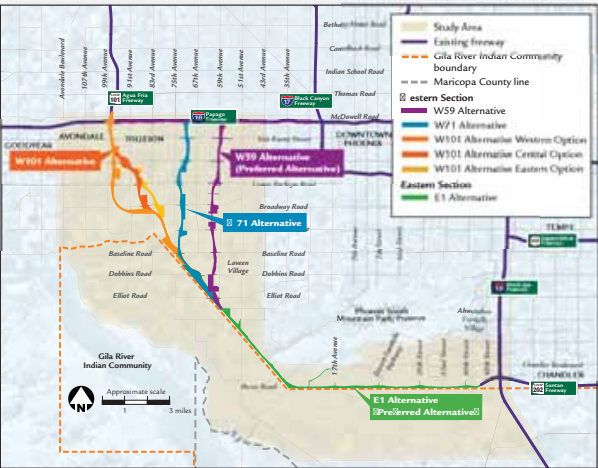
Learn about how to provide comments on the Loop 202 South Mountain Freeway Study!

Study Information

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS."

The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

Alternatives studied in the Draft Environmental Impact Statement



Draft EIS Public Comment Process

The Draft EIS is available for a 90-day public comment period, starting April 26, 2013, and ending on July 24, 2013. During this comment period, the document is available online ([azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)) and at the following public locations:

- Phoenix Public Library Ironwood Branch**  
4333 E. Chandler Blvd.  
Phoenix, AZ 85048  
(602) 262-4636

**Phoenix Public Library Burton Barr Central Library**  
1221 N. Central Ave.  
Phoenix, AZ 85004  
(602) 262-4636
- FedEx Office Print and Ship Center**  
4940 E. Ray Rd.  
Phoenix, AZ 85044  
(480) 893-0700

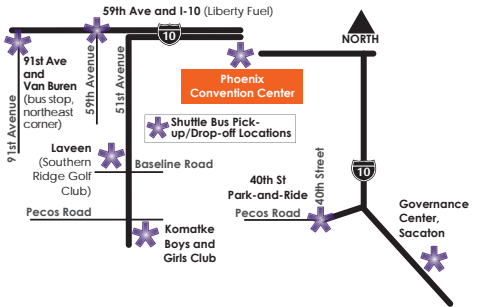
**Sam Garcia Western Avenue Library**  
495 E. Western Ave.  
Avondale, AZ 85323  
(623) 333-2665
- Tolleson Public Library**  
9555 W. Van Buren St.  
Tolleson, AZ 85353  
(623) 936-2746

**ADOT Environmental Planning Group**  
1611 W. Jackson St.  
Phoenix, AZ 85007  
(602) 712-7767  
Call for appointment

Free Shuttle Bus Service to the Public Hearing

Need a ride to the public hearing? ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided several times throughout the day on May 21, 2013 (see the table below for times).

For more information, please call 602.712.7006.



ROUTE	PICK UP AND DROP OFF LOCATIONS	DEPARTURE TIMES	DEPARTURE TIMES FROM CONVENTION CENTER	ARRIVAL TIMES
1	91st Ave. and Van Buren (bus pullout on northeast corner)	<b>9:30</b> 12:30 4:30	12:15 4:15 7:30	12:30 4:30 7:45
	59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot)	<b>9:35</b> 12:35 4:35		12:25 4:25 7:40
2	Komatke Boys and Girls Club, 5047 W. Pecos Rd.	<b>9:30</b> 12:30 4:30	12:00 4:00 7:30	12:28 4:28 7:58
	Southern Ridge Golf Club, 5740 W. Baseline Rd.	<b>9:40</b> 12:40 4:40		12:18 4:18 7:48
3	Governance Center, 525 W. Gu u Ki, Sacaton	<b>9:30</b> 12:30 4:30		12:28 4:28 8:13
	40th St. and Pecos Rd. Park-and-Ride	<b>9:55</b> 12:55 4:55	11:45 3:45 7:30	12:03 4:03 7:48

bold indicates a.m. times



Loop 202 South Mountain Freeway Study  
1655 W. Jackson Street, MD 126F  
Phoenix, Arizona, 85007

Please plan to attend the public hearing on May 21!



**DRAFT EIS PUBLIC HEARING**  
Tuesday, May 21, 2013  
10:00 a.m. – 8:00 p.m.  
**Phoenix Convention Center, North Ballroom**  
100 N. 3rd St., Phoenix, AZ 85004  
Validated parking and transit vouchers will be provided.  
**Free Shuttle Bus Information**  
ADOT is offering FREE shuttle bus service to and from the Public Hearing.  
For more information, see inside of this mailer or call 602.712.7006

**Public Hearing Location**

1 North Garage  
2 West Garage  
3 Heritage & Science Center Garage  
4 Regency Garage  
5 East Garage  
enotes entrance into garage  
P Alternate drop into parking garage  
LRT Light rail station

Although the hearing takes place over a 10-hour period, the same information and opportunity for comment will be available no matter what time you attend.

Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con ADOT ([projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530). Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

**Formal Public Hearing Comment Process**

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

**Online Public Hearing**

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

**Community Forums**

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions. Study materials, including the study video, will also be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway), emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

**Mail, E-mail, Phone**

At anytime during the 90-day comment period, comments can be provided in the following methods:

- ADOT Loop 202 South Mountain Freeway Study**  
1655 W. Jackson Street  
MD 126F  
Phoenix, Arizona, 85007
- [projects@azdot.gov](mailto:projects@azdot.gov)
- 602.712.7006
- [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

**Appendix I: Newspaper Advertisements**



LOOP  
202

You're invited!

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Attend a Community Forum

LOOP 202  
South Mountain  
Freeway Study

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a community forum regarding the South Mountain Freeway Study. These meetings will provide an informal opportunity to learn more about the study and the Draft Environmental Impact Statement. At the forums, technical staff will answer questions, and study materials—including the study video—will be available to view. Court reporters will also be available to take individual verbal comments and written comments can be submitted at the forums. **No formal presentation or “hearing” will occur at these community forums.**

24

Mark Your Calendar!

► Tuesday July 9, 4 p.m.-7 p.m.

Laveen Education Center-Boardroom  
5001 W. Dobbins  
Laveen, AZ 85339

► Thursday July 11, 11 a.m.-2 p.m.

Hilton Garden Inn Phoenix/Avondale-  
Ballroom  
11460 W. Hilton Way  
Avondale, AZ 85323

Draft Environmental Impact Statement Available for Public Review and Comment

On April 26, 2013, ADOT in conjunction with the FHWA published the Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study. The Draft EIS is available for review on the study website at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway). Copies of the Draft EIS are also available for review during business hours at the following locations:

- Phoenix Public Library – Ironwood Branch

4333 East Chandler Boulevard  
Phoenix, AZ 85048 | 602.262.4636

Phoenix Public Library – Burton Barr Central Library

1221 North Central Avenue  
Phoenix, AZ 85004 | 602.262.4636

FedEx Office Print and Ship Center

4940 East Ray Road  
Phoenix, AZ 85044 | 480.893.0700

Sam Garcia Western Avenue Library

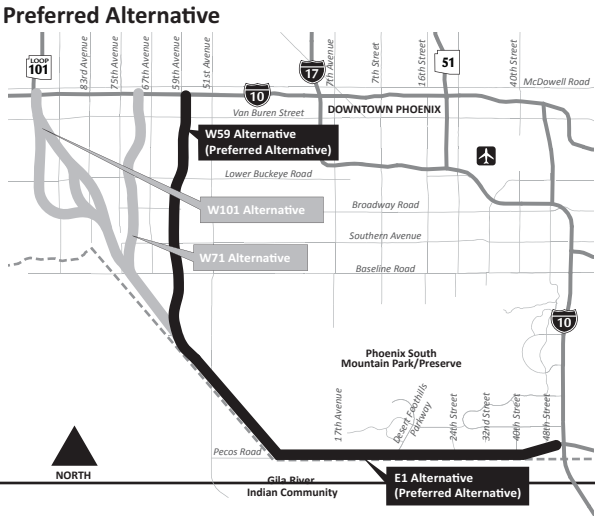
495 East Western Avenue  
Avondale, AZ 85323 | 623.333.2665

Tolleson Public Library

9555 West Van Buren Street  
Tolleson, AZ 85353 | 623.936.2746

ADOT Environmental Planning Group

1611 West Jackson Street  
Phoenix, AZ 85007 | 602.712.7767  
Call for appointment



**Comment on the Draft EIS**  
Public comments on the Draft EIS and its findings will be accepted during a 90-day public comment period. Comments can be provided in the following methods:

- At a community forum

In writing:  
ADOT  
Loop 202 South Mountain Freeway Study  
1655 West Jackson Street,  
MD 126F  
Phoenix, AZ 85007

Through the study website and online public hearing:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Email: [projects@azdot.gov](mailto:projects@azdot.gov)

Phone: 602.712.7006

**All comment methods are considered equal.** The Draft EIS public comment period will close on **July 24, 2013**. All comments received during the 90-day public comment period will be documented and responded to in the Final EIS.

LOOP  
202

You're invited!

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Draft Environmental Impact Statement Available for Public Review and Comment

On April 26, 2013, the Arizona Department of Transportation in conjunction with the Federal Highway Administration published the **Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study**. The Draft EIS is available for review on the study website at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway). Copies of the Draft EIS are also available for review during business hours at the following locations:

- Phoenix Public Library – Ironwood Branch

4333 East Chandler Boulevard  
Phoenix, AZ 85048 | 602.262.4636

Phoenix Public Library – Burton Barr Central Library

1221 North Central Avenue  
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FedEx Office Print and Ship Center

4940 East Ray Road  
Phoenix, AZ 85044 | 480.893.0700

Sam Garcia Western Avenue Library

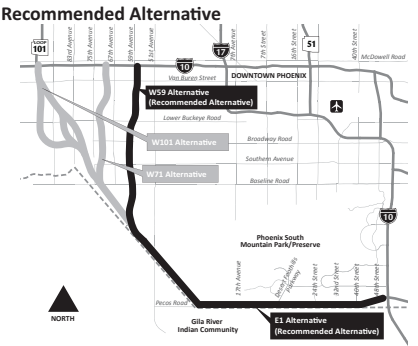
495 East Western Avenue  
Avondale, AZ 85323 | 623.333.2665

Tolleson Public Library

9555 West Van Buren Street  
Tolleson, AZ 85353 | 623.936.2746

ADOT Environmental Planning Group

1611 West Jackson Street  
Phoenix, AZ 85007 | 602.712.7767  
Call for appointment



Attend the Public Hearing - Tuesday, May 21, 2013 | 10am-8pm

Phoenix Convention Center – North Ballroom  
100 North 3rd Street, Phoenix, AZ 85004

LOOP 202  
South Mountain  
Freeway Study

**Attend the Public Hearing**  
As part of the Draft EIS review process, ADOT will hold **one public hearing** on the Draft EIS and accept formal public comments. Comments can be provided via comment form, verbal comments to a court reporter, and through three-minute verbal comments in front of a panel of study team members. The public hearing is the only opportunity where three-minute verbal comments can be given in front of the panel. This portion of the hearing will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session.

**Pre-Register to Speak**  
You can pre-register to speak at the hearing by calling (602.712.7006) or by registering at the public hearing. Phone registration will end at noon, Monday, May 20. After you pre-register, you can see the schedule of speakers online at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway). Each speaker will be allocated up to 3 minutes to present his or her comments. Pre-registered speakers will be listed online prior to the hearing and at the public hearing.

**Comment on the Draft EIS**  
Public comments on the Draft EIS and its findings will be accepted during a 90-day public comment period. Comments can be provided in the following methods:

- At the public hearing

In writing:  
ADOT  
Loop 202 South Mountain Freeway Study  
1655 West Jackson Street,  
MD 126F  
Phoenix, AZ 85007

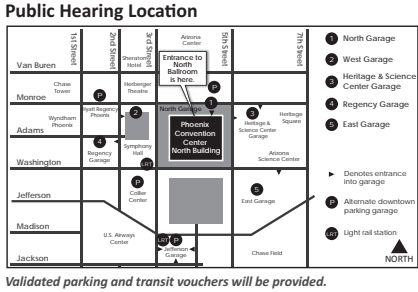
Through the study website and online public hearing:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

Email: [projects@azdot.gov](mailto:projects@azdot.gov)

Phone: 602.712.7006

**All comment methods are considered equal.** The Draft EIS public comment period will close on **July 24, 2013**. All comments received during the 90-day public comment period will be documented and responded to in the Final EIS.

*Si usted necesita ayuda especial para poder participar en la reunión pública, contacte al [projects@azdot.gov](mailto:projects@azdot.gov) o 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para dar tiempo a organizar el alojamiento.*



**Free Shuttle Bus Service to the Public Hearing**  
Need a ride to the public hearing? ADOT is offering **FREE** shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations:

► Tolleson

► Estrella Village

► Laveen Village

► Gila River Indian Community (2 locations)

► Ahwatukee Village

Service will be provided throughout the day on May 21, 2013. For more information, please call 602.712.7006.

*If you require special assistance in order to participate in the public meeting, please contact [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as soon as possible to allow time to arrange the accommodation.*

FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)  
Project No. 202L MA 054 H5764 01L • Federal: NH-202-DJADY

Appendix J: Public Participation Guide



for the Loop 202 South Mountain Freeway Study  
Draft Environmental Impact Statement

[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)  
Interpretación de español disponible



Contents

Welcome	1
Common Abbreviations and Terms	2
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Shuttle Bus Departure Times	6
General Ground Rules	6
Public Hearing Guidelines	7
Public Comment Options	8
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Community Forums	8
Frequently Asked Questions	9
Attendee Registration Card	inside back cover

 [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

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

 602.712.7006

Welcome

Welcome and thank you for participating in the public comment process for the Loop 202 South Mountain Freeway Draft Environmental Impact Statement (EIS).

During the public hearing, a variety of study information is available, including a video with a visual simulation of the proposed freeway, materials summarizing the Draft EIS, and maps. In addition, technical staff is available to help answer your questions about the study and the recommendations in the Draft EIS.

During the 90-day public comment period, you have a variety of opportunities to submit comments on the Draft EIS. All comment methods are considered equal. It is important to note that however you submit your comments—whether in writing, verbally to a court reporter, or as a speaker—your comments will be considered, addressed and answered in the next document, the Final EIS.

The remainder of this guide provides information about the public hearing, including an overview of the study, definitions and acronyms used, speaker guidelines, frequently asked questions, and an attendee registration card. I hope this guide is helpful, but if you need any additional information, just ask!

Your input is very important, and we hope you will take advantage of the Draft EIS comment opportunities. The 90-day public comment period for the Draft EIS closes on **July 24, 2013**, so please submit your comments by this date.

Again, thank you for your participation.

Sincerely,  
  
Sabri P. Chaun Hill  
Project Manager  
ADOT Urban Project Management Division



Key Words and Abbreviations

The following are key words and abbreviations that are used in this guide and throughout the meeting materials:

Common Acronyms

ADOT	Arizona Department of Transportation
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
MAG	Maricopa Association of Governments
NEPA	National Environmental Policy Act

Common Terms

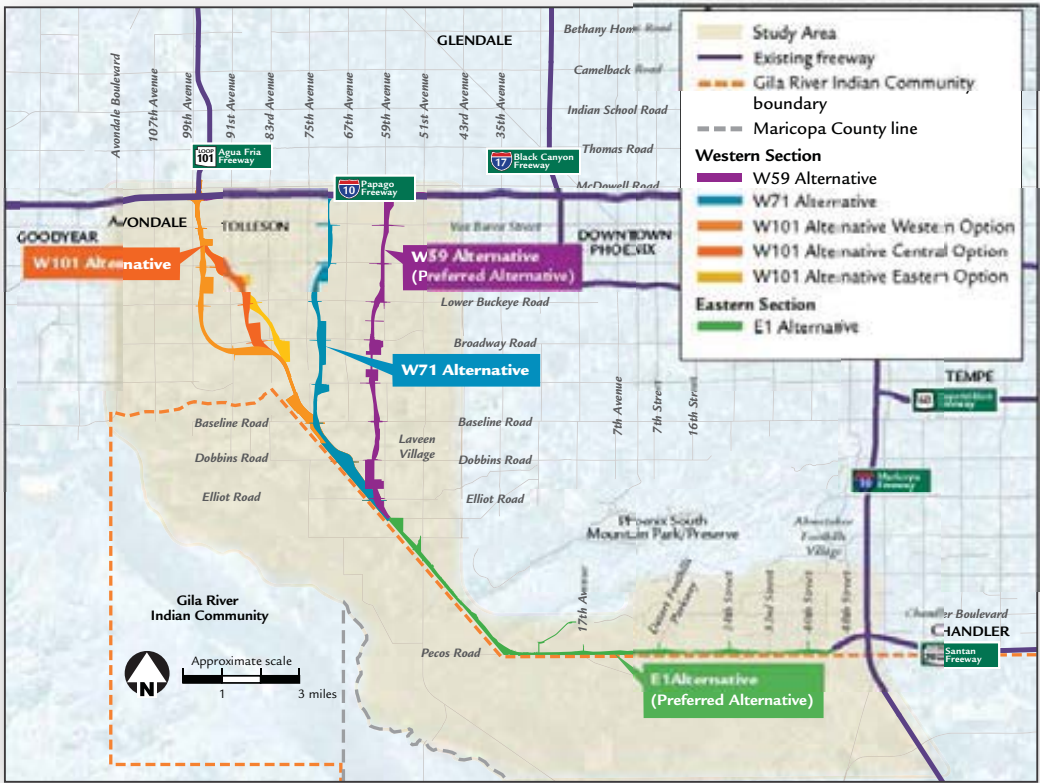
Community	Gila River Indian Community
facility	A road, such as a freeway.
proposed action	ADOT’s proposed construction and operation of the Loop 202 South Mountain Freeway in Maricopa County, Arizona.
mitigation	An action taken to reduce or eliminate an adverse impact from construction, operation, or maintenance of the proposed freeway.

Study Information

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or “Draft EIS.”

The proposed freeway is a key component of the region’s adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last component needed to complete the Loop 202 system.

Alternatives studied in the Draft Environmental Impact Statement



The Public Hearing

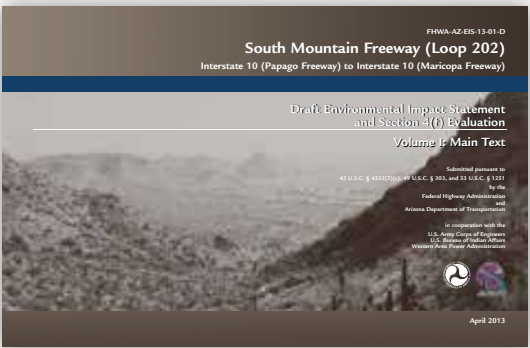
The main purpose of the South Mountain Freeway Public Hearing is to:

- present the findings of the Draft EIS.
- obtain public testimony or comment on the Draft EIS.

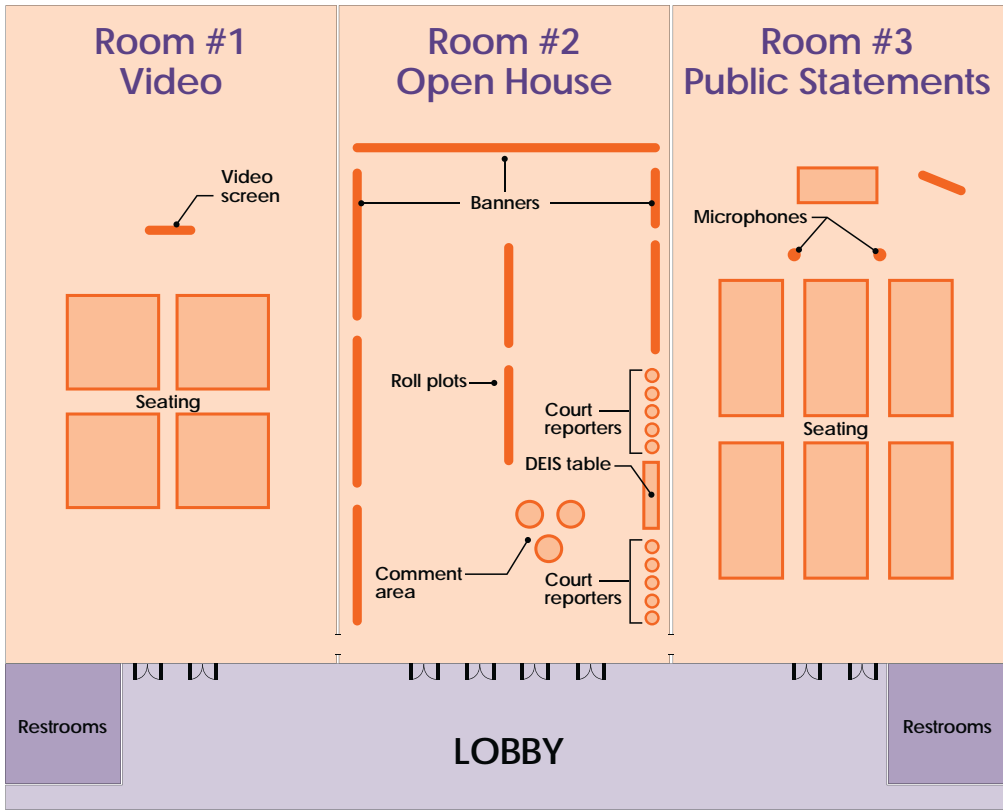
Overview of the Public Hearing

Today’s public hearing is organized into three main activities, each running continuously throughout the course of the day:

- Video
- Open House
- Public Statements



Room Layout



Room #1: Video

- You are encouraged to start in Room #1.
- Watch the video to learn about the study, the Draft EIS, and view a visual simulation of the proposed freeway. This video is played continuously throughout the day.

Room #2: Open House

- View banners summarizing important elements of the Draft EIS.
- View roll plots of the proposed freeway location and right-of-way.
- Speak with a study team representative.
- Submit a verbal comment to a court reporter.
- Complete a comment form.
- Submit a comment online.
- View a copy of the Draft EIS.

Room #3: Public Statements

- Provide a 3-minute verbal comment to the panel of study team members (speakers must register).
- Listen to public comments.

Before You Begin at the Public Hearing

Attendee Registration

This is not mandatory; the registration information helps the study team track attendance and also gives you an opportunity to add your name to the study distribution list for future notices. A tear-out registration card at the back of this guide can also be used to add your name to the distribution list. Please return completed registration cards in the designated boxes stationed throughout the rooms.

Speaker Registration

If you would like to provide formal public comment for up to 3 minutes to a panel of study team members, you **must REGISTER** to speak. You can register at the Speaker Registration table in the lobby area. If you preregistered before the public hearing, you can check in at the Speaker Registration table to see where you are on the list.

Interpretation Services – Interpretación de español disponible

Please see study team members if you need Spanish interpretation assistance.

Por favor vea a los miembros del equipo del studio si necesita ayuda de interpretación en español.



### Transit Pass Reimbursement/Convention Center Parking Validation

If you took transit to the public hearing and would like a transit pass as reimbursement, please see a study team member in the lobby area.

If you parked in one of the Convention Center garages and would like your parking receipt validated, please see a study team member in the lobby area.

### Shuttle Bus Departure Times from Convention Center

Green Route	Orange Route	Blue Route
(91st and 59th Ave. stops)	(Komatke Boys and Girls Club and South Ridge Golf Club stops)	(Governance Center and 40th St. Park-and-Ride stops)
12:15 p.m.	12:00 p.m.	11:45 a.m.
4:15 p.m.	4:00 p.m.	3:45 p.m.
7:30 p.m.	7:30 p.m.	7:30 p.m.

### General Ground Rules

Mutual respect, courtesy, and patience are the hearing’s guiding principles.

To make everyone feel comfortable and welcome, regardless of their position on the study, we ask that you follow the ground rules listed below:

- Displays, signs, or banners are not allowed in the Convention Center.

#### Video Room

- Please remain quiet while in the audience (turn off cell phones or set them to vibrate).
- Please leave the room for side discussions.

#### Open House Room

- Please refrain from interrupting conversations between study team members and hearing attendees.

#### Public Statement Room

- Please remain quiet while in the audience (turn off cell phones or set them to vibrate).
- Please do not interrupt a speaker.
- Please leave the room for side discussions.
- When at the microphone, please refrain from addressing the audience or asking for audience participation.

### Public Hearing Guidelines

General guidelines for speaker registration and participation are listed below. The moderator has the authority to deviate from these procedures, if needed.

1. **Register** – All speakers are required to register by either calling the hotline in advance of the hearing or by signing up at the Speaker Registration table.
2. **Order of Speakers** – Speakers will be called forward based on the order in which they sign up. To accommodate as many speakers as possible, individuals who have spoken already at the hearing will be placed at the end of the list.
3. **Time limit for comments** – Each speaker will be allotted a maximum of 3 minutes to present his or her comments. A timer will alert speakers at the 2-minute mark, the 2:30 minute mark, and at 3 minutes.
4. **Verbally summarize written comments** – Speakers are encouraged to summarize written comments rather than read them in full.
5. **Submit written comments** – An individual or group representative who speaks may submit more detailed written comments for the hearing record or later provide written comment. All comments have equal weight.
6. **Cannot yield time** – To allow equal opportunity for all, and to accommodate the number of people who may wish to speak, yielding time to another person will not be allowed.
7. **Format** – Held for the purpose of receiving 3-minute verbal comments. It is not a question-and-answer session.
8. **No demonstrations** – Demonstrations will not be allowed in any of the rooms.
9. **General call** – When all who indicated a desire to speak have been called, there will be a general call for anyone who has not yet spoken. This will include (1) those who signed up and missed their earlier call to speak, and (2) any other person who has not previously spoken.
10. **Hearing Schedule** – The hearing is scheduled until 8:00 p.m. At 8:00 p.m., if there are still people who have not had the opportunity to speak, the moderator may continue the hearing to accommodate additional speakers.





### Public Comment Options

The comment period is open until **July 24, 2013**, and you can submit comments:

- Online: **azdot.gov/SouthMountainFreeway**
- Email: **projects@azdot.gov**
- Phone: **602.712.7006**
- Mail: **ADOT Loop 202 South Mountain Freeway Study**  
**1655 W. Jackson Street, MD 126F**  
**Phoenix, AZ 85007**
- Speak with a court reporter
- Complete a comment form
- Formal 3-minute comment

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT’s final recommendation.

It is helpful to ADOT to receive comments on:

- A particular alternative, impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.



### Online Public Hearing

All of the materials presented at the public hearing, including the study video, banners, and comment form will be available starting **May 21, 2013** at **azdot.gov/SouthMountainFreeway**. Comments will be accepted until **July 24, 2013**.



### Community Forums

During the public comment period, community forums will be held at various locations in the Study Area. Technical staff will be at the forums to answer questions, and study materials—including the study video—will be available for viewing. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal “hearing” will occur at these community forums.

Forums will be held in:

- Ahwatukee Foothills Village
- Avondale
- Chandler
- Estrella Village
- Gila River Indian Community (tentative)
- Laveen Village

Details regarding locations and dates will be posted at **azdot.gov/SouthMountainFreeway**, emailed to e-newsletter subscribers, and published in several newspapers and other local publications. For more information, please call 602.712.7006.

### Frequently Asked Questions

#### Where can I obtain a copy of or view the Draft EIS?

The Draft EIS will be available through a variety of methods, including:

- For review at the public hearing and community forums
- By download from **azdot.gov/SouthMountainFreeway**
- For review at area libraries:
  - Phoenix Public Library – Ironwood Branch**  
4333 East Chandler Boulevard, Phoenix, AZ 85048
  - Phoenix Public Library – Burton Barr Central Library**  
1221 North Central Avenue, Phoenix, AZ 85048
  - Sam Garcia Western Avenue Library**  
495 East Western Avenue, Avondale, AZ 85323
  - Tolleson Public Library**  
9555 West Van Buren Street, Tolleson, AZ 85353
- For review by appointment, at the **ADOT Environmental Planning Group**, 1611 West Jackson Street, Phoenix, AZ 85007, (602) 712-7767
- For purchase of whole or partial printed copies of the Draft EIS at the **FedEx Office Print and Ship Center**, 4940 East Ray Road, Phoenix, AZ 85044

#### Will there be a public vote on the proposed freeway?

No public vote will be held as part of the Draft EIS review process. The public is encouraged to participate and submit comments on the Draft EIS during the 90-day comment period. The proposed Loop 202 South Mountain Freeway was first included in funding approved by Maricopa County voters in 1985. It was also part of the funding passed by Maricopa County voters in 2004 through Proposition 400 for implementation of the *Regional Transportation Plan*.

### What happens after the Draft EIS comment period ends?

After **July 24, 2013** (the end of the Draft EIS comment period), the study team will review and address all comments received, regardless of how they are submitted, in the Final EIS document. A 60-day comment period will also be available after publication of the Final EIS.

### When would the freeway be built?

If the outcome of the study is a build alternative, then the timing of construction would depend on the completion of final design, right-of-way acquisition, and utility relocation. A corridor implementation plan developed by ADOT will identify how the overall project will be constructed, including the length and sequence of construction segments. The current Regional Freeway and Highway Program identifies construction funding for the freeway to begin in fiscal year 2015.

### Will an alignment on the Gila River Indian Community be considered?

At the request of the Gila River Indian Community in January 2010, the Arizona Department of Transportation and Maricopa Association of Governments worked together to identify a potential freeway alignment on Community land. The alignment followed a route consistent with the Community's 1998 Gila Borderlands Regional Planning Study. When no "fatal flaws" were identified, in late 2011 the Community Council passed a resolution to hold a Community-wide referendum on the freeway. The referendum asked members whether they supported an on-Community alignment, supported an off-Community alignment, or whether they supported a "no-build" option.

Voters in the Community election on February 7, 2012, preferred the "no-build" option for construction of the Loop 202 South Mountain Freeway. This means, moving forward, an alignment of the South Mountain Freeway cannot be located on Community land.

Since the vote in February 2012, landowners within the Community began pursuing their own referendum for an alignment within the Community. Questions regarding those efforts should be directed to the Community. ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed action through the EIS process and, if an action alternative were to be selected in the record of decision, through the design phase and construction.

### Who makes the final decision?

The final decision on the freeway alignment is a cooperative effort involving ADOT, FHWA and MAG. As a corridor that is part of a comprehensive regional plan developed by MAG, ADOT serves as the agency responsible for implementation of the plan, with FHWA providing the federal oversight required to access federal funds. FHWA is the lead federal agency responsible for implementing the requirements of National Environmental Policy Act (NEPA), the governing federal law, and is responsible for the ultimate decision regarding the proposed action.

### How is public input used?

Public comments are a vital component in the decision-making process. Public comment has been solicited from project inception and through key milestones in the EIS process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final EIS. Comments made during development of the Draft EIS have been used to adjust plans, explore new questions, or make changes—all within the scope of NEPA. Public comments received on the Draft EIS will be reviewed and addressed in the Final EIS document. Public comments received on the Final EIS will also be considered and addressed as appropriate.

More information about the entire public involvement process up to publication of the Draft EIS is available in Chapter 6, *Comments and Coordination*, of the Draft EIS.

### Is it likely that construction of a new road or freeway would require the acquisition of existing homes or businesses?

It is likely that implementation of the proposed South Mountain Freeway would include the need to acquire a number of existing homes and/or businesses. One purpose of the EIS process is to determine the extent of new right-of-way that would be needed for each reasonable alternative. ADOT continues to work with all Valley municipalities to protect possible freeway alignments as part of a commitment to measured growth. With changes to the *Regional Transportation Plan*, ADOT already owns more than 80 percent of the needed right-of-way along Pecos Road, should the E1 Alternative become the Selected Alternative for the Eastern Section.

Individuals with questions regarding the property acquisition or relocation process are encouraged to speak with an ADOT Right-of-Way representative at the public hearing or community forums, or call the ADOT Right-of-Way Group at **602.712.7316**.

## What factors were considered in designating a Preferred Alternative?

Upon confirming the purpose and need for the proposed action, a multidisciplinary process was undertaken to identify a range of reasonable alternatives to be studied in detail in the Draft EIS. The process involved identifying, comparatively screening, and eliminating alternatives based on:

- A comparison of modal choices
- Engineering, environmental, social and cost considerations
- The historical context of the proposed action
- Projected conditions with and without the alternatives being considered
- Input from the public

The identification of the W59 Alternative and E1 Alternative as the Preferred Alternatives was based on a balanced consideration of overall transportation needs; consistency with regional and long-range planning goals; environmental, economic, and societal impacts; operational differences; estimated costs; and regional support and public input.

### Will anything other than a freeway be considered?

Nonfreeway alternatives were considered. Among other options, the study took into account improving existing freeways, improving or expanding other travel modes, reducing travel demand through various strategies (including local land use controls), and employing various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing (the No-Action Alternative). As proposed by MAG, the South Mountain Freeway would be part of the Regional Freeway and Highway System—a multimodal approach to improve traffic in the Valley as part of the *Regional Transportation Plan*. Other transportation improvements like mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway.

## How does Maricopa County's ½-cent transportation sales tax (Proposition 400) affect the future of the proposed South Mountain Freeway?

Proposition 400 provides the primary source of funding for construction of the proposed South Mountain Freeway. Funding for implementation of the *Regional Transportation Plan* includes \$9 billion in regional freeway improvements in Maricopa County. Consistent with federal planning guidelines, funding for transportation projects is based on revenue sources that are considered to be reasonably available for the planning period. This assumes that, for planning purposes, funding sources with a long history of providing funding in the past will continue into the future.

## Attendee Registration Card

**Attendee Registration Card**

ADOT maintains a distribution list composed of individuals who have expressed an interest in the proposed freeway. If you would like to be included on the distribution list and receive future mailings and e-newsletters, please complete this form and drop it in the "**Attendee List Registration**" box at today's meeting. Please note that if you are already receiving mailings, then you are on the distribution list and returning this card is unnecessary.

Please use one character per box.

[illegible]

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Appendix K: Study Banners

# Study Area and Project Location

The Study Area for the proposed freeway is in the southwestern portion of the Phoenix metropolitan area and is positioned where a gap exists in the regional transportation system's loop freeway network.

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# Study History

The South Mountain Freeway is an integral part of the region's planned freeway system—a combination of loop or beltways and freeway connections to, from, and around the urban core. Here's a brief overview of the freeway's history:

1980 1990 2000 2010

1980 introduced as the "Southwest Loop Highway."

1985 Part of the freeway system approved by voters through Proposition 300.

1990 State-level Environmental Assessment and Design Concept Report completed and route approved by the State Transportation Board.

1996 Construction delayed due to funding shortage during Proposition 300 timeframe.

2000 ADOT initiates current study including federal-level Environmental Impact Statement and Design Concept Report.

2004 Part of multimodal transportation system approved by voters through Proposition 400.

The general location for the South Mountain Freeway has remained unchanged since 1985.

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CHAPTER 1



# Traffic 101

## How is traffic analysis used in the Draft EIS?

Assessing current and future traffic volumes, traffic conditions, trip routes, congestion levels, and travel time provided the study team a basis to:

- define the transportation problem in the Study Area,
- evaluate all alternatives considered in terms of responsiveness to purpose and need criteria,
- compare the traffic operations of the alternatives.

### What is level of service (LOS)?

LOS is a report card-style method for comparing highway quality of service. Six letters, "A" through "F," are used to grade traffic conditions. "A" is the best condition, representing free-flow travel and "F" is the worst, representing stop-and-go travel.



## What traffic analysis tools were used?

The traffic projections used in the traffic analysis are from the MAG regional travel model, as certified by FWA and reviewed by the Environmental Protection Agency for air quality conformity. Traffic analysts employed accepted state-of-the-practice methods and tools to evaluate current and future conditions.

- Existing and future traffic volume projections
- Trip distribution
- Level of service (LOS) analysis
- Existing and projected travel time and congestion analysis
- Trip origins and destinations

## How is traffic measured?

Regional travel is generally reported in **vehicle miles traveled** because this measurement combines the total number of vehicles and the length of the trip. This method provides a true measure of the total travel occurring in a large area.

The traffic on a road segment is generally reported as **average daily traffic**. Daily traffic gives an overall measurement for comparing different road segments in a region.

**Peak traffic** is generally reported as vehicles per hour. The LOS rating is based on traffic conditions during the peak hour or rush hour.

# Purpose and Need Defined

## How is purpose and need considered in the EIS process?

An early step in preparing an EIS is to determine whether there is a **purpose and need** for the proposed project.



If the lead agency concludes there is **NO NEED**, an EIS would not be prepared.

If the lead agency concludes there is **A NEED**, the EIS process would continue with an evaluation of a range of reasonable alternatives in the Study Area.

## What is the purpose and need for the South Mountain Transportation Corridor?

### There is a clear purpose and need

for a major transportation facility within the Study Area. The need is supported by:

- socioeconomic factors,
- regional transportation demand,
- existing and projected transportation system capacity deficiencies.

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CHAPTER 1



# Need Based on Socioeconomic Factors

What is the projected growth in Maricopa County over the next 25 years?

1.2 million more people

2.8 million more people

84 million more vehicle miles traveled per day

1.9 million more jobs

Almost 50 percent of the projected population and employment growth in Maricopa County is expected to occur in areas that would be immediately served by the proposed freeway.

**Economic downturn and growth**

Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession will reduce that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed action. Socioeconomic indicators have steadily and consistently increased in the region since the early 1990s. It is anticipated this growth will continue over the next 25 years.

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CHAPTER 1

# Traffic and Congestion

How will travel change without the proposed South Mountain Freeway?

The region will suffer even greater congestion, travel delays and limited options for moving people and goods safely through the Phoenix metropolitan region compared to current conditions.

Met demand

WITHOUT a freeway in 2010	WITHOUT a freeway in 2035
81%	76%

**CONCLUSION:** Even with improvements planned in the RTP (excluding the proposed action), the region's transportation system would not be able to keep up with the increased travel demand.

Travel time to downtown

23 min	from Laveen	32 min
18 min	from Ahwatukee	32 min

**CONCLUSION:** When considered in the context of hundreds of thousands of trips per day, over the course of more than 25 years, total time lost because of increased congestion — plus related personal and financial costs — would be substantial.

Miles of I-10 with 3+ hours of congestion

12 mi	morning	20 mi
18 mi	evening	33 mi

**CONCLUSION:** Conditions on the region's freeways would substantially worsen by 2035, with much of the system congested in the morning and evening for more than two hours. During the evening in 2035, the congestion would occur in both directions of travel, not just departing downtown Phoenix.

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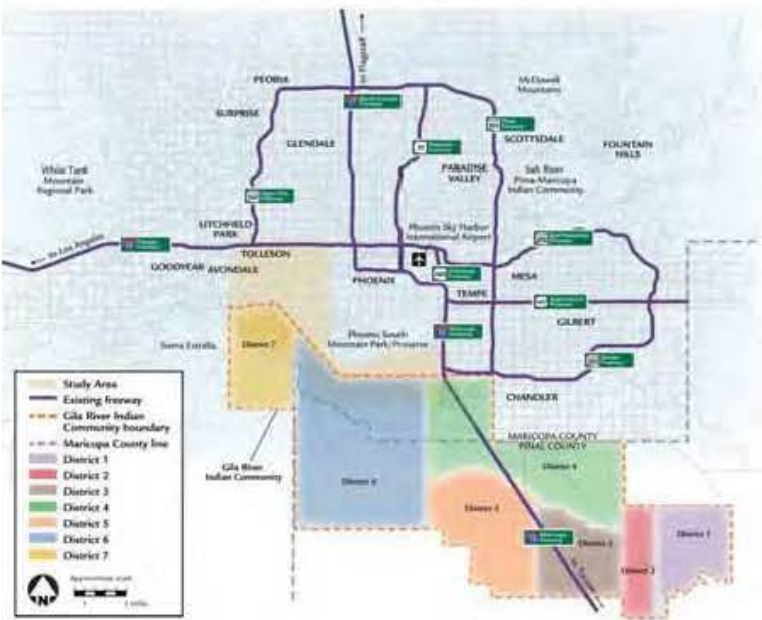
CHAPTER 1



# Gila River Indian Community Overview

The Gila River Indian Community (Community) is a sovereign nation with the following characteristics:

- Includes approximately 372,000 acres, the seventh largest Native American reservation in Arizona.
- Portions of Districts 4, 6, and 7 are located within the Study Area.
- The approximately 21,000 enrolled members are composed of Pima and Maricopa tribes.
- Approximately 14,000 people live on Community land.
- Community leaders are members of the MAG Regional Council.



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CHAPTER 2

# Community Coordination

Based on the status of the coordination as described in the following timeline, in addition to decisions made by the Community, ADOT and FHWA have determined that an alternative alignment on Community land is not feasible. However, because of the Community's proximity to the proposed freeway, coordination will continue for other project activities.

		Number of Community Meetings Attended
1996	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	
2000	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	16
2001	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	16
2002	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	58
2004	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	13
2005	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	15
2006	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	44
2007	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	25
2010	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	7
2011	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	
2012	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	
2013	Community Government entered into a Memorandum of Understanding (MOU) with ADOT and FHWA for coordination of the proposed freeway project. The MOU was signed by the Community Government, ADOT, and FHWA.	
TOTAL MEETINGS		178

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CHAPTER 2



# Alternatives Development and Screening Process

Mid-1980s

Alternatives for a major transportation facility in the Study Area were proposed.

Draft EIS

Previous proposals and alignments were incorporated into the current Draft EIS process.

A range of reasonable alternatives were developed and screened using a multidisciplinary set of criteria.

**What does "a range of reasonable alternatives" mean?**

Federal regulations stipulate that an EIS shall rigorously explore and objectively evaluate all reasonable alternatives. Reasonable alternatives are practical or feasible from a technical, economic, and community standpoint.

**SCREENING CRITERIA**

- Ability to satisfy purpose and need
- Ability to minimize impacts on the human and natural environments
- Ability to improve operational characteristics of the region's transportation system
- Degree of public and political acceptability
- Overall conceptual cost estimates

ALL IDENTIFIED POTENTIAL SOLUTIONS

MODAL OPTIONS

CORRIDOR OPTIONS

ALIGNMENT OPTIONS

DESIGN OPTIONS & REFINEMENTS

ALTERNATIVES TO BE STUDIED IN DETAIL

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CHAPTER 3

# Modal Screening

**Alternatives to the Freeway Mode**

**"Modes"** refer to types of transportation, such as light rail, buses, and freeways.

Alternative	Element	Reasons for elimination
Transportation System Management	Examples: Overhead message boards and auxiliary lanes	
Transportation Demand Management	Examples: Telecommuting and reverse commuting	
Transit	Light rail	<b>WOULD NOT meet</b> projected travel needs of the region.  Note that elimination of these alternatives does not preclude using them in combination with the freeway mode, nor does it preclude them from being implemented in the future.
	Commuter rail	
	Bus routes	
	Van pools	
Street network expansion	<ul style="list-style-type: none"><li>• Add more lanes</li><li>• Improve intersections</li><li>• New streets</li></ul>	
Land use	<ul style="list-style-type: none"><li>• Increase residential densities</li><li>• Redistribute employment centers</li></ul>	<b>NO additional modifications are feasible</b> to land uses beyond those already identified in the RTP.

**CONCLUSION:** The **FREEWAY MODE** was determined to meet the purpose and need for the project while minimizing impacts. Where appropriate, the freeway would incorporate aspects of nonfreeway alternatives to optimize travel, such as carpool lanes and electronic message signs.

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CHAPTER 3



# Freeway Alignment Screening

Development of Alternatives

Evaluation of Alternatives

## Steps

1

Identified 8 broad corridors

2

Identified numerous alignment alternatives from previous studies and public/agency input

3

Compared alternatives

4

Eliminated Western Section Alternatives

5

Eliminated Eastern Section Alternatives

6

Action Alternatives to be Studied in Detail

## Results

Eliminated Corridor A

Reason for elimination

- It would not serve as many travelers as other corridors

Created specific alignment alternatives that:

- best met the need for the project,
- met design standards,
- avoided environmental conflicts to the extent possible.

Eliminated Alignments on GRIC (51st Avenue/Beltline Road/Agua Road alignment) because the Community had not granted permission to study alternatives on its land at that time.

Eliminated SR 85/Interstate 8 Alternative because it would not complete the loop system and would cause substantial out-of-direction travel.

Eliminated alternatives that generated greater operational, environmental, and/or economic impacts.

Eliminated Alternatives

- 105
- 106
- 107
- 109

Reasons for elimination

- Operational failures on I-10 (Papago Freeway)
- Substantial construction and right-of-way costs
- Substantial impacts to existing and planned residential and commercial development

Eliminated Ray Road and Chandler Boulevard Alternatives

- Required hundreds of residential displacements
- Split Ahwatukee Foothills Village
- Adversely impacted local traffic circulation

Eliminated US 40 extension because it did not address travel demand and capacity needs.

Eliminated I-10 spur

- Caused poor traffic operations on I-10, US 60, and Loop 101 (Price Freeway)
- Required thousands of residential displacements

Eliminated Central Avenue Extension Tunnel

- Created minimal traffic operational improvements
- Cost prohibitive, undesirable for safety and emergency response

Western Section Action Alternatives

- W55 (later revised to W59)
- W71
- W101 Western, W101 Central, and W101 Eastern

Eastern Section Action Alternative

- E1 Alternative, also known as the Pecos Road Alignment

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CHAPTER 3

# Design Options and Refinements

Options for Reducing Impacts to the South Mountains

Options for Reducing Impacts on Ahwatukee Foothills Village

Bridge and tunnel options were eliminated because of:

- safety and accident-management concerns,
- homeland-security concerns,
- construction and maintenance issues,
- future expansion limitations,
- substantially higher estimated costs,
- inability to eliminate impacts to the South Mountains.

Eliminated Option: Bridge over the South Mountains

Eliminated Option: Tunnel under the South Mountains

Constructible Cross Section for Tunnel (total width is approximately 340 feet)

Options to depress the Pecos Road alignment below the current ground level were eliminated because of:

- operational and maintenance issues,
- greater right-of-way requirements,
- increased costs,
- increased residential displacements.

Constructing the proposed freeway within the utility easement south of Pecos Road to provide additional separation of the freeway from the neighborhoods was eliminated because:

- additional right-of-way for the utility easement would still be required,
- the existing lines could not be relocated underground because of the ancillary equipment required (e.g., cooling facilities) and associated costs,
- relocating the overhead power lines immediately adjacent to residences would cost approximately \$15 million.

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CHAPTER 3



# Design Adjustments

## Arizona Parkway\* Concept

Was considered, but **eliminated** from further consideration because it:

- would not help improve congestion,
- would not remove a sufficient amount of traffic from the arterial street network,
- would not meet the proposed project's stated purpose and need.

Capacity of an Arizonan Parkway

Project Demand for Corridor

105,000

150,000

Vehicles per day

This analysis reinforced that a **beeway** was the appropriate mode.

\* For more information see: [www.bqaz.org/azparkway](http://www.bqaz.org/azparkway)

## Reducing the Freeway and Freeway Right-of-Way

Original 10-lane concept

6 lanes, 4 future lanes in median

Use **SIDESLOPES** in all areas

317 total residential displacements along the E1 Alternative\*\*

**LONG TERM** provides more capacity and better level of service

Revised 8-lane concept

8 lanes all constructed at once\*

Use **RETAINING WALLS** as cost-effective measure to reduce right-of-way impacts

138 total residential displacements along the E1 Alternative\*\*

**INITIALLY** provides more capacity and better level of service

**CONCLUSION:** The **10-LANE FREEWAY** was eliminated from further consideration. The **8-LANE FREEWAY** was carried forward. It would address the purpose and need for the project and require less right-of-way acquisition.

\*\* Notes: The 8-lane concept would not preclude further widening. Both the 10-lane and the 8-lane concepts would impact the community church at 24th Street and Pecos Road. The residential displacements along the W59 Alternative would be relatively the same for both concepts.

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# Design Adjustments

## Alignment Adjustments to W59 Alternative

### W55 Alternative Shifts to 59th Avenue at I-10 (Papago Freeway)

The W59 Alternative offers the following characteristics compared to the W55 Alternative:

Advantages	Disadvantages
• Would take advantage of right-of-way owned by the City of Phoenix.	• Would require the relocation of utilities along 59th Avenue.
• Would reduce business displacement.	• Would cause increased disruption of traffic during construction along 59th Avenue.
• Would allow I-10 traffic to perform better.	• Would eliminate direct access from 59th Avenue to and from I-10 (indirect access would be provided by access roads connecting to 51st and 67th avenues).
• Would be preferable from a security perspective (farther from the petroleum storage facilities at 51st Avenue and Van Buren Street).	• Would require the relocation of more single-family residences and two apartment complexes.
• Would eliminate the need to reconstruct the 51st Avenue Bridge at I-10.	

**CONCLUSION:** Because of these factors, the **W59 ALTERNATIVE** was carried forward and the **W55 ALTERNATIVE** was eliminated from further consideration.

### W59 Alternative Shifts to 62nd Avenue in Laveen

- In response to the City of Phoenix request, the study team reexamined the alignment of the W59 Alternative near Dobbins Road in Laveen Village.
- An alignment along 62nd Avenue would avoid historic properties in the area and would minimize conflicts with City-approved zoning activities in Laveen Village.

**CONCLUSION:** After extensive discussions with the City of Phoenix and MAG, FHWA and ADOT **SUPPORTED** the shift of the W59 Alternative to 62nd Avenue near Dobbins Road.

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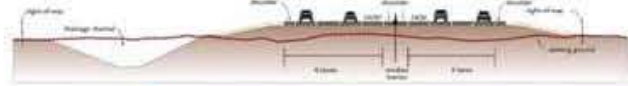


# Screening Process Results

As a result of the screening process, five alternatives in the Western Section and one alternative in the Eastern Section were carried forward for detailed study in the Draft EIS.



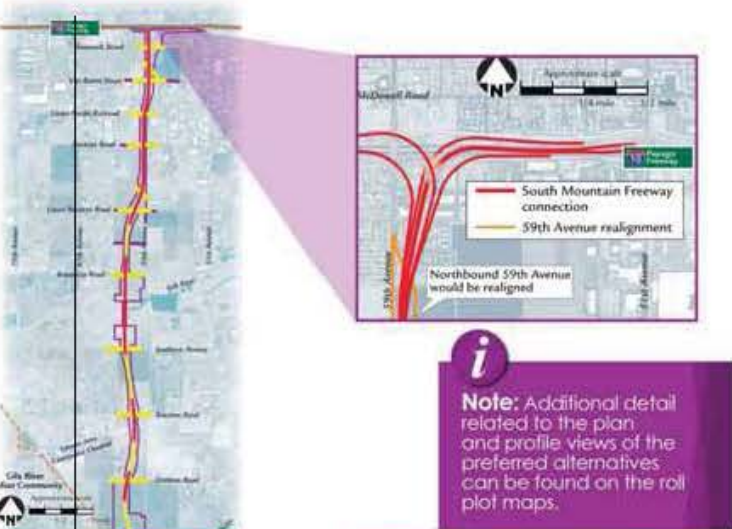
**Typical 8-Lane Freeway Configuration**  
The action alternatives would have three 12-foot-wide general-purpose lanes and one HOV lane in each direction, separated by a median barrier.



- What other elements would be associated with all of the action alternatives?**
- Auxiliary lanes between entrance and exit ramps would be used where warranted.
  - Rubberized asphalt would be applied according to ADOT policy.
  - Signs, lighting, traffic signals and pavement markings would be designed to meet current guidelines and standards.
  - Drainage structures (bains, pipes, culverts, bridges) would be designed to meet standards and guidelines.
  - Noise walls would be located adjacent to properties such as homes, schools, and churches as warranted.

# Preferred Alternative

## W59 Alternative



## E1 Alternative





# Other Alternatives Studied in Detail

## W101 Alternatives

Western Option

Central Option

Eastern Option

W101 Alternative Full Reconstruction Option

W101 Alternative Partial Reconstruction Option

## W71 Alternative

South Mountain Freeway connection  
Reconfigured freeway ramps  
Loop 101/Loop 202 direct connection

South Mountain Freeway connection

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# Traffic Analysis of the Action Alternatives

Assessing future traffic conditions provided the study team a basis to compare the action alternatives studied in detail.

## How would traffic on the proposed freeway vary by alternative?

Future daily traffic volumes on the action alternatives would be similar to those of other freeways in the region.

## What would the LOS be on the proposed freeway by alternative?

The action alternatives would perform well during the morning commute. Traffic on short segments of the action alternatives would operate at LOS E or F during the evening commute in the Western and Eastern Sections.

## What would the LOS be on I-10 (Papago) by alternative?

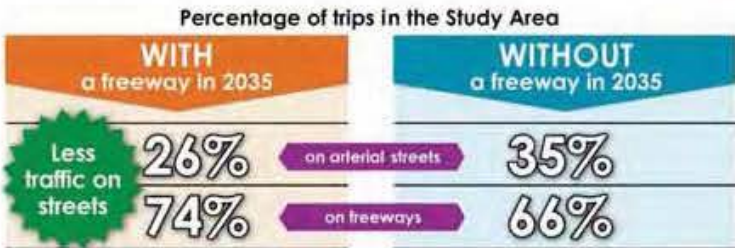
The W59, W71, and W101 Alternatives would meet the purpose and need criteria and would provide similar advantages when compared to the No-Build Alternative.

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# No-Build vs. Build

The **No-Build Alternative** is included for detailed study in accordance with NEPA requirements. Evaluation of the No-Build Alternative concluded that it **WOULD NOT** satisfy the purpose and need.



**CONCLUSION:** With the proposed freeway, traffic **WOULD BE** distributed appropriately based on travel needs. Without the freeway, major travel delays **WOULD BE** experienced on the local arterial street system.



**CONCLUSION:** With the proposed freeway, annual travel time costs savings would be approximately \$200 million when compared to conditions without the freeway.



**CONCLUSION:** The proposed freeway **WOULD** provide relief by eliminating congested freeway segments and reducing the duration of congested conditions.

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# Identification of the Preferred Alternative

Based on the alternatives screening process, environmental impacts assessment, and stakeholder input, ADOT, with concurrence from FHWA, identified the **W59 Alternative** as its Preferred Alternative in the Western Section and the **E1 Alternative** in the Eastern Section.

In reaching its determination, ADOT sought to balance its responsibilities to address regional mobility needs, while being fiscally and environmentally responsible and sensitive to local communities.



Elements	W101	W71	W59	E1
Total costs*	\$1.72-\$1.87 billion	\$1.54 billion	\$1.23 billion	\$762 million
Total number of residential displacements	940-1324 displacements	847 displacements	774 displacements	138 displacements
Reduction in total tax revenues	Inconsequential reduction in Phoenix and Avondale revenue. Adverse impact (14 to 17 percent reduction) on Tolleson revenue.	Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avondale revenue.	Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avondale revenue.	Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avondale revenue.
Traffic operations	Provides direct connection to Loop 101 and better access to area west and north of study.	Provides traffic benefits when compared to the No-Action Alternative. Does not provide level of benefits as W59 or W101 Alternatives.	Provides best access to downtown. Provides best access to Loop 202. Minimizes performance of future SR 30 and Avenida Rio Salado projects.	Provides a direct connection to Loop 202. Reduces pass-through traffic on SR 30 in the Community. Reduces traffic on Chandler Boulevard in Ahwatukee.
Regional support from Cities and Towns	Not consistent with local plans.	Not consistent with local plans.	7 resolutions passed supporting an alignment near SR 30 and opposing Loop 101.	Consistent with local plans.

\* including right-of-way, construction, and design

**PREFERRED ALTERNATIVE**

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# Introduction to Chapter 4 Banners

The banners in this section present information from Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation* of the Draft EIS. These banners address potential impacts on the existing social, economic, and environmental setting from the action alternatives and the No-Build Alternative.

Chapter 4 of the Draft EIS includes a substantial discussion of those elements of the environment most affected by the proposed freeway.

The Chapter 4 banners also contain information regarding applicable measures to avoid or reduce environmental impacts.

Viewers are urged to review the contents of Chapter 4 to obtain more information about the environmental elements presented in the banners.

**What is mitigation?**

An action taken to reduce or eliminate an adverse impact from construction, operation, or maintenance of the proposed freeway.

Water Resources

Social Conditions

Title VI and EJ

Displacements

Visual Resources

Farmlands

Biological Resources

Noise

Land Use

Environmental Impacts

Economic Impacts

Waters of the US

Floodplains

Air Quality

Hazardous Materials

Topography

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CHAPTER 4

# Land Use

Land use issues examined in the Draft EIS considered effects are:

- existing land use.
- zoning.
- development plans.
- future land use plans.
- land ownership in the Study Area.

**Representative Impacts**

**Action Alternatives**

Impacts from the action alternatives would include, but would not be limited to:

- conversion of existing and planned land uses to a transportation use.

Land use*	Acreage of land use conversion			
	Western Section		Eastern Section	
	W101**	W71	W59	E1
Agricultural	554-699	535	548	163
Residential	291-387	277	67	104
Commercial/Industrial	111-158	182	165	11
Open space/Undeveloped	129-221	65	158	554
Public/Quasi-public	0-1	1	1	12
TOTAL	1,284-1,311	1,061	935	883

\* Total acreage in the study area is 55,400.

\*\* Ranges of values. For tables throughout the Draft EIS, the W101 Alternative includes ranges because of design options.

**No-Build Alternative**

- No major project-related influences on land use would occur in the Study Area.
- Existing and planned land development patterns would continue without the proposed freeway, leading to conversion of existing land uses to more urban uses such as commercial, residential, and transportation.
- Increasing congestion on the local street network would be expected, especially in the most rapidly developing areas within the Study Area.

**Representative Mitigation**

Mitigation would include, but would not be limited to:

- For the W59 and E1 Alternatives, ADOT and FHWA would coordinate with the Bureau of Land Management and Arizona State Land Department, which manage affected public land, and the various leaseholders to accommodate the proposed freeway.
- See banners for Social Conditions, Displacements and Relocations, Economic Impacts, Noise, Air Quality, and Visual Resources for additional land use-related impacts.

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# Social Conditions

Social issues considered in the study included:

- population, employment, and housing;
- community character and cohesion;
- public facilities related to societal activities.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Characteristic	W101	W71	W59	E1
Would be consistent with local and regional planning objectives				
Would be consistent with location depicted in local and regional plans				
Would introduce visual and noise intrusions into existing neighborhoods				
Would bisect properties				
Would disrupt community character and cohesion				
Would improve emergency vehicle response times				
Would improve circulation on arterial streets by distributing traffic onto the region's transportation network, adding alternative routes, and local operational improvements				

### No-Build Alternative

- No major project-related influences on social conditions (community character and the cohesiveness of neighborhoods) would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on social conditions.
- Increasing congestion on the local street network would be expected, especially in the most rapidly developing areas within the Study Area.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Providing alternative access for emergency services.
- ✓ Using noise barriers, aesthetic treatments of structures, and landscaping to reduce neighborhood intrusions.
- ✓ Coordinating with affected jurisdictions to resolve impacts on local street circulation.
- ✓ Designating utility corridors to minimize impacts at planned relocations.

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**Environmental justice** principles address undue hardship and disproportionately high and adverse effects on low-income and minority populations.

**Action Alternatives**  
Impacts from the action alternatives would include, but would not be limited to:

- The effects by the proposed freeway on protected populations **WOULD NOT** constitute undue hardship or disproportionately high and adverse effects.
- Populations with qualifying characteristics based on environmental justice would be afforded full and fair participation in the transportation decision-making process. Equal access to the study process, receive the benefits afforded by the proposed freeway, and would not be subject to disproportionately high adverse effects from the action.
- All populations, including protected populations, **WOULD** benefit from the proposed freeway through improved regional mobility and reduced local street traffic.

### No-Build Alternative

- No major project-related influences on environmental justice populations would occur in the Study Area. No displacements or relocations resulting from the proposed freeway would occur as no homes would be subject to project-related acquisitions.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on protected populations.
- Increasing congestion on the local street network would be expected possibly impeding access to employment and housing, although all populations would be equally affected.

### Representative Mitigation


✓ None required

FTA's policy is to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decisionmaking process—from early planning through implementation. Should the potential for discrimination be discovered, action to eliminate the potential shall be taken.



# Title VI

**Title VI of the Civil Rights Act of 1964** prohibits discrimination on the basis of race, color, national origin, sex, age, or disability.



## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- The effects by the proposed freeway on protected populations WOULD NOT constitute undue hardship or disproportionately high and adverse effects.
- All populations, including protected populations, WOULD benefit from the proposed freeway through improved regional mobility and reduced local street traffic.
- All populations, including protected populations, have been involved in the study process since it began in 2001.
- Other potential societal impacts are described in more detail on the Land Use, Social Conditions, Displacements and Relocations, and Economic Impacts banners.

### No-Build Alternative

- No major project-related influences on minority populations would occur in the Study Area. No displacements or relocations resulting from the proposed freeway would occur as no homes would be subject to project-related acquisitions.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on protected populations.
- Increasing congestion on the local street network would be expected possibly impeding access to employment and housing, although all populations would be equally affected.

### Representative Mitigation

- ✓ None required.

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# Displacements and Relocations

Construction of the new freeway would displace homes, businesses, and public facilities.

**Unsure if a property is in the proposed right-of-way?**

Visit the roll-plot maps for more information regarding your specific property.

Relocation procedures are summarized in the Property Acquisition and Relocation banner. Further information can be obtained by speaking with an ADOT Right-of-Way representative.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- displacement of residences, community facilities, and businesses.

The table below identifies the potential impacts from the action alternatives.

Property type	Displacements			
	Western Section			Eastern Section
	W101	W71	W59	E1
Homes	926-1,304	825	53	138
Apartment units	0	0	480	0
Businesses	14-30	22	41	0
Community facilities	3	0	0	1

### No-Build Alternative

- The No-Build Alternative would not displace any homes, apartments, businesses, or public facilities.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway.
- Increasing congestion on the local street network may affect access to employment and housing.

### Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Complying with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Title VI of the Civil Rights Act of 1964.
- ✓ Providing property owners just compensation.
- ✓ Offering rental assistance payments to eligible displaced.
- ✓ Offering relocation services and payments in accordance with eligibility.

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# Economic Impacts

Economic analysis considered tax revenue impacts that would result from the action alternatives.

**Travel Time Savings**  
When compared to the No-Build Alternative, the action alternatives would result in **15 million hours of travel time savings annually**. This equates to over **\$200 million per year in user benefits**.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- conversion of existing taxable land to a nontaxable use,
- annual loss of property and sales tax revenue from existing land uses.

	Western Section			Eastern Section
	W101	W71	W59	E1
Acres of taxable land converted to a nontaxable base	1,220-1,261	1,039	893	740
Phoenix tax revenue reduction*	\$4,430,900-\$5,081,800	\$4,325,900	\$5,104,300	\$4,302,100
Tolleson tax revenue reduction*	\$2,430,100-\$2,633,500	\$0	\$0	\$0
Avondale tax revenue reduction*	\$273,900	\$0	\$0	\$0

\* Reduction of annual tax revenues attributable to land use conversion under existing conditions. The annual reductions in tax base for the cities of Phoenix and Avondale would have a negligible effect on the overall annual tax base available to the two cities. The reduction in tax base for Tolleson (from the W101 Alternative), however, represents a reduction between 14 and 17 percent annually.

### No-Build Alternative

- No major project-related influences on economic conditions would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on economic conditions.
- Public projects, including transportation improvements to local streets, would convert land to nontaxable uses.
- No travel time savings would be realized with the No-Build Alternative because increasing congestion on the local street network and on the existing freeway system would continue.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ During construction, ADOT would coordinate with local businesses to ensure reasonable access would be maintained during regular operating hours.
- ✓ Acquisition leading to the conversion of land to nontaxable land base would be done in accordance with federal and state laws addressing compensation and relocation.

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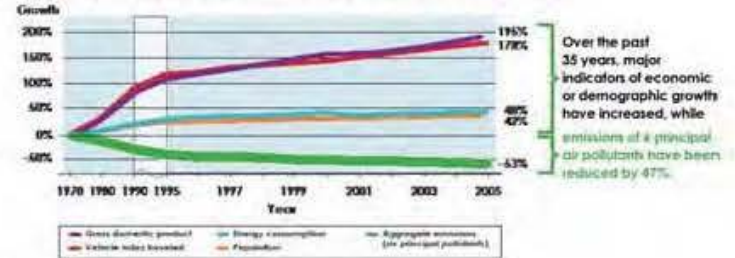
# Air Quality

## Criteria Pollutants

- The Environmental Protection Agency (EPA) regulates many air pollutants. Certain pollutants are known as "criteria" air pollutants because EPA uses health-related criteria for permissible exposure levels.
- The permissible levels are known as the National Ambient Air Quality Standards and were established for 6 criteria air pollutants.
- These air pollutants come from many different sources including stationary sources (such as factories), mobile sources (vehicles), and natural sources (fires and dust).
- These pollutants are monitored by MAG, the Maricopa County Air Quality Department, and the Arizona Department of Environmental Quality.
- Levels of criteria pollutants have been declining.

**Criteria air pollutants:**  
carbon monoxide  
nitrogen dioxide  
ozone  
particulate matter  
sulfur dioxide  
lead

### Comparison of National Economic and Demographic Growth Indicators



## Representative Impacts

### Action Alternatives

- Carbon monoxide concentrations would increase near the proposed freeway; total concentrations would still be well within the federal standards.
- Regional traffic congestion would be reduced when compared to the No-Build Alternative, which would help reduce the excess emissions that are generated by stop-and-go traffic.
- There would be a short-term increase in particulate concentrations during construction.
- The action alternatives are consistent with long-term and short-term transportation planning efforts, and regional air quality targets.

### No-Build Alternative

- Regional traffic congestion would increase when compared to the action alternatives, which would help reduce the excess emissions that are generated by stop-and-go traffic.
- The No-Build Alternative is not consistent with long-term and short-term transportation planning efforts.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Complying with applicable permitting requirements to reduce air emissions during and after construction.
- ✓ Developing and implementing a traffic control plan to help reduce impacts of traffic congestion and associated emissions during construction.

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# Air Quality

## Mobile Source Air Toxics

Mobile source air toxics (MSATs) are known for or suspected of having serious health or environmental impacts. However, unlike the criteria pollutants, no National Ambient Air Quality Standards have been established for MSATs.

Project-specific predictions of MSATs' health impacts associated with the action alternatives are not available. Forecasting health impacts is also complicated by lifetime (i.e., 70 year) assessments, uncertainties of the toxicity of the various MSATs, and the lack of consensus on an acceptable level of risk. Forecasting health impacts requires emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts—each of which has technical shortcomings.

**MSATs suspected of having serious health or environmental impacts:**

- acrolein
- benzene
- 1,3-butadiene
- diesel particulate matter
- formaldehyde
- naphthalene
- polycyclic organic matter

## Representative Impacts

### Action Alternatives

- MSATs emissions would increase near the proposed freeway; however, by reducing regional congestion, regional MSATs emissions would decrease.
- MSATs levels would decrease from existing levels over time because of national control strategies.

### No-Build Alternative

- Regional traffic congestion would increase when compared to the action alternatives, which would result in increased regional MSATs emissions.
- MSATs levels would decrease from existing levels over time because of national control strategies.

## Greenhouse Gas Emissions (climate change)

Climate change is an important national and global concern. There is general agreement that the earth's climate is changing at an accelerated rate and will continue to do so.

- No alternatives-level greenhouse gases (GHGs) analysis was performed for this project because the potential change in GHGs' emissions is very small in the context of the affected environment (global).
- FHWA is working to develop strategies to reduce transportation's contribution to GHGs—particularly carbon dioxide emissions—and to assess the risks to transportation systems and services from climate change.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Existing and proposed air pollution regulations are expected to reduce MSAT emissions on the order of 20 to 83 percent by 2035 in the Study Area regardless of whether the proposed freeway is constructed.

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# Noise

## Potential Noise Barrier Locations

The noise impact of the proposed freeway on nearby noise-sensitive land uses (for example, residences) was evaluated to determine if noise reduction options were needed according to ADOT's Noise Abatement Policy.

Exact noise barrier locations and dimensions would be determined during the design phase in accordance with ADOT's Noise Abatement Policy.

## Representative Impacts

### Action Alternatives

- Would introduce noise where it currently does not exist or at higher levels than now experienced.

### No-Build Alternative

- No major project-related influences on noise would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on noise levels.

## Representative Mitigation

Mitigation and considerations would include, but would not be limited to:

- ✓ Locations and height of walls would be reevaluated as design progresses.
- ✓ Where feasible, noise barriers would be constructed as early as possible in the construction phase to shield adjacent properties from construction-related noise impacts.
- ✓ Adding rubberized asphalt over the freeway's concrete pavement surface.

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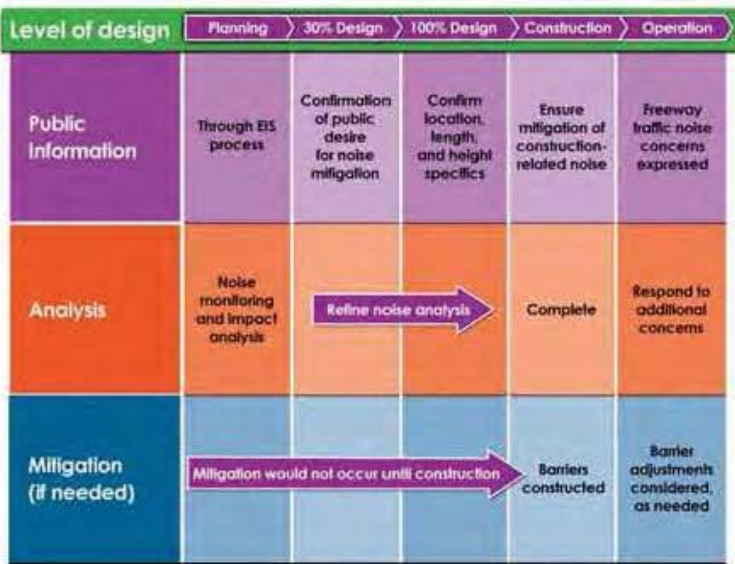
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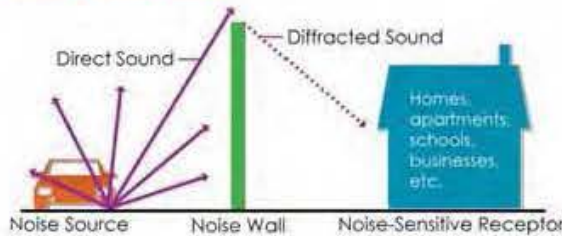


# Noise Barrier Location Process

The determination of the location, length, and height of noise barriers requires multiple stages of modeling analysis and offers the public a number of opportunities to gather information and provide comments.



## How noise walls work



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# Water Resources

Water resource issues examined in the Draft EIS considered effects on surface water quality, irrigation canals, and access to groundwater supply. Other water resources, like floodplains, are presented in other banners.

## Representative Impacts

### Action Alternative

Impacts from the action alternatives would include, but would not be limited to:

- The additional amount of freeway pavement would potentially increase the level of pollutants discharged into the Salt and Gila rivers; however, the amount of discharge would be offset by a transference of traffic from local streets to the proposed freeway and region's freeway system.
- The Salt and Gila rivers, washes, and irrigation canals would be subject to the potential for increased pollutant discharges from vehicular traffic.
- Wells used for multiple purposes (e.g., monitoring, testing, irrigation, domestic) would be affected by the action alternatives as shown in the table below and subject to possible removal or abandonment.

	Western Section			Eastern Section
	W101	W71	W59	E1
Potentially affected wells	27-45	28	93	25

### No-Build Alternative

- No major project-related influences on water resources would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on water resources.
- Increasing congestion on the local street network would be expected, especially in the most rapidly developing areas within the Study Area.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Coordination with flood control districts and the Gila River Indian Community when designing drainage features would occur to ensure appropriate drainage design standards are followed.
- ✓ ADOT would obtain an Arizona Pollution Discharge Elimination System (AZPDES) permit from ADEQ. The permit would outline construction limitations of discharge to not exceed water quality standards.
- ✓ Storm Water Pollution Prevention Plans (SWPPP) would be required of contractors as part of the AZPDES. The SWPPP would include Best Management Practices to reduce impacts on water resources during construction.
- ✓ Design features, including sediment-trapping basins, erosion control measures, and settlement basins would be used to reduce pollutant loading on the resources.
- ✓ Wells that would need to be fully replaced would be done so based on the well replacement program outlined by State law.

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# Floodplains

Potential impacts to floodplain areas were identified, studied, and assessed to minimize the impacts of flooding and associated loss, and to preserve the beneficial value of the floodplains.



**100-Year Floodplain**

**Federal Emergency Management Agency Floodplain**

- Areas of 100-year flood, base flood elevations and flood hazard factors determined
- Areas of 100-year flood, base flood elevations and flood hazard factors not determined
- Areas of 100-year shallow flooding depths are between 1 and 2 feet
- 1-A floodway is that part of the floodplain that is covered by emergency measures of water being routed

**Representative Impacts**

**Action Alternatives**

Impacts from the action alternatives would include, but would not be limited to:

- all Western Section alternatives would result in limited floodplain encroachments and limited flood risk.

Floodplain	Floodplain Acreages Affected			
	Western Section			Eastern Section
	W101	W71	W59	E1
Salt River	19	117	53	0
Union Pacific Railroad	29-33	10	4	0
<b>TOTAL</b>	<b>48-52</b>	<b>127</b>	<b>57</b>	<b>0</b>

**No-Build Alternative**

- No project-related impacts on floodplains would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to further encroachment into federally mapped floodplains.

**Representative Mitigation**

Mitigation would include, but would not be limited to:

- Designing drainage features to contain increases in water surface elevations within the existing and proposed right-of-way.
- Designing bridge structures to prevent a rise in floodwater elevation of more than one foot and coordinating the design with the Maricopa County Floodplain Manager.
- Using self-cleaning culverts sized based on the design discharge of a 100-year storm.

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**CHAPTER 4**

# Waters of the United States

Such waters in the Study Area include ephemeral (temporary) washes, canal laterals (ditches), and the Salt and Gila rivers.



**Waters of the US**

**What are "waters of the US"?**

Interstate waters in the United States are those currently or have been used in the past or may be used in the future for navigation or interstate commerce. Examples include interstate rivers, rivers, streams, headwaters, canals, wetlands, sloughs, lakes, and natural ponds, whether via degradation or destruction could affect to high commerce activities.

**Clean Water Act (CWA)**

SECTION 404		SECTION 401	
<b>regulates</b> the discharge of dredged or fill material into waters of the US.	<b>administered by</b> <b>US Army Corps of Engineers.</b>	<b>certifies</b> water quality associated with activities/construction of the proposed action into waters of the US.	<b>administered by</b> <b>ADEQ</b> Arizona Department of Environmental Quality

**Representative Impacts**

**Action Alternatives**

Impacts from the action alternatives would include, but would not be limited to:

Acreage of impact on waters of the US	Western Section			Eastern Section
	W101	W71	W59	E1
	17	19	26	4

**No-Build Alternative**

- No project-related impacts on waters of the US would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on waters of the US.

**Representative Mitigation**

Mitigation would include, but would not be limited to:

- Preparing and submitting an application to the U.S. Army Corps of Engineers and ADEQ for a CWA Section 404 permit and for CWA Section 401 water quality certification for the entire project.
- Complying with all conditions set forth in the Section 401 water quality certification and all terms, general conditions, and special conditions of the Section 404 permit. The Section 404 permit stipulates that the selected alternative must be the least environmentally damaging practicable alternative. Permit review and issuance follows a sequence process that encourages avoidance of impacts, followed by minimizing impacts and, finally, requiring mitigation for unavoidable impacts to the aquatic environment.

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**CHAPTER 4**



# Topography, Geology, and Soils

The study examined the potential adverse effects of the proposed freeway on groundwater resources, fissuring, seismicity, and mineral resources.



## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Western Section			Eastern Section
W101	W71	W59	E1
<ul style="list-style-type: none"><li>• Groundwater and soil conditions may influence design and construction, but such conditions are commonly encountered and accounted for in design and construction.</li><li>• Little direct effect on groundwater levels. Any potential land subsidence due to groundwater-level decline is unlikely to have an adverse effect on the proposed freeway.</li><li>• Sand and gravel operations—some inactive, some active—would be affected.</li></ul>			<ul style="list-style-type: none"><li>• Bedrock of granite and gneiss would be encountered through ridgelines on the west side of the South Mountains, resulting in difficult excavation conditions.</li><li>• Blasting may be required for removal.</li></ul>

### No-Build Alternative

- No major project-related influences on topography, geology, and soils would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to modifications to topography, geology, and soils and increased demands on groundwater supply.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ If blasting is necessary for excavation, in-depth pre- and post-construction surveys, including photos and video, for all structures located within one-half mile of any blasting and/or heavy ripping activities would occur. Surveys would be done to ADOT specifications and the contractor would be responsible for any damage from blasting and related activities.
- ✓ Acquisition and relocations of sand and gravel operations would be in accordance with federal and state laws addressing compensation and relocation.
- ✓ Excavated slopes would be protected against erosion and rock fall.

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# Biological Resources

Wildlife and plant species in Arizona are regulated and protected through state and federal laws and regulations.



## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Western Section			Eastern Section
W101	W71	W59	E1
<ul style="list-style-type: none"><li>• May affect foraging behavior of the Sonoran Desert population of bald eagles along the Salt River.</li><li>• Would not affect threatened and endangered species or their critical habitat.</li></ul>			<ul style="list-style-type: none"><li>• May affect the Sonoran desert tortoise through vehicular conflicts, displacement from construction, loss of food sources and cover habitat, and habitat degradation.</li></ul>
<ul style="list-style-type: none"><li>• May restrict some wildlife movement because of the physical barrier that would be created by the proposed freeway between the South Mountains and Sierra Estrella.</li><li>• Would disturb cover areas, nesting areas, and food resources for wildlife habitat provided by the natural plant communities.</li></ul>			

### No-Build Alternative

- No major project-related influences on biological resources would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to continued disturbance of cover areas, nesting areas, and food resources provided by natural plant communities.
- Urban development could also restrict wildlife movement because of physical barriers that would be created by urban features such as homes, buildings, walls, and roads.

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CHAPTER 4




# Biological Resources


Examples of species in the Study Area




Tortoise



Yuma Clapper



Bald Eagle



Yellow Billed Cuckoo

## Representative Mitigation

The Study Area would continue to urbanize due to planned development with or without the proposed freeway. Mitigation would include, but would not be limited to:

- ✓ Coordinating with U. S. Fish and Wildlife Service (USFWS) and Arizona Game and Fish Department to determine whether additional species-specific mitigation measures would be required.
- ✓ Designing drainage structures near the South Mountain Park and Preserve to accommodate multifunctional crossings.
- ✓ Reexamining the USFWS threatened and endangered species list for Maricopa County prior to construction activities.
- ✓ Completing bird surveys and developing species-specific mitigation measures for birds protected under the Migratory Bird Treaty Act.
- ✓ Scheduling and performing construction to avoid breeding seasons of migratory birds.
- ✓ Seeding all disturbed soils that would not be landscaped using species native to the area.
- ✓ Inspecting and cleaning all earthmoving and hauling equipment to prevent the introduction of invasive species seeds.
- ✓ Educating construction personnel of guidelines for handling Sonoran desert tortoises, if encountered.
- ✓ Completing a preconstruction survey for burrowing owls prior to construction in all suitable habitat that would be disturbed.

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CHAPTER 4

# Cultural Resources

Cultural resource investigations were performed to establish the proposed freeway's compliance with the National Historic Preservation Act and other laws. Cultural resources generally include archaeological sites, historic buildings and structures, artifacts and objects, and places of traditional, religious, and cultural significance.



## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

National Register of Historic Places-eligible sites	Western Section			Eastern Section
	W101	W71	W59	E1
Archaeological sites	2-3	4	5	7
Roosevelt Canal				
Crosses	No	Yes	Yes	No
Affects eligibility	No	No	No	No
Historic Southern Pacific Railroad				
Crosses	Yes	Yes	Yes	No
Affects eligibility	No	No	No	No
Historic Phoenix South Mountain Park/Preserve	No	No	No	Yes
Traditional Cultural Property-South Mountains	No	No	No	Yes

All action alternatives would affect archaeological and historic resources.

### No-Build Alternative

- No project-related impacts on cultural resources would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to disturbance of cultural resource properties and sites.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Developing and implementing a preconstruction testing plan for archaeological sites.
- ✓ Avoiding impacts through the use of bridges to span the historic canal and railroad.
- ✓ Outlining and establishing an agreement between lead agencies and other interested parties for the proper treatment and management of affected cultural resources and associated objects that may be encountered.
- ✓ Contracting with the Gila River Indian Community to perform a full evaluation of traditional cultural properties.
- ✓ Locating multifunctional crossings such that they would facilitate pedestrian access to cultural sites.

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# Prime and Unique Farmland

The purpose of the Farmland Protection Policy Act is to "minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses."



New residential developments replacing farmland in the Study Area.

## What is "prime" and "unique" farmland?

**Prime farmland** is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, and other agricultural crops. It does not include land already in or committed to urban development or water storage.

**Unique farmland** is land other than prime farmland that is used for production of specific high-value food and fiber crops. Examples of such crops include citrus, tree nuts, olives, fruits, and vegetables.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Impact	Western Section			Eastern Section
	W101	W71	W59	E1
Acres of converted prime and unique farmlands*	827-863	583	588	154

\*The acres of farmland conversion represent a small percentage of farmland in the Study Area. The Study Area would continue to become more urban because of planned development; therefore, the conversion of farmland by the proposed freeway would be inconsequential, although some remnants of farmland would likely remain indefinitely.

### No-Build Alternative

- No project-related impacts on prime and unique farmland would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to the conversion of farmland to urban and suburban uses.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- Coordinating with affected property owners to provide access, if possible, for farm equipment between divided agricultural parcels.
- Purchasing remaining farm parcels considered too small to be farmed either economically or functionally.

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# Hazardous Materials

A hazardous materials evaluation for the construction and operation of the proposed freeway was conducted to determine whether:

- contaminated soils would be present near potential hazardous materials sites,
- underground storage tanks would need removal or relocation because of freeway construction,
- wells and dry wells would be present,

Identifying potential sites minimizes the risk of delays during construction and exposure of contaminants to the general public.

## Transport of hazardous materials

Types of hazardous materials frequently transported on the region's roads include gasoline and paint products. ADOT is responsible for developing, implementing, and maintaining the list of designated and restricted routes. In Arizona, only three routes are restricted for all hazardous materials. Currently, the proposed freeway would be available for hazardous materials transport.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Impact	Western Section			Eastern Section
	W101	W71	W59	E1
Disturbance of high-priority hazardous materials sites*	1	4	5	0

\* High-priority sites are those with high potential for releasing hazardous materials into the soil or groundwater. Examples of high-priority sites include current service stations, bulk fueling terminals, or known sites with a release that has not been remediated (cleaned).

### No-Build Alternative

- No major project-related influences on hazardous materials sites would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to potential impacts on hazardous materials sites.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- Performing a site-specific assessment prior to acquisition of the high-priority sites.
- Coordinating with responsible parties to determine the status of any required cleanup actions.
- Conducting asbestos and lead-paint inspections of structures to be demolished.
- Controlling construction activities near wells or dry wells to avoid contaminating groundwater resources.
- Developing emergency response plans with local fire authorities, local hospitals, and certified emergency responders for hazardous materials releases or chemical spills.
- Removing any existing aboveground storage tanks or underground storage tanks in accordance with Arizona laws and regulations.

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# Visual Resources

The Study Area was evaluated in terms of the existing visual conditions and landscape character. The analysis identified distinct features, areas of preservation and disturbance, key landmarks, and major viewpoints.

## Representative Impacts

**Action Alternatives**  
Impacts from the action alternatives would include, but would not be limited to:

Western Section			Eastern Section
W101	W71	W59	E1
<ul style="list-style-type: none"><li>Construction activities, new traffic interchanges, and the proposed freeway would be visible from residences and rural areas.</li><li>Views from the developed areas of the W101 and W59 Alternatives would not change.</li><li>The W71 Alternative would have slightly greater impacts to views because of more planned residential development than the other freeway alternatives.</li></ul>			<p>The proposed freeway in and around the South Mountains would alter the views of the natural settings.</p>

**No-Build Alternative**

- No major project-related influences on visual resources would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to the conversion of the Study Area to an urban appearance.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Using plants to screen views both of the road and from the road.
- ✓ Clustering or grouping plant material in an informal pattern to break up the linear form of the freeway.
- ✓ Blending retention basins and their landscape treatments into their natural surroundings.
- ✓ Using earth colors for overpasses, retaining walls, screen walls, and noise barriers.
- ✓ Modifying the newly exposed rock faces of road cuts to mimic the adjacent natural rock features to the extent practicable and feasible.

Examples of visual treatments:



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# Energy



Primary energy use would be fossil fuel consumption by vehicles traveling within and around the Study Area. Operational energy use was calculated using MAG traffic projections, Maricopa County vehicle registration records, and U.S. Dept. of Energy fuel economy data.

## Representative Impacts

**Action Alternatives**  
Impacts would include, but would not be limited to:

Impact	Action Alternatives gallons per year		
	W101/E1	W71/E1	W59/E1
Regional energy consumption	4,181,000,000	4,182,000,000	4,182,000,000

**No-Build Alternative**

Impact	No-Build Alternative gallons per year
Regional energy consumption	4,223,000,000

**i**

Among the action alternatives, operational energy use is essentially about the same and all action alternatives are projected to result in less fuel consumption than the No-Build Alternative.

**ACTION ALTERNATIVES =  
40M GALLONS  
LESS FUEL  
PER YEAR**



## Representative Mitigation

✓ No mitigation is proposed.

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# Temporary Construction Impacts

Construction activities would have a temporary impact on project surroundings in the Study Area.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Western Section			Eastern Section
W101	W71	W59	E1

During construction, motorists and other people living and working in the surrounding area could experience temporary inconveniences associated with traffic delays, detours, and construction dust and noise. Temporary effects on air quality, noise levels, water resources, residential and business access, pedestrian and vehicular traffic, and utilities would be comparable among action alternatives.

### No-Build Alternative

• Construction activity associated with existing and planned land development patterns, including new commercial and residential areas and transportation projects, would result in similar temporary construction impacts as the action alternatives.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Developing and implementing a traffic control plan to reduce impacts of traffic congestion and associated emissions during construction.
- ✓ Coordinating the traffic control plan with public services such as fire and ambulance.
- ✓ Implementing strategies such as watering to minimize dust, stabilizing dirt piles, using windbreaks, and revegetating disturbed areas to minimize dust and erosion.
- ✓ Maintaining and operating all construction equipment to minimize noise and air emissions.
- ✓ Distributing construction alerts to keep the public informed of construction activities.
- ✓ Coordinating short-term and localized disruptions to utility services and providing prior notification of adjacent property owners who would be affected by temporary service cut-offs.

### Examples of mitigation strategies



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# Material Sources

Large-scale projects, such as the proposed freeway, require balancing earthwork needs with available fill material (or dirt). In some cases, project excavation in one area produces excess material that can then be used as fill elsewhere on the project, such as at raised traffic interchanges.

Onsite excavation can generate required fill.



Local sand and gravel operations can be a source of fill.



In other cases, projects do not produce enough fill material onsite to meet project needs, so other suitable sources of material must be found offsite and brought to the project.

## Representative Impacts

### Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Impact	Western Section			Eastern Section
	W101	W71	W59	E1
Amount of fill material needed (million cubic yards)	1.0-4.0	0.25	3.8	6.2

### No-Build Alternatives

• Construction activity associated with existing and planned land development patterns, including new commercial and residential areas and transportation projects, would result in the need for material sources.

## Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ The proposed freeway would balance materials to the extent possible, but some additional materials would be needed for all action alternatives. These amounts are not considered excessive for a project of this size.
- ✓ The contractor would use material sources from an ADOT-approved source.
- ✓ Contractor-furnished material sources must obtain environmental clearance for use on ADOT projects.

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## Secondary and Cumulative Impacts

**Secondary impacts** are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Secondary impacts may include growth, changes in land use patterns, population density or growth rate, and related effects on air and water and other natural systems.

**Cumulative impacts** are environmental impacts that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts are considered direct effects that are caused by the action and occur at the same time and place.



### Representative Impacts

**Action Alternatives**  
Impacts from the action alternatives would include, but would not be limited to:

	Western Section			Eastern Section
	W101	W71	W59	E1
Secondary	<ul style="list-style-type: none"><li>Growth in traffic, population, and related effects would occur with or without the proposed freeway, resulting in increased congestion.</li><li>Impacts on biological resources, water resources, air quality, cultural resources, land uses, community character, and economic conditions would occur.</li><li>The purpose of the proposed freeway is to respond to a growing need for additional transportation capacity as a result of regional growth occurring now and as projected.</li></ul>			
Cumulative	<ul style="list-style-type: none"><li>The proposed freeway would occur in an urbanizing area planned for continued urban growth as established in local jurisdictions' land use planning activities for as many as the last 25 years.</li><li>The minimal contribution to overall traffic use is expected to have both positive and negative consequences. Cumulative impacts would occur on biological resources, water resources, cultural resources, land uses, visual resources, noise, and air quality.</li></ul>			

**No-Build Alternative**  
The permanent loss of cultural resources and agricultural land would be expected to continue with increased urbanization even if the proposed freeway were not constructed; however, the incremental effects contributed solely by the proposed freeway would not occur.

### Representative Mitigation

Project-specific mitigation measures proposed to address direct impacts would also provide reductions in overall secondary and cumulative impacts.

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## Property Acquisition and Relocation

**Is there a process to acquire and relocate residences and businesses?  
How and when does it work?**

- There is a clear, proven property acquisition and relocation process that ADOT is required to follow. ADOT has fulfilled the requirements of this federal process for many years on many projects.
- An acquisition and relocation assistance program would be conducted in accordance with the **Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970**.
- This act identifies the process, procedures, and time frame for right-of-way acquisition and relocation of affected residents or businesses.
- All replacement housing would be decent, safe, sanitary, and within a displacee's financial means.
- Relocation resources would be available to all eligible residential and business relocatees without discrimination.
- Assistance will be provided to locate available replacement housing.

**i**

Right-of-way process information can be obtained by speaking with an ADOT Right-of-Way representative or calling 602-712-7316.

2014

Record of Decision

→

Late 2014

1st Construction Segment Begins (if Build Alternative Approved)

Acquisition and Relocation Ongoing

Public Involvement Process

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CHAPTER 4



# Section 4(f) Overview



Section 4(f) of the U.S. Department of Transportation Act of 1966 generally:

*prohibits the use of land from a park and recreation area, wildlife and waterfowl refuge, or historic site unless it can be shown that there is no prudent and feasible alternative to that use and that the project includes all possible planning to minimize harm to the resource.*

Section 4(f) applies to projects that receive funding from or approval by an agency of the U.S. Department of Transportation.

### What are Section 4(f) properties?

Within or near the Study Area, the following are subject to protection under Section 4(f):

- Recreational trails
- Historic properties
- Recreational facilities associated with public schools
- Public parks

Highway planners and designers must demonstrate there is no prudent and feasible alternative before allowing a highway project to impact a Section 4(f) resource.

Implementing measures early in the EIS process helps to protect and avoid the use of Section 4(f) resources.



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CHAPTER 5

# Section 4(f) – South Mountains

## Public Parkland Resources (Phoenix South Mountain Park/Preserve)



The South Mountains are a highly valued resource and are afforded protection under Section 4(f) as a:

### Publicly-Owned Park

- Phoenix South Mountain Park/Preserve is 16,600 acres, and is operated and maintained by the City of Phoenix as a centerpiece of the Phoenix Sonoran Preserve System.
- Over 3 million people per year hike, bike, horseback ride, and visit the park.

### Historic Resource – Property Eligible for the National Register of Historic Places

- The park's origins began in 1924 and has a rich history.
- From 1933 to 1942, projects in the park were completed by the Civilian Conservation Corps to provide relief from the Great Depression.

### Traditional Cultural Property

- The South Mountains are eligible as a traditional cultural property because they are considered sacred, playing a role in certain Native American cultures, identities, histories, and oral traditions.



### What are traditional cultural properties?

Traditional cultural properties (TCPs) are places considered important for their association with cultural practices or beliefs of a living community that are rooted in that community's history and are important in maintaining the cultural identity of a community. TCPs are not always man-made; they can be locations where a particular community has historically gone—and is known to go today—to perform traditional cultural practices.

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CHAPTER 5



# Section 4(f) Outcomes

## Representative Impacts Action Alternatives

Western Section			Eastern Section
W101	W71	W59	E1
Would not use any Section 4(f) resources.			Would result in the use of Section 4(f) resources in the South Mountains, including 31 acres (or less than .2 percent) of public parkland and historically-eligible land, and as a traditional cultural property.

### No-Build Alternative

No immediate impacts would occur, but transportation-related planned development (nonfederally funded) could contribute to future impacts.

### Representative Measures to Minimize Harm

Representative measures to minimize harm to historic properties and trails would include, but would not be limited to:

- Spanning eligible properties and trail segments to avoid impacts.
- Providing access during construction.

### What are measures to minimize harm?

After determining there are no prudent and feasible alternatives to avoid the use of Section 4(f) resources, the study process requires all possible planning to **minimize harm or mitigate for adverse impacts and effects**. Possible measures to minimize harm may include:

- alignment/design modifications or adjustments.
- mitigation and enhancement measures.
- replacement of land or facilities of comparable value and function.

### Representative Mitigation

Mitigation for South Mountain Park/Preserve and South Mountains Traditional Cultural Property (TCP) would include:

- ✓ Minimizing land needed and impacts of the proposed freeway during final design.
- ✓ Establishing a slope treatment plan for cuts through the ridgelines to blend the cuts into the South Mountains' natural setting.
- ✓ Using vegetation as screening.
- ✓ Constructing aesthetically pleasing noise barriers and other structures.
- ✓ Consulting with the Gila River Indian Community and other agencies regarding design and locations of multiple crossings.
- ✓ Contracting with the Gila River Indian Community to perform a full TCP evaluation.
- ✓ Identifying potential replacement land through coordination with appropriate stakeholders (i.e., City of Phoenix) adjacent to the park.

### CONCLUSION:

After extensive consideration of a multitude of design options (i.e., tunneling, bridging), the study team determined avoidance of the mountains **WOULD NOT** be prudent and feasible as defined under Section 4(f).

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## CHAPTER 5

# Agency and Public Outreach

## Strategic program goals include:

- Developing and implementing a process that maintains open and continuing communications.
- Creating an informed public.
- Using multiple communication tools to effectively engage all population segments, ensuring equal access to the EIS process.
- Establishing constructive agency participation opportunities.
- Obtaining public input throughout the study to assist in developing a well planned, researched, and defensible EIS.
- Identifying and considering key issues and concerns.
- Improving the decision-making process.

### Outreach Activities 2001–2013

Public	Agency
• Information collected from community and tribal leaders during <b>40</b> interviews	• Scoping letters sent to <b>232</b> federal, state, and local agencies
• <b>200+</b> presentations to neighborhood groups, homeowners associations, chambers of commerce, village planning committees, trade associations, etc.	• <b>2-day</b> agency scoping meeting with <b>95</b> agency representatives
• <b>12</b> public meetings	• <b>70+</b> agency meetings
• Study information provided through: <ul style="list-style-type: none"><li>– <b>3</b> study videos, including <b>1</b> visual simulation, newsletters (print and electronic), fact sheets, frequently asked questions, and informational postcards.</li><li>– <b>60+</b> Citizens Advisory Team meetings</li><li>– Interviews, briefings, news releases, comment forms, Internet survey</li><li>– Project website, email address, and hotline</li></ul>	• <b>Monthly</b> stakeholder progress meetings held since July 2001 to discuss: <ul style="list-style-type: none"><li>– Alternatives</li><li>– Conceptual design</li><li>– Environmental impacts</li><li>– Communications and public involvement of the proposed action</li></ul>
• Public and agency comments summarized after each study phase	

Chapter 6, *Comments and Coordination*, documents the agency and public involvement process up to publication of the Draft EIS.

It also identifies comments, concerns, and suggestions collected during communications, interviews, and meetings.

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## CHAPTER 6



# How Public Comments are Incorporated into the Study

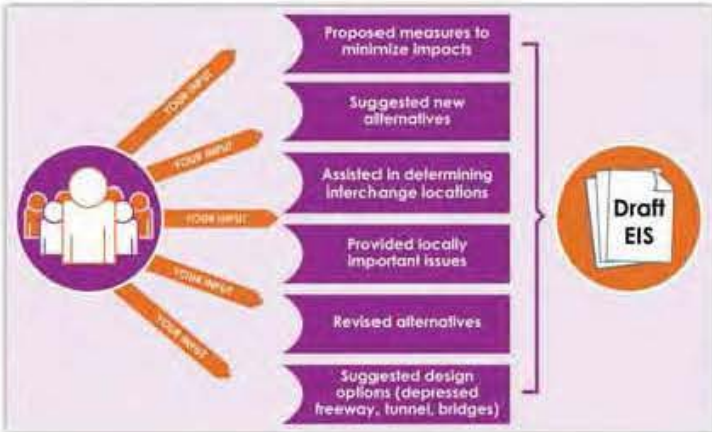


Public comments obtained throughout the study are analyzed to identify:

Issues Trends Sentiments Concerns Opinions

These evolved over time as new information became available.

The public contributed important and timely insights that assisted the study team and enhanced the quality of the Draft EIS.



All public comments received on the Draft EIS during the 90-day comment period will be considered and included in the Final EIS and the project's administrative record.

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CHAPTER 6

South Mountain Freeway Study  
Chapter 6: Public Input and Comments

# Public Influence



How public input has influenced the study:

- Contributed more than **30 alternatives**.
- **Assisted in determining interchange locations**, including shifting the proposed 51st Avenue interchange in Laveen Village and eliminating the proposed 32nd Street interchange in Ahwatukee Foothills Village.
- **Reviewed options along Pecos Road** in Ahwatukee Foothills Village.
- **Proposed measures to minimize impacts** to sensitive resources, including alignment shifts near Tolleson High School in Tolleson and South Mountain Park/Preserve in Laveen Village.
- **Provided input on locally important issues**, including locations of wells in Ahwatukee Foothills Village and potentially historic properties throughout the entire Study Area.
- **Recommended alignment changes to avoid historic and/or cultural neighborhoods and locations**, including alignment shifts near the Sachs-Webster Farmhouse in Laveen Village and the Santa Maria community in Estrella Village.
- **Recommended reducing the proposed freeway's right-of-way needs and minimizing residential displacements** by using an eight-lane design instead of a ten-lane design.
- **Recommended reexamination of potential costs, impacts, and benefits of design options** such as depressed roadways, tunnels, bridges, etc.



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CHAPTER 6

South Mountain Freeway Study  
Chapter 6: Public Input and Comments



## Citizens Advisory Team

### Purpose of the South Mountain Citizens Advisory Team

Since the beginning of the study (2001), representative groups and organizations in the Study Area have worked as a voluntary, advisory team to provide advice and input to FHWA and ADOT. The South Mountain Citizens Advisory Team (SMCAT) dedicated time to:

- serve as a conduit of information with neighborhood organizations;
- provide advice on public and agency meetings and on how to clearly present information to the public;
- help define neighborhood and regional issues and concerns;
- provide input into the identification of a Preferred Alternative;
- provide a Build or No-Build recommendation.

#### Organizations and entities represented in the SMCAT:

- |  |  |   |
|--|--|---|
| • Ahwatukee Foothills Chamber of Commerce        | • Gila River Indian Community, District 4*             | • Laveen Citizens for Responsible Development |
| • Ahwatukee Foothills Village Planning Committee | • Gila River Indian Community, District 6*             | • Laveen Village Planning Committee           |
| • Ahwatukee Lakewood Homeowners Association      | • Gila River Indian Community, District 7*             | • Maricopa County Farm Bureau                 |
| • Arizona Forward Association                    | • Gila River Indian Community, Elderly Concerns Group* | • Mountain Park Ranch Homeowners Association  |
| • Arizona Public Health Association              | • Cottonfields Homeowners Association                  | • Phoenix Mountains Preservation Council      |
| • Arizona Trucking Association*                  | • East Valley Partnership*                             | • Sierra Club                                 |
| • Arlington Estates Homeowners Association       | • Estrella Village Planning Committee                  | • Silverado Ranch Homeowners Association*     |
| • Calabrea Homeowners Association                | • The Foothills Homeowners Association                 | • South Mountain Village Planning Committee   |
| • Chandler Chamber of Commerce*                  | • Foothills Reserve Homeowners Association             | • South Mountain/Laveen Chamber of Commerce*  |
| • City of Avondale                               | • I-10/Pecos Road Landowners Association               | • Southwest Valley Chamber of Commerce        |
| • City of Chandler*                              | • Kyrene Elementary School District                    | • United Arizona Dairymen*                    |
| • City of Tolleson*                              |  |   |

\* previous member organizations



Since 2001, over **60** SMCAT meetings have been held.

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CHAPTER 6

## Draft EIS Public Comment Options

There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

The Draft EIS is available for a 90-day public comment period, which started on **April 26, 2013** and ends on **July 24, 2013**.



**Submit a comment form today or postmarked by July 24, 2013.**



**Provide a verbal comment to a court reporter today with no time limit.**



**Provide a formal 3-minute comment to the study panel (at the hearing only).**



**Loop 202 South Mountain Freeway Study**  
1655 W. Jackson Street, MD 126F  
Phoenix, Arizona, 85007



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



602.712.7006



[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)



**Online Public Hearing** - All of the materials presented at the public hearing, including the study video, banners, and comment form, will be available starting May 21, 2013. Comments will be accepted until July 24, 2013 at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).



#### Community Forums

- Will be held at various locations in the Study Area during the public comment period.
- Technical staff will be at the forums to answer questions. Study materials, including the study video, will also be available to view.
- Court reporters will be available to take individual verbal comments.
- Written comments can also be submitted, but no formal "hearing" format will occur at these community forum meetings.
- Forum locations will be posted at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway), emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

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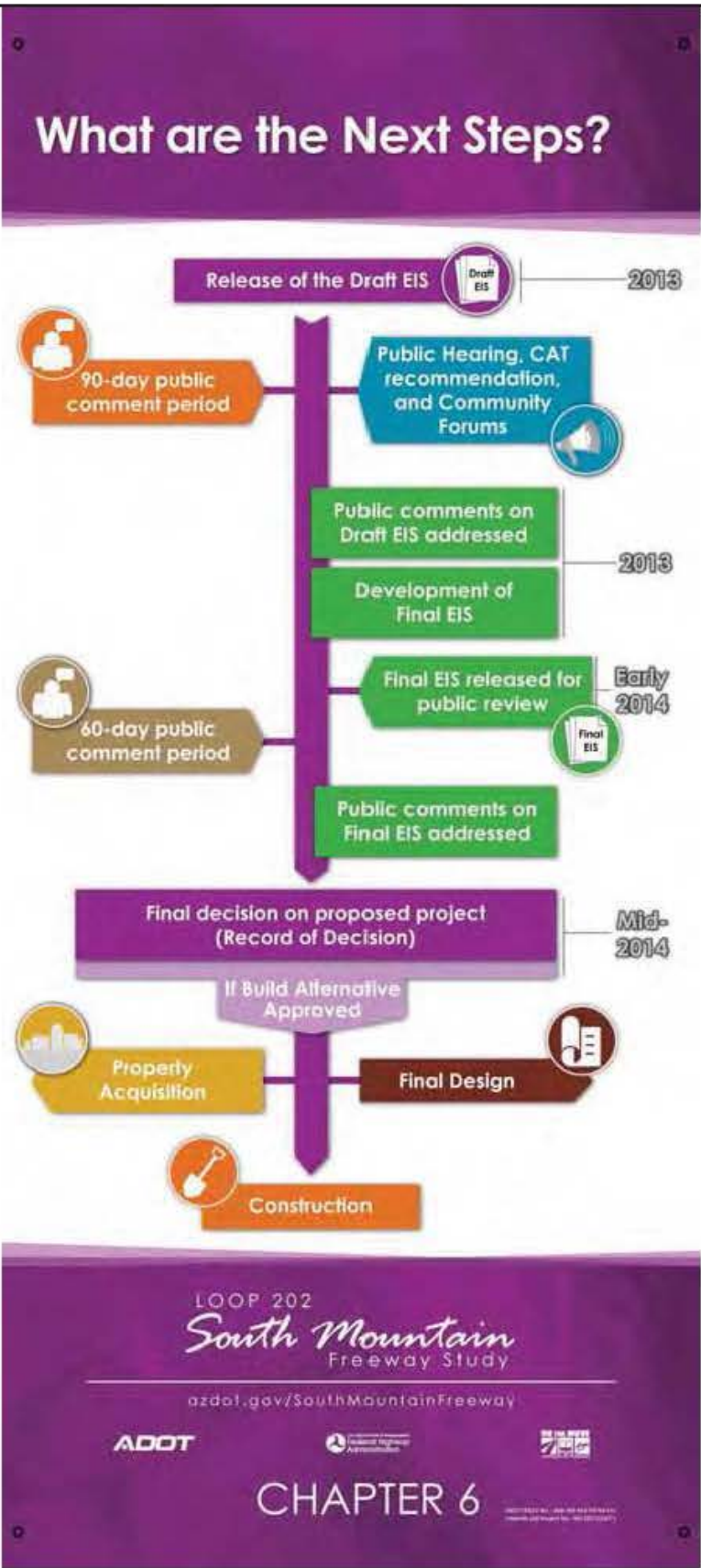
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CHAPTER 6





# NEPA and EIS Description

## What is NEPA?

The National Environmental Policy Act of 1969 establishes a framework that allows federal agencies to consider a multitude of factors, including environmental concerns, when making project-related decisions.

## Why are FHWA and ADOT preparing an EIS?

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- NEPA requires federal agencies to examine the environmental, social, or economic impacts of a proposed action and provide opportunities for agency and public participation.
- Based on the potential impacts and the high level of interest in the proposed freeway, FHWA and ADOT have determined that an EIS is appropriate for this proposed action.

**Federal actions** include, but are not limited to, federal projects and federal approvals of non-federal activities such as interstate access modifications, funding, licenses, and permits.

## NEPA Facts

- Applies only to "federal actions."
- Requires that environmental effects are considered by a federal agency before it takes an action.
- Requires a structured, logical, sequenced process from the beginning.

**Public Involvement Process**

- Requires evaluation of all reasonable alternatives, including the No-Build Alternative.
- Requires compliance with all other applicable federal laws and regulations.
- Engineering and environmental aspects of a project are equal; they are not prioritized.

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# Important Elements in the NEPA Process

Completion of the NEPA process generally involves 8 integrated steps:

Steps	Outcomes
<b>Public and Agency Input (Scoping)</b>	Ensures that agencies and the public: <ul style="list-style-type: none"><li>• understand the purpose of the project,</li><li>• agree with the content, methodologies, and process,</li></ul> Collect valuable information from stakeholders on key issues.
<b>Purpose and Need</b>	Provides a statement of the problem that the proposed project is intended to solve (purpose) and why it is necessary (need). Establishes the basis for the development of a range of reasonable alternatives and assists with the identification of a preferred alternative.
<b>Development of Alternatives</b>	Identifies a full range of alternatives, including No-Build Alternative. Identifies alternative modes, configurations, and locations or alignments.
<b>Evaluation of Alternatives</b>	Provides technical information for comparison of alternatives, and potential environmental, physical and/or social impacts of the proposed action.
<b>Selection of the Preferred Alternative</b>	Identifies Preferred Alternative based on the alternatives screening process, environmental impacts assessment, and stakeholder input.
<b>Draft EIS</b>	Describes the impacts of alternatives, documents methods used to evaluate impacts, and discusses potential mitigation measures. Identifies the Preferred Alternative, DEIS available for public comment.
<b>Final EIS</b>	Describes the comments received on the DEIS, FHWA's responses and changes made. Identifies the Recommended Alternative, FES available for public comment.
<b>Record of Decision</b>	Identifies the Selected Alternative and why it was selected, specifies the "environmentally preferable alternative," and discusses avoiding, minimizing, and compensating for impacts.

Integrated technical evaluations are conducted by a interdisciplinary team of specialists including:

- environmental scientists
- outreach specialists
- managers
- social scientists
- documentation professionals
- legal experts
- engineers
- real estate professionals

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# Welcome

## Thank you for attending!

### Purpose of the Public Hearing

- Present the findings of the Draft EIS.
- Provide an opportunity to comment on the Draft EIS.

Today's hearing consists of 3 components:



**Room #1: Video**

- You are encouraged to start in Room #1.
- Watch the video to learn about the study, the Draft EIS, and see a visual simulation of the proposed freeway. This video is played continuously throughout the day.



**Room #2: Open House**

- View banners summarizing important elements of the Draft EIS.
- View roll plots of the proposed freeway location and right-of-way needs.
- Speak with a study team representative.
- Submit a verbal comment to a court reporter.
- Complete a comment form.
- Submit a comment online.
- View a copy of the Draft EIS.



**Room #3: Public Statements**

- Provide a 3-minute verbal comment to the panel of study team members (speakers must register).
- Listen to public comments.

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# General Ground Rules

Mutual respect, courtesy, and patience are the hearing's guiding principles.

To make everyone feel comfortable and welcome, regardless of their position on the study, we ask that you follow the ground rules listed below:

- Displays, signs, or banners are not allowed in the Convention Center.

## Video Room

- Please remain quiet while in the audience (turn off cell phones or set them to vibrate).
- Please leave the room for side discussions.

## Open House Room

- Please refrain from interrupting conversations between study team members and hearing attendees.

## Public Statement Room

- Please remain quiet while in the audience (turn off cell phones or set them to vibrate).
- Please do not interrupt a speaker.
- Please leave the room for side discussions.
- When at the microphone, please refrain from addressing the audience or asking for audience participation.



# Speaker Guidelines



General guidelines for speaker registration and participation are listed below. The moderator has the authority to deviate from these procedures, if needed.

1. **Register** - all speakers are required to register by either calling the hotline in advance of the hearing or by signing up at the Speaker Registration table.
2. **Order of Speakers** - Speakers will be called forward based on the order in which they sign up.  
To accommodate as many speakers as possible, individuals who have spoken already at the hearing will be placed at the end of the list.
3. **Time limit for comments** - Each speaker will be allotted a maximum of 3 minutes to present his or her comments. A timer will alert speakers at the 2-minute mark, the 2-1/2 minute mark, and at 3 minutes.
4. **Verbally summarize written comments** - Speakers are encouraged to summarize written comments rather than read them in full.
5. **Submit written comments** - An individual or group representative who speaks may submit more detailed written comments for the hearing record or later provide written comment. All comments have equal weight.
6. **Cannot yield time** - To allow equal opportunity for all, and to accommodate the number of people who may wish to speak, yielding time to another person will not be allowed.
7. **Format** - Held for the purpose of receiving 3-minute verbal comments. It is not a question-and-answer session.
8. **No demonstrations** - Demonstrations will not be allowed in any of the rooms.
9. **General call** - When all who indicated a desire to speak have been called, there will be a general call for anyone who has not yet spoken. This would include, first, those who had signed up and might have missed their earlier call to speak, and second, any other person who had not previously spoken.
10. **Hearing Schedule** - The hearing is scheduled to run to 8:00 p.m. At 8:00 p.m., if there are still people who have not had the opportunity to speak, the moderator may continue the hearing to accommodate additional speakers.

**Comment Methods** - In addition to speaking at the public hearing, detailed written or spoken comment on the Draft EIS may be submitted by other methods described in the public hearing guide and banners. All comments received will have equal weight in the process and will receive the same level of attention.

Comments on the Draft EIS must be postmarked by July 24th, 2013.



Appendix L: ADOT Right-of-Way Handouts



FOR MORE INFORMATION:  
Mary Ann Naber  
Federal Preservation Officer  
Federal Highway Administration  
Phone 202-366-2060  
Email MaryAnn.Naber@dot.gov

ADOT  
azdot.gov

ADOT  
Section 4(f) At a Glance

12-015



### What is Section 4(f)?

Section 4(f) refers to the original section of the U.S. Department of Transportation Act of 1966 which prohibits the use of land from a park and recreation area, wildlife and waterfowl refuge, or historic site unless it can be shown that there is no prudent or feasible alternative to that use. Section 4(f) applies to transportation projects that will result in the use of Section 4(f) properties.



### What are Section 4(f) properties?

Section 4(f) protects publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

### What is considered a use?

A "use" occurs when (a) Section 4(f) property is permanently acquired for a transportation project; (b) when there is occupancy of property that is adverse to the preservation purpose of the statute; or (c) when the proximity impacts of a transportation project are so great that the activities of the Section 4(f) resource are substantially impaired, even without the acquisition of the property.

### What does Section 4(f) require?

Section 4(f) requires either the finding of a de minimis impact or the evaluation of alternatives that would avoid the use of Section 4(f) properties. If a feasible and prudent alternative that would avoid Section 4(f) impacts is identified, it must be selected.

### What is a de minimis impact?

A de minimis impact is a use of Section 4(f) property that has been determined by FHWA to have no adverse impact on the protected resource. If a use is determined to result in a de minimis impact, evaluation of avoidance alternatives is not required. However, consideration of minimization, mitigation or enhancement measures should occur.

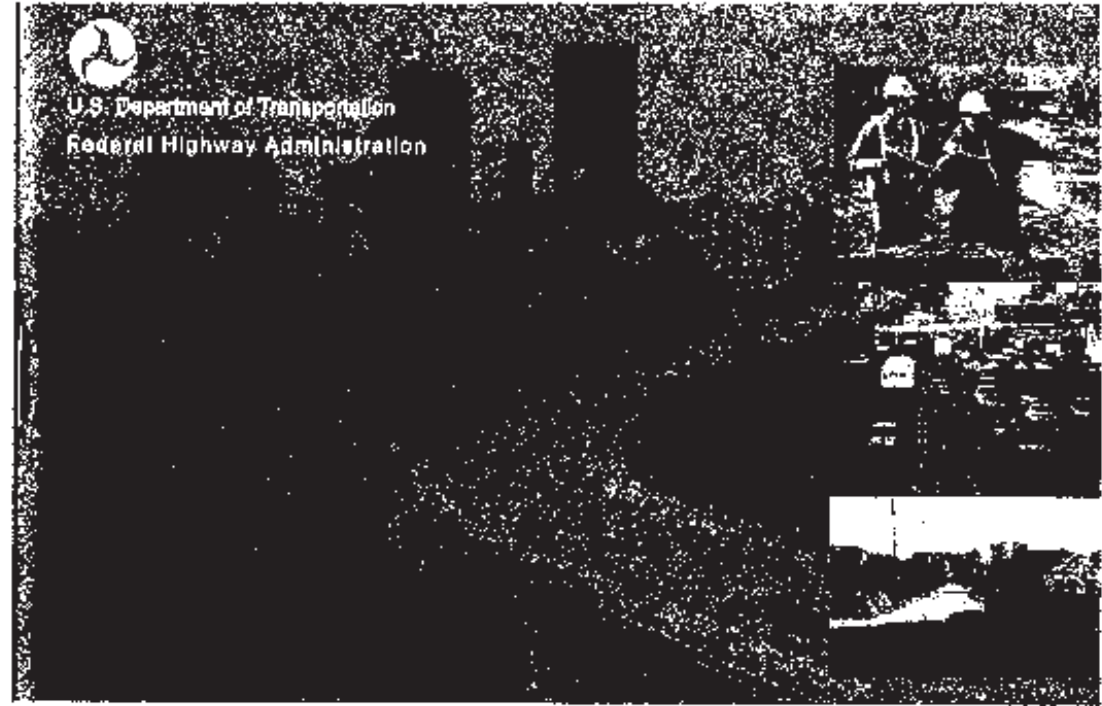
### What is a "feasible and prudent" alternative?

An alternative is feasible if it can be constructed in accordance with sound engineering principles and practices. An alternative may be rejected as not prudent because it does not meet the project purpose and need or creates truly unique problems such as, it results in unacceptable adverse social, economic, or other environmental impacts; it would cause severe community disruption, or it would involve extraordinary operational or safety problems.

What happens if avoidance is not feasible and prudent? If the alternatives analysis concludes that there is no feasible and prudent avoidance alternative, then the alternative that causes the least overall harm to the Section 4(f) property should be selected. Factors considered include the ability to mitigate adverse impacts; the relative severity of remaining harm after mitigation; and the relative significance of the Section 4(f) property. All possible planning to minimize harm to the Section 4(f) resource is considered.

### Who makes the 4(f) decision for highway projects?

FHWA is responsible for making all decisions related to Section 4(f) compliance. These include whether Section 4(f) applies to a property, whether a use will occur, whether an avoidance alternative is feasible and prudent, and whether a de minimis impact determination may be made.



U.S. Department of Transportation  
Federal Highway Administration

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INTRODUCTION

Government programs designed to benefit the public as a whole often result in acquisition of private property and, sometimes, in the displacement of people from their residences, businesses or farms. Acquisition of this kind has long been recognized as a right of government and is known as the power of eminent domain. The Fifth Amendment of the Constitution states that private property shall not be taken for public use without just compensation.

To provide uniform and equitable treatment for persons whose property is acquired for public use, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987. This law, called the Uniform Act, is the foundation for the information discussed in this brochure.

Revised rules for the Uniform Act were published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations (CFR), Title 49, Part 24. All Federal, State and local government agencies, as well as others receiving Federal financial assistance for public programs and projects, that require the acquisition of real property, must comply with the policies and provisions set forth in the Uniform Act and the regulation.





The acquisition itself does not need to be federally-funded for the rules to apply. If Federal funds are used in any phase of the program or project, the rules of the Uniform Act apply. The rules encourage acquiring agencies to negotiate with property owners in a prompt and amicable manner so that litigation can be avoided.

This brochure explains your rights as an owner of real property to be acquired for a federally-funded program or project. The requirements for relocation assistance are explained in a brochure entitled Relocation, Your Rights and Benefits as a Displaced Person under the Federal Relocation Assistance Program.

Acquisition and relocation information can be found on the Federal Highway Administration Office of Real Estate Services website: [www.fhwa.dot.gov/realestate](http://www.fhwa.dot.gov/realestate)

The agency responsible for the federally-funded program or project in your area will have specific information regarding your acquisition. Please contact the sponsoring agency to receive answers to your specific questions.

## IMPORTANT TERMS USED IN THIS BROCHURE

### Acquisition

Acquisition is the process of acquiring real property (real estate) or some interest therein.

### Agency

An agency can be a government organization (Federal, State, or local), a non-government organization (such as a utility company), or a private person using Federal financial assistance for a program or project that acquires real property or displaces a person.

### Appraisal

An appraisal is a written statement independently and impartially prepared by a qualified appraiser setting forth an opinion of defined value of an adequately described property as of a specific date, supported by the presentation and analysis of relevant market information.

### Condemnation

Condemnation is the legal process of acquiring private property for public use or purpose through the agency's power of eminent domain. Condemnation is usually not used until all attempts to reach a mutually satisfactory agreement through negotiations have failed. An agency then goes to court to acquire the needed property.

### Easement

In general, an easement is the right of one person to use all or part of the property of another person for some specific purpose. Easements can be permanent or temporary (i.e.,

limited to a stated period of time). The term may be used to describe either the right itself or the document conferring the right. Examples are: permanent easement for utilities, permanent easement for perpetual maintenance of drainage structures, and temporary easement to allow reconstruction of a driveway during construction.

**Eminent Domain**

Eminent domain is the right of government to take private property for public use. In the U.S., just compensation must be paid for private property acquired for federally-funded programs or projects.

**Fair Market Value**

Fair market value is market value that has been adjusted to reflect constitutional and other legal requirements for public acquisition.

**Interest**

An interest is a right, title, or legal share in something. People who share in the ownership of real property have an interest in the property.

**Just Compensation**

Just compensation is the price an agency must pay to acquire real property. An agency official must make the estimate of just compensation to be offered to you for the property needed. That amount may not be less than the amount established in the approved appraisal report as the fair market value for your property. If you and the agency cannot agree on the amount of just compensation to be

paid for the property needed, and it becomes necessary for the agency to use the condemnation process, the amount determined by the court will be the just compensation for your property.

**Lien**

A lien is a charge against a property in which the property is the security for payment of a debt. A mortgage is a lien. So are taxes. Customarily, liens must be paid in full when the property is sold.

**Market Value**

Market value is the sale price that a willing and informed seller and a willing and informed buyer agree to for a particular property.

**Negotiation**

Negotiation is the process used by an agency to reach an amicable agreement with a property owner for the acquisition of needed property. An offer is made for the purchase of property in person, or by mail, and the offer is discussed with the owner.

**Person**

A person is an individual, partnership, corporation, or association.

**Personal Property**

In general, personal property is property that can be moved. It is not permanently attached to, or a part of, the real property. Personal property is not to be included and valued in the appraisal of real property.



### Program or Project

A program or project is any activity or series of activities undertaken by an agency where Federal financial assistance is used in any phase of the activity.

### Waiver Valuation

The term waiver valuation means an administrative process for estimating fair market value for relatively low-value, non-complex acquisitions. A waiver valuation is prepared in lieu of an appraisal.

## PROPERTY APPRAISAL

An agency determines what specific property needs to be acquired for a public program or project after the project has been planned and government requirements have been met.



If your property, or a portion of it, needs to be acquired, you, the property owner, will be notified as soon as possible of (1) the agency's interest in acquiring your property, (2) the agency's obligation to secure any necessary appraisals, and (3) any other useful information.

When an agency begins the acquisition process, the first personal contact with you, the property owner, should be no later than during the appraisal of the property.



An appraiser will contact you to make an appointment to inspect your property. The appraiser is responsible for determining the initial fair market value of the property. The agency will have a review appraiser study and recommend

approval of the appraisal report used to establish the just compensation to be offered to you for the property needed.

You, or a representative that you designate, will be invited to accompany the appraiser when the appraiser inspects your property. You can point out any unusual or hidden features of the property that the appraiser could overlook. At this time, you should advise the appraiser if any of these conditions exist:

- There are other persons who have ownership or interest in the property.
- There are tenants on the property.
- Items of real or personal property that belong to someone else are located on your property.
- The presence of hazardous material, underground storage or utilities.

This is your opportunity to tell the appraiser about anything relevant to your property, including other properties in your area that have recently sold.

The appraiser will inspect your property and note its physical characteristics. He or she will review sales of properties similar to yours in order to compare the facts of those sales with the facts about your property. The appraiser will analyze all elements that affect value.



The appraiser must consider normal depreciation and physical deterioration that has taken place. By law, the appraiser must disregard the influence of the future public project on the value of the property. This requirement may be partially responsible for any difference in the fair market value and market value of your property.

The appraisal report will describe your property and the agency will determine a value based on the condition of the property on the day that the appraiser last inspected it, as compared with other similar properties that have sold.

## JUST COMPENSATION

Once the appraisal of fair market value is complete, a review appraiser from the agency will review the report to ensure that all applicable appraisal standards and requirements are met. When they are, the review appraiser will give the agency the approved appraisal to use in determining the amount of just compensation to be offered for your real property. This amount will never be less than the fair market value established by the approved appraisal.



If the agency is only acquiring a part of your property, there may be damages or benefits to your remaining property. Any allowable damages or benefits will be reflected in the just compensation amount. The agency will prepare a written offer of just compensation for you when negotiations begin.

### Buildings, Structures and Improvements

Sometimes buildings, structures, or other improvements are located on the property to be acquired. If they are real property, the agency must offer to acquire at least an equal interest in them if they must be removed or if the agency determines that the improvements will be adversely affected by the public program or project.

An improvement will be valued as real property regardless of who owns it.



**Tenant-Owned Buildings, Structures and Improvements**

Sometimes tenants lease real property and build or add improvements for their use. Frequently, they have the right or obligation to remove the improvements at the expiration of the lease term. If, under State law, the improvements are considered to be real property, the agency must make an offer to the tenants to acquire these improvements as real property.

In order to be paid for these improvements, the tenant-owner must assign, transfer, and release to the agency all right, title, and interest in the improvements. Also, the owner of the real property on which the improvements are located must disclaim all interest in the improvements.

For an improvement, just compensation is the amount that the improvement contributes to the fair market value of the whole property, or its value for removal from the property (salvage value), whichever amount is greater.

A tenant-owner can reject payment for the tenant-owned improvements and obtain payment for his or her property interests in accordance with other applicable laws. The agency cannot pay for tenant-owned improvements if such payment would result in the duplication of any other compensation otherwise authorized by law.

If improvements are considered personal property under State law, the tenant-owner may be reimbursed for moving them under the relocation assistance provision.

The agency will personally contact the tenant-owners of improvements to explain the procedures to be followed. Any payments must be in accordance with Federal rules and applicable State laws.

**EXCEPTIONS TO THE APPRAISAL REQUIREMENT**

The Uniform Act requires that all real property to be acquired must be appraised, but it also authorizes waiving that requirement for low value acquisitions.

Regulations provide that the appraisal may be waived:

- If you elect to donate the property and release the agency from the obligation of performing an appraisal, or
- If the agency believes the acquisition of your property is uncomplicated and a review of available data supports a fair market value likely to be \$10,000 or less, the agency may prepare a waiver valuation, rather than an appraisal, to estimate your fair market value.

If the agency believes the acquisition of your property is uncomplicated and a review of available data supports a fair market value likely to be over \$10,000 but less than \$25,000, the agency may prepare a waiver valuation rather than an appraisal to estimate your fair market value, however, if you elect to have the agency appraise your property, an appraisal will be obtained.

# THE WRITTEN OFFER

After the agency approves the just compensation offer they will begin negotiations with you or your designated representative by delivering the written offer of just compensation for the purchase of the real property. If practical, this offer will be delivered in person by a representative of the agency. Otherwise, the offer will be made by mail and followed up with a contact in person or by telephone. All owners of the property with known addresses will be contacted unless they collectively have designated one person to represent their interests.



An agency representative will explain agency acquisition policies and procedures in writing, either by use of an informational brochure, or in person.

The agency’s written offer will consist of a written summary statement that includes all of the following information:

- The amount offered as just compensation.
- The description and location of the property and the interest to be acquired.
- The identification of the buildings and other improvements that are considered to be part of the real property.

The offer may list items of real property that you may retain and remove from the property and their retention values. If you decide to retain any or all of these items, the offer will be reduced by the value of the items retained. You will be responsible for removing the items from the property in a timely manner. The agency may elect to withhold a portion of the remaining offer until the retained items are removed from the property.

Any separately held ownership interests in the property, such as tenant-owned improvements, will be identified by the agency.

The agency may negotiate with each person who holds a separate ownership interest, or, may negotiate with the primary owner and prepare a check payable jointly to all owners.

The agency will give you a reasonable amount of time to consider the written offer and ask questions or seek clarification of anything that is not understood.

If you believe that all relevant material was not considered during the appraisal, you may present such information at this time. Modifications in the proposed terms and conditions of the purchase may be requested. The agency will consider any reasonable requests that are made during negotiations.



### Partial Acquisition

Often an agency does not need all the property you own. The agency will usually purchase only what it needs.

If the agency intends to acquire only a portion of the property, the agency must state the amount to be paid for the part to be acquired.

In addition, an amount will be stated separately for damages, if any, to the portion of the property you will keep.

If the agency determines that the remainder property will have little or no value or use to you, the agency will consider this remainder to be an uneconomic remnant and will offer to purchase it. You have the option of accepting the offer for purchase of the uneconomic remnant or keeping the property.

### Agreement Between You and the Agency

When you reach agreement with the agency on the offer, you will be asked to sign an option to buy, a purchase agreement, an easement, or some form of deed prepared by the agency. Your signature will affirm that you and the agency are in agreement concerning the acquisition of the property, including terms and conditions.



If you do not reach an agreement with the agency because of some important point connected with the acquisition offer, the agency may suggest mediation as a means of coming to agreement. If the agency thinks that a settlement cannot be reached, it will initiate condemnation proceedings.

The agency may not take any action to force you into accepting its offer. Prohibited actions include:

- Advancing the condemnation process.
- Deferring negotiations.
- Deferring condemnation.
- Delaying the deposit of funds with the court for your use when condemnation is initiated.
- Any other coercive action designed to force an agreement regarding the price to be paid for your property.

### ACQUISITIONS WHERE CONDEMNATION WILL NOT BE USED

An agency may not possess the power of eminent domain. Or an agency has the power of eminent domain but elects not to use it for a program or project. If this is the case, you will be informed in writing, before negotiations begin, that the agency will not condemn your property if you and the agency fail to reach agreement. Before making you an offer, the agency will inform you, in writing, of what it believes to be

the fair market value for the property it would like to acquire. An owner, in this situation, is not eligible for relocation assistance benefits.

Tenants on the property may be eligible for relocation benefits.

**PAYMENT**

The next step in the acquisition process is payment for your property. As soon as all the necessary paperwork is completed for transferring title of the property, the agency will pay any liens that exist against the property and pay your equity to you. Your incidental expenses will also be paid or reimbursed.

Incidental expenses are reasonable expenses incurred as a result of transferring title to the agency, such as:

- Recording fees and transfer taxes.
- Documentary stamps.
- Evidence of title, however, the agency is not required to pay costs required solely to perfect your title or to assure that the title to the real property is entirely without defect.
- Surveys and legal descriptions of the real property.
- Other similar expenses necessary to convey the property to the agency.

Penalty costs and other charges for prepaying any preexisting recorded mortgage entered into in good faith encumbering the real property will be reimbursed.

The pro rata share of any prepaid real property taxes that can be allocated to the period after the agency obtains title to the property or takes possession of it, will be reimbursed.

If possible, the agency will pay these costs directly so that you will not need to pay the costs and then claim reimbursement.

**POSSESSION**

The agency may not take possession of your property unless:

- You have been paid the agreed purchase price, or
- In the case of condemnation, the agency has deposited with the court an amount for your benefit and use that is at least the amount of the agency’s approved appraisal of the fair market value of your property, or
- The agency has paid the amount of the court award of compensation in the condemnation proceeding.





If the agency takes possession while persons still occupy the property:

- All persons occupying the property must receive a written notice to move at least 90 days in advance of the required date to move. In this context, the term person includes residential occupants, homeowners, tenants, businesses, non-profit organizations, and farms.
- An occupant of a residence cannot be required to move until at least 90 days after a comparable replacement dwelling has been made available for occupancy. Only in unusual circumstances, such as when continued occupancy would constitute a substantial danger to the health or safety of the occupants, can vacation of the property be required in less than 90 days.

## SETTLEMENT

The agency will make every effort to reach an agreement with you during negotiations. You may provide additional information, and make reasonable counter offers and proposals for the agency to consider.

When it is in the public interest, most agencies use the information provided as a basis for administrative or legal settlements, as appropriate.

## CONDEMNATION

If an agreement cannot be reached, the agency can acquire the property by exercising its power of eminent domain. It will do this by instituting formal condemnation proceedings with the appropriate State or Federal court.

If the property is being acquired directly by a Federal agency, the condemnation action will take place in a Federal court and Federal procedures will be followed.

If the property is being acquired by anyone else that has condemnation authority, the condemnation action will take place in State court and the procedures will follow State law.

In many States, a board of viewers or commissioners, or a similar body, will initially determine the amount of compensation you are due for the property. You and the agency will be allowed to present information to the court during these proceedings.

If you or the agency are dissatisfied with the board's determination of compensation, a trial by a judge or a jury may be scheduled. The court will set the final amount of just compensation after it has heard all arguments.

**Litigation Expenses**

Normally, the agency does not reimburse you for costs you incur as a result of condemnation proceedings. The agency will reimburse you, however, under any of the following conditions:

- The court determines that the agency cannot acquire your property by condemnation.
- The condemnation proceedings are abandoned by the agency without an agreed-upon settlement.
- You initiate an inverse condemnation action and the court agrees with you that the agency has taken your real property rights without the payment of just compensation, or the agency elects to settle the case without further legal action.
- The agency is subject to State laws that require reimbursement for these or other condemnation costs.

The information is provided to assist you in understanding the requirements that must be met by agencies, and your rights and obligations. If you have any questions, contact your agency representative.

Additional information on Federal acquisition requirements, the law and the regulation can be found at [www.fhwa.dot.gov/realestate](http://www.fhwa.dot.gov/realestate)

**NOTES**

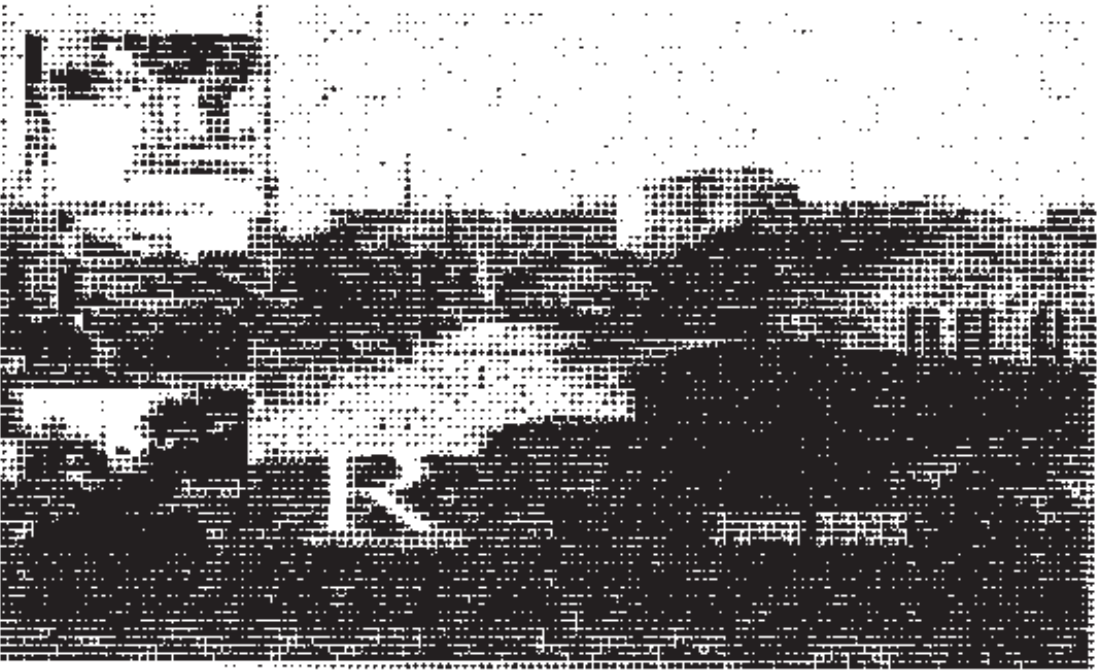


NOTES

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**RELOCATION**  
**YOUR RIGHTS AND BENEFITS AS A  
DISPLACED PERSON UNDER THE FEDERAL  
RELOCATION ASSISTANCE PROGRAM**



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## INTRODUCTION

Government programs designed to benefit the public as a whole often result in acquisition of private property, and sometimes in the displacement of people from their residences, businesses, nonprofit organizations, or farms.

To provide uniform and equitable treatment for persons displaced, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987. This law, called the Uniform Act, is the foundation for the information discussed in this brochure.

Acquisition and relocation policies and provisions for all Federal and federally assisted programs and projects are contained in the government-wide rule published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations (CFR), Title 49, Part 24. All Federal, State, local government agencies, and others receiving Federal financial assistance for public programs and projects that require the acquisition of real property must comply with the policies and provisions set forth in the Uniform Act and the regulation.

The acquisition itself does not need to be federally funded for the rules to apply. If Federal funds are used in any phase of the program or project, the rules of the Uniform Act apply.

Section 1 of this brochure provides information about relocation assistance advisory service. Section 2 contains information important to you if you are being displaced from a residence. Section 3 contains information for displaced businesses, farms, and nonprofit organizations.

If you are required to move as a result of a Federal or federally assisted program or project, a relocation counselor will contact you. The counselor will answer your specific questions and provide additional information you may need. If you have a disability that prevents you from reading or understanding this brochure, you will be provided appropriate assistance. You should notify the sponsoring Agency if you have special requirements for assistance.

This brochure explains your rights as an owner of real property to be acquired for a federally funded program or project. The requirements for acquisition of property are explained in a brochure entitled Acquisition, Acquiring Real Property for Federal and Federal-aid Programs and Projects. Acquisition and relocation information can be found on the Federal Highway Administration Office of Real Estate Services website [www.fhwa.dot.gov/realestate](http://www.fhwa.dot.gov/realestate)

## IMPORTANT TERMS USED IN THIS BROCHURE

### Agency

Relocation assistance advisory services and payments are administered at the local level by an Agency responsible for the acquisition of real property and/or the displacement of people from property to be used for a federally funded program or project. The Agency may be a Federal agency, a State agency, a local agency, such as a county or a city, or a person carrying out a program or project with Federal financial assistance. The Agency may contract with a qualified individual or firm to administer the relocation program. However, the Agency remains responsible for the program.

**Alien Not Lawfully Present**

The law provides that if a displaced person is an alien not lawfully present in the United States such person is not eligible for relocation payments or assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act, unless ineligibility would result in exceptional and extremely unusual hardship to the alien’s spouse, parent or child, and such spouse, parent or child is a citizen or an alien lawfully admitted for permanent residence.

**Business**

Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal or real property; or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property; or for the sale of services to the public; or solely for the purpose of the Uniform Act, an outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

**Displaced Person**

Any person (individual, family, partnership, association or corporation) who moves from real property, or moves personal property from real property as a direct result of (1) the acquisition of the real property, in whole or in part, (2) a written notice from the Agency of its intent to acquire, (3) the initiation of negotiations for the purchase of the real property by the Agency, or (4) a written notice requiring a person to vacate real property for the purpose of rehabilitation or demolition of improvements, provided the displacement is permanent and the property is needed for a Federal or federally assisted program or project.

**Farm**

Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator’s support.

**Nonprofit Organization**

A public or private entity that has established its nonprofit status under applicable Federal or State law.



**Program or Project**

An activity or series of activities undertaken by a Federal agency, or an activity undertaken by a State or local agency with Federal financial assistance in any phase of the activity.

**Small Business**

A business having not more than 500 employees working at a site which is the location of economic activity and which will be acquired for a program or project, or is displaced by a program or project. A site occupied solely by an outdoor advertising sign(s) does not qualify for purposes of the reestablishment expense benefit.

## SECTION 1 – RELOCATION ADVISORY SERVICES

A relocation counselor will contact you and offer relocation assistance service.

Any individual, family, business or farm displaced by a Federal or federally assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by the Agency. It is their goal and desire to be of service to you, and assist in any way possible to help you successfully relocate.

Remember, your relocation counselor is there to **help** and **advise** you, so please be sure to make full use of the counselor's services. Do not hesitate to ask questions and be sure you fully understand all your rights and benefits.

An individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify the Agency of any special requirements for assistance.

### RESIDENTIAL ASSISTANCE

A relocation counselor from the Agency will contact and interview you to find out your needs. Relocation services and payments will be explained in accordance with your eligibility. During the initial interview your housing needs and desires will be determined as well as your need for assistance.

The counselor will offer assistance and provide a current listing of comparable properties. You will be provided a written determination of the amount of replacement housing

payment for which you qualify. The counselor can supply information on other Federal and State programs in your area.

Transportation will be offered to inspect housing referrals. The Agency will provide counseling or help you get assistance from other sources as a means of minimizing hardships in adjusting to your new location.

You cannot be required to move unless at least one comparable decent, safe, and sanitary (DSS) replacement dwelling is made available to you.

Please let your counselor know if you locate a replacement dwelling so that it can be inspected to assure that it meets DSS standards.

### BUSINESS, FARM, AND NONPROFIT ORGANIZATION ASSISTANCE

A relocation counselor from the Agency will contact and interview you to find out your needs and replacement site requirements and estimate the time needed to accomplish the move. Relocation services and payments will be explained in accordance with your eligibility. It is important to explain to the counselor any anticipated problems. During the initial interview the relocation counselor will ask many questions to determine your financial ability to accomplish the move, including lease terms and other obligations.

The counselor will help determine the need for outside specialists to plan, move, and reinstall personal property. The counselor will identify and resolve any issues regarding



what is real estate and what is personal property to be relocated. The counselor will explore and provide advice as to possible sources of funding and assistance from other local, State, and Federal agencies. In addition, as needed, the relocation counselor will maintain listings of commercial properties and farms.

The goal is to achieve a successful relocation back into the community.

**Social Services Provided By Other Agencies**

Your relocation counselor will be familiar with the services provided by other public and private agencies in your community. If you have special problems, the counselor will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you. Make your needs known in order that you may receive the help you need.



**SECTION 2 – INDIVIDUALS AND FAMILIES**

**MOVING COSTS**

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related moving expenses. Displaced individuals and families may choose to be paid either on the basis of actual, reasonable moving costs and related expenses, **or** according to a fixed moving cost schedule. To assure your eligibility and prompt payment of moving expenses, you should contact the relocation counselor from the Agency before you move.

**Actual, Reasonable Moving Costs**

You may be paid for your actual, reasonable moving costs by a professional mover plus related expenses, **or** you may move yourself. Reimbursement will be limited to a 50-mile distance in most cases. Related expenses involved in the move may include:

- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.
- Transfer of telephone service and other similar utility reconnections.
- Other expenses considered eligible by the Agency.

All expenses must be considered necessary and reasonable by the Agency and supported by paid receipts or other evidence of expenses incurred.

### Fixed Moving Cost Schedule

You may choose to be paid on the basis of a fixed moving cost schedule established for your State of residence. The amount of the payment is based on the number of rooms in your dwelling. Your relocation counselor will be able to tell you the exact amount you will be eligible to receive if you select this option. The schedule is designed to include all of the expenses incurred in moving, including those services that must be purchased from others.

If you are the owner of a displaced mobile home, you may be entitled to a payment for the cost of moving the mobile home to a replacement site on an actual cost basis. Displaced mobile home occupants (owners or tenants) may also be eligible for a payment for moving personal property from the mobile home such as furniture, appliances and clothing on an actual cost basis, or on the basis of a moving cost schedule. For a complete explanation of all moving cost options involving a mobile home, please discuss the matter with your relocation counselor.

## REPLACEMENT HOUSING

There are three types of replacement housing payments: purchase supplement, rental assistance, and downpayment. To understand replacement housing payments you first need to become familiar with the terms **Comparable**; **Financial Means**; **Decent, Safe, and Sanitary (DSS)**; and **Last Resort Housing**.

### Comparable

A comparable replacement dwelling must be DSS and functionally equivalent to your present dwelling. While not necessarily identical to your present dwelling, a comparable replacement dwelling should provide for the same utility and function as the dwelling from which you are being displaced. In addition, a comparable replacement dwelling should be:

- Adequate in size to accommodate the occupants (e.g., you and your family).
- Located in an area that is not subject to unreasonable adverse environmental conditions.
- Located in an area that is not less desirable than your present location with respect to public utilities and commercial and public facilities.
- Reasonably accessible to your place of employment.
- Located on a site that is typical in size for residential development with normal site improvements.
- Currently available on the private market.
- Within your financial means.

### Financial Means

For a homeowner, if a purchase supplement is needed and provided, in addition to the acquisition price for your dwelling, then the replacement dwelling is considered to be within your financial means.

For a tenant, the monthly rent and estimated average monthly utility (electricity, gas, other heating and cooking fuels, water and sewer) cost for a comparable replacement dwelling is considered to be within financial means if, after receiving rental assistance, this amount does not exceed the base monthly rent (including average monthly utility cost) for the dwelling from which the tenant is displaced.

The Agency may need to calculate the base monthly rent using 30% of the displaced tenant's total monthly gross household income, if that income qualifies as low income in accordance with established low income amounts determined by the U.S. Department of Housing and Urban Development (HUD).

The Agency will also evaluate the amounts designated for shelter and utilities for a tenant that receives government assistance.

The rental assistance payment will be computed using the lesser of the three (rent and average monthly utility cost; 30% of the total monthly gross household income for a qualified low income tenant; or the total amount designated for shelter and utilities for a tenant receiving government assistance). To ensure the maximum benefit, it is important to provide the Agency appropriate evidence of total monthly household income when asked. There are some amounts that are not included as monthly household income, including income earned by dependents. The Agency will explain this procedure in greater detail.

**Decent, Safe, and Sanitary**

The DSS standard means the replacement dwelling meets the minimum requirements established by Federal regulations and conforms to applicable local housing and occupancy codes. The dwelling shall:

- Be structurally sound, weathertight, and in good repair.
- Contain a safe electrical wiring system adequate for lighting and other devices.
- Contain a heating system capable of sustaining a healthful temperature (approximately 70 degrees Fahrenheit) except in those areas where local climatic conditions do not require such a system.
- Be adequate in size with respect to the number of rooms and area of living space to accommodate the displaced person.
- Contain a well-lighted and ventilated bathroom providing privacy to the user and containing a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and sewage drainage system.
- Contain a kitchen area with a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, with adequate space and utility connections for a stove and refrigerator.
- Have unobstructed egress to safe, open space at ground level.



- Be free of any barriers which prevent reasonable ingress, egress or, in the case of a handicapped displaced person, use of the dwelling.

### IMPORTANT NOTICE

Please understand that the replacement dwelling inspection for decent, safe, and sanitary requirements is conducted by Agency personnel for the sole purpose of determining your eligibility for a relocation payment. Therefore, you must not interpret the Agency's approval of a dwelling to provide any assurance or guarantee that there are no deficiencies in the dwelling or in its fixtures and equipment that may be discovered at a later date. It is your responsibility to protect your best interest and investment in the purchase or rental of your replacement property and you must clearly understand that the Agency will assume no responsibility if structural, mechanical, legal, or other unforeseen problems are discovered after the inspection has been conducted.

### Last Resort Housing

The term Last Resort Housing is an administrative procedure authorized by law to address those times when comparable replacement housing is not available under statutory limits specified in law. The law and regulation allow the Agency to provide a replacement housing payment in excess of the statutory maximums of \$5,250 and \$22,500. Because this provision is commonly used, the statutory maximums will not be restated throughout this brochure.

The Agency must provide comparable replacement housing, that is DSS and within your financial means, before you are required to move. The Agency may provide the necessary housing in a number of ways, such as:

- Making a replacement housing payment in excess of the maximum \$5,250 or \$22,500 statutory limits.
- Purchasing an existing comparable residential dwelling and making it available to you in exchange for your dwelling.
- Moving and rehabilitating a dwelling and making it available to you in exchange for your property.
- Purchasing, rehabilitating or reconstructing an existing dwelling to make it comparable to your property.
- Purchasing land and constructing a new replacement dwelling comparable to your dwelling when comparables are not otherwise available.
- Purchasing an existing dwelling, removing barriers or rehabilitating the structure to accommodate a handicapped displaced person when a suitable comparable replacement dwelling is not available.
- Providing a direct loan which will enable you to construct or contract for the construction of a decent, safe, and sanitary replacement dwelling.

**Freedom of Choice**

All eligible displaced persons have the freedom of choice in the selection of a replacement dwelling. The Agency will not require you, without your written consent, to accept a replacement dwelling provided by the Agency. If you decide not to accept the replacement housing offered by the Agency, you may secure a replacement dwelling of your choice but it must meet the DSS standard.

If you are eligible for Last Resort Housing, your relocation counselor will thoroughly explain the program to you.

**Length of Occupancy – Basic Occupancy Requirements**

The type of payment you are eligible for depends on whether you are an owner or a tenant, and how long you have lived in the property being acquired prior to the initiation of negotiations. “Length of occupancy” simply means counting the number of days that you occupied the dwelling before the date of initiation of negotiations by the Agency for the purchase of the property.

The term “initiation of negotiations” is usually the date the Agency makes the first personal contact with the owner of real property, or his/her representative, to provide a written offer to purchase the property being acquired.

Owners who were in occupancy 180 days or more prior to the initiation of negotiations may be eligible for a purchase supplement or a rental assistance payment.

Tenants who were in occupancy 90 days or more prior to the initiation of negotiations may be eligible for a rental assistance payment or a downpayment.

Owners who were in occupancy 90 days to 179 days prior to the initiation of negotiations, may be eligible for a rental assistance payment or a downpayment, however, the downpayment cannot exceed the amount you would have received if you had been a 180-day owner.



If you were in occupancy at the time of the initiation of negotiations, but less than 90 days prior to that date, you are considered a displaced person entitled to relocation assistance advisory services and moving payments. You may be entitled to a rental assistance payment if comparable replacement rental housing is not available within your financial means. The Agency will use the financial means test described earlier in this brochure. This involves checking to see if you qualify as low income using the HUD definition. If so, and you are required to pay rent and utilities in excess of 30% of your average monthly gross household income for a comparable replacement dwelling unit, you may be eligible for a rental assistance payment under Last Resort Housing because comparable replacement housing is not available within your financial means. You should meet with your relocation counselor for an explanation of the relocation benefits that you may be eligible to receive.

# REPLACEMENT HOUSING – PURCHASE SUPPLEMENT

## For Owner Occupants of 180 Days or More

If you are an owner and occupied your home for 180 days or more immediately prior to the initiation of negotiations for your property, you may be eligible - in addition to the fair market value of your property - for a supplemental payment for costs necessary to purchase a comparable DSS replacement dwelling. The Agency will compute the maximum payment you are eligible to receive. You must purchase and occupy a DSS replacement dwelling within one year. A purchase supplement has three components: a price differential, an amount for increased mortgage interest and incidental expenses. The purchase supplement is in addition to the acquisition price paid for your property.

## Price Differential

The price differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling.

## Increased Mortgage Interest

You may be reimbursed for increased mortgage interest costs if the interest rate on your new mortgage exceeds that of your present mortgage. To be eligible your acquired dwelling must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

## Incidental Expenses

You may be reimbursed for other expenses such as reasonable costs incurred for title search, recording fees, and certain other closing costs, but not for prepaid expenses such as real estate taxes and property insurance.

## Example of a Price Differential Computation

**Example A:** Assume the Agency purchases your property for \$100,000. After a thorough study of available comparable residential properties on the open market, the Agency determines that a comparable replacement property will cost \$116,500. If you purchase a DSS replacement property for \$116,500, you will be eligible for a price differential payment of \$16,500.

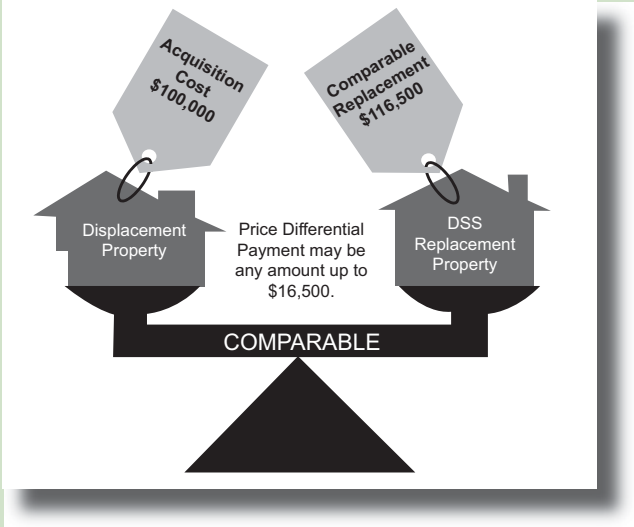
**Example B:** If you purchase a DSS replacement property costing more than \$116,500, you pay the difference as shown in Example B.

**Example C:** If your purchase price is less than \$116,500, the price differential payment will be based on your actual cost.





<b>Agency Computation of Maximum Price Differential Payment</b>	Cost of Comparable Replacement Acquisition Price of Your Property <b>Maximum Price Differential Payment</b>	\$116,500 - 100,000 <b>\$ 16,500</b>
<b>Example A</b>	Actual Cost of Replacement Property (Same Purchase Price as Comparable) Acquisition Price of Your Property <b>Price Differential Payment</b>	\$116,500 - 100,000 <b>\$ 16,500</b>
<b>Example B</b>	Actual Cost of Replacement Property Acquisition Price of Your Property Difference  <b>Price Differential Payment</b>  You Are Responsible for This Amount	\$125,000 - 100,000 \$ 25,000  <b>\$16,500</b>  \$8,500
<b>Example C</b>	Actual Cost of Replacement Property Acquisition Price of Your Property <b>Price Differential Payment</b>  Payment is Based on Actual Cost	\$114,000 - 100,000 <b>\$ 14,000</b>



## REPLACEMENT HOUSING – RENTAL ASSISTANCE

### 180-Day Owners Who Elect to Rent

A rental computation will be computed based on a determination of the fair market rent for the acquired dwelling compared to a comparable rental dwelling available on the market. The difference will be multiplied by 42. In no circumstances will the rental assistance payment exceed the amount the owner would have received as a price differential described previously.

### For Owner Occupants and Tenants of 90 Days or More

Owner occupants and tenants of 90 days or more may be eligible for a rental assistance payment. To be eligible for a rental assistance payment, tenants and owners must have been in occupancy at least 90 days immediately preceding the initiation of negotiations for the acquisition of the property.

This payment is designed to enable you to rent a comparable decent, safe, and sanitary replacement dwelling for a 42-month period. If you choose to rent a replacement dwelling and the cost of rent and utilities are higher than you were paying, you may be eligible for a rental assistance payment. The Agency will determine the maximum payment you may be eligible to receive in accordance with established procedures.

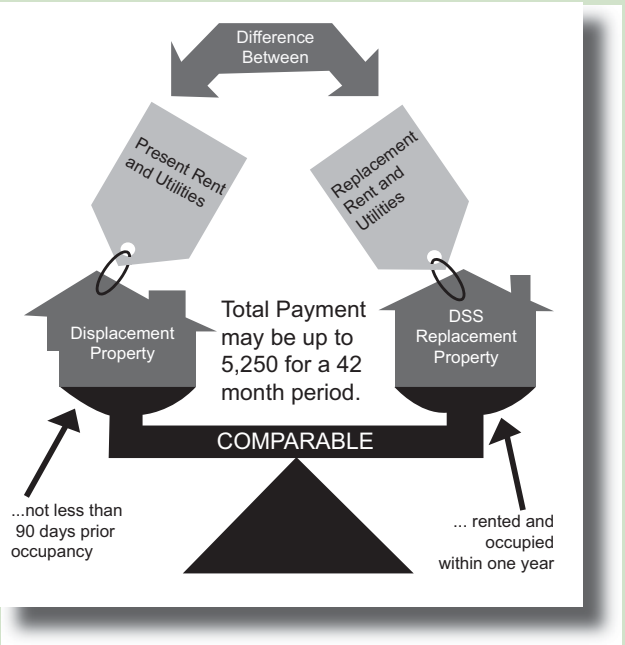
The rental assistance payment will be paid in a lump sum unless the Agency determines that the payment should be paid in installments. You must rent and occupy a DSS replacement dwelling within one year to be eligible.

### Example

Assume you have been paying \$500 per month rent for the dwelling unit occupied by you and purchased by the Agency. You also pay \$150 per month for utilities (electricity, gas, other heating and cooking fuels, water, and sewer). The rental assistance payment computation always includes the cost of basic utilities (electricity, gas, other heating and cooking fuels, water, and sewer), as well as the cost of rent. If rent includes utilities, a separate computation is not necessary.

After a study of the rental market, the Agency determines that replacement rental unit, that is DSS and comparable to your unit, is available for \$600 per month. It is estimated that average monthly utility costs for the replacement unit will be \$175 per month. The maximum rental assistance payment you can receive is \$125 per month for a 42-month period, or a total of \$5,250.

**Example A:** If you select a DSS replacement dwelling unit that rents for \$650 per month plus \$175 for utilities, despite the availability of comparable DSS replacement rental units that rent for \$600 per month plus \$175 for utilities, you will receive the maximum amount computed by the Agency, or \$5,250. You will be required to pay the additional \$50 per month yourself.



**Example B:** If you select a DSS replacement dwelling unit that rents for more than your present unit, but less than amount determined by the Agency as necessary to rent a comparable unit, your payment will be based on actual cost. For example, assume you select a replacement dwelling unit that rents for \$575 per month plus \$165 for utilities. On the basis of actual cost, you will be eligible for a payment of \$90 per month for 42 months, or \$3,780.

Agency Computation of Maximum Rental Assistance Payment	Rent You are Currently Paying	\$500
	Plus Cost for Utilities You are Paying	<u>+150</u>
		\$650
	Rent for a Comparable DSS Dwelling	\$600
	Estimated Cost for Utilities	<u>+175</u>
		\$775
	Difference (\$775-650=\$125) x 42 months	\$5250
	<b>Maximum Rental Assistance Payment</b>	<b>\$5250</b>
Example A	Actual Rent for DSS Replacement Property	\$650
	Plus Estimated Cost for Utilities	<u>+175</u>
		\$825
	Difference (\$825-650=\$175) x 42 months	\$7350
	<b>Rental Assistance Payment</b>	<b>\$5250</b>
Example B	Actual Rent for DSS Replacement Property	\$575
	Plus Estimated Cost for Utilities	<u>+165</u>
		\$740
	Difference (\$740-650=\$90) x 42 months	\$3780
	<b>Rental Assistance Payment</b>	<b>\$3780</b>

## REPLACEMENT HOUSING – DOWNPAYMENT

### Owner Occupants of 90 to 179 Days and Tenants of 90 Days or More

Owner occupants of 90 to 179 days and tenants of 90 days or more may be eligible for a downpayment and incidental expenses. The Agency will determine the maximum downpayment you may be eligible to receive based on its computation for a rental assistance payment. However, the payment for a displaced owner occupant shall not exceed the amount that would have been received by a 180-day owner for the same property.

To be eligible for the full amount of the downpayment assistance payment, the entire payment must be used to purchase a DSS replacement dwelling. The payment may be utilized for a downpayment toward the purchase price and/or eligible incidental expenses. Incidental expenses include the reasonable costs of title search, recording fees, and certain other closing costs but do not include prepaid expenses such as real estate taxes and property insurance. You may be eligible for the reimbursement of loan origination or loan assumption fees if such fees are normal to real estate transactions in your area and do not represent prepaid interest. The combined amount of the downpayment and incidental expenses cannot exceed the amount the Agency computed as your maximum rental assistance payment.



The relocation counselor will explain how the Agency determines the maximum downpayment assistance payment.

**DSS REMINDER**

It is very important to remember that the replacement dwelling you select must meet the basic DSS standard. Do not execute a sales contract or a lease agreement until a representative from the Agency has inspected and certified in writing that the dwelling you propose to purchase or rent meets the DSS standard. Please do not jeopardize your right to receive a replacement housing payment by moving into a substandard dwelling.

**FAIR HOUSING LAWS**

Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968 set forth the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States. These Acts and Executive Order 11063 make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, a minority person shall be given reasonable opportunity to relocate to a DSS replacement dwelling which is not located in an area of minority concentration, that is within their financial means. This policy does not require an Agency to provide a displaced person with a larger payment than is necessary to enable the person to relocate to a comparable replacement dwelling.

**SECTION 3 – BUSINESS, FARM, AND NONPROFIT  
ORGANIZATIONS**

**MOVING COST REIMBURSEMENT**

Owners or tenants may be paid on the basis of actual, reasonable moving costs and related expenses or, under certain circumstances, a fixed payment. Actual, reasonable moving expenses may be paid when the move is performed by a professional mover or if you move yourself. Related expenses, such as personal property losses, expenses in finding a replacement site, and reestablishment expenses may also be reimbursable.

You must provide the Agency with an inventory of the personal property to be moved and advance notice of the approximate date of the move, unless the Agency specifically tells you these notices are not necessary.

The Agency has the right to inspect the personal property at the displacement and replacement sites, and to monitor the move.

**Actual Cost Move**

You may be paid the actual, reasonable and necessary cost of your move when the move is performed by a professional mover or when you elect to move yourself, however, all your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not an inclusive list of moving related expenses. Your relocation counselor will provide you with a complete explanation of reimbursable expenses.

**Estimated Cost Move**

If you agree to take full responsibility for all or part of the move of your operation, the Agency may approve a payment not to exceed the lower of two acceptable bids or estimates obtained by the Agency from qualified moving firms, moving consultants, or a qualified Agency staff employee. A low cost or uncomplicated move may be based on a single bid or estimate at the Agency’s discretion. The advantage of this moving option is that it relieves you from documenting all moving expenses because the payment is limited to the amount of the lowest acceptable bid or estimate. The Agency may make the payment without additional documentation.

**Direct Loss of Tangible Personal Property**

Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment is based on the lesser of the value of the item for continued use at the displacement site less the proceeds from its sale, or the estimated cost of moving the item. Your relocation counselor will explain this procedure in detail if this is a consideration for you.

**Low Value High Bulk Property**

If an Agency considers a personal property item to be of low value and high bulk, and moving costs are disproportionate to its value (such as minerals, metals, rock, or topsoil), the allowable moving cost payment shall not exceed the lesser of the amount which would be received if the property were sold at the site, or, the replacement cost of a comparable quantity delivered to the new business location.

**Searching Expenses for Replacement Property**

Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual, reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; and other expenses determined to be reasonable and necessary by the Agency.

Fees paid to real estate agents or brokers to locate a replacement site may be reimbursed, exclusive of any commissions or fees related to the purchase of the site. Commissions and fees related to the purchase of a replacement site are not eligible relocation expenses and will not be reimbursed.

## RELATED ELIGIBLE EXPENSES

In addition to the moving expenses listed above, costs for these items may be reimbursed if the Agency determines they are actual, reasonable, and necessary:

- Connection to available nearby utilities from the right-of-way to improvements at the replacement site.
- Professional services to determine a sites' suitability for the displaced person's operation.
- Impact fees or one time assessments for heavy utility usage as determined necessary by the Agency.

Please discuss this with your relocation counselor before incurring these costs to assure that they are reimbursable.

## REESTABLISHMENT EXPENSES

A small business, farm, or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site. To qualify, the business, farm, or nonprofit organization must have not more than 500 employees working at the site who will be displaced by a program or project.

Reestablishment expenses may include, but are not limited to:

- Repairs or improvements to the replacement real property required by Federal, State, and local laws, codes or ordinances.

- Modifications to the replacement real property to make the structure(s) suitable for the operation.
- Construction and installation costs of exterior advertising signs.
- Redecoration or replacement such as painting, wallpapering, paneling, and carpeting when required by the condition of the replacement site.
- Advertising the replacement location.
- Estimated increased costs of operation at the replacement site during the first two years for items such as: lease or rental charges; personal or real property taxes; insurance premiums; utility charges (excluding impact fees).
- Other items that the Agency considers essential for reestablishment.





**FIXED PAYMENT FOR ACTUAL MOVING EXPENSES (IN LIEU PAYMENT)**

Displaced businesses, farms, and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 nor more than \$20,000.

For a business to be eligible for a fixed payment, the Agency must determine the following:

- Business owns or rents personal property that must be moved due to the displacement.
- Business cannot be relocated without a substantial loss of its existing patronage.
- Business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity which are under the same ownership and are not being displaced by the Agency.
- Business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes. Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. The computation for nonprofit organizations differs in that the payment is

computed on the basis of average annual gross revenues less administrative expenses for the two year period specified. If you are interested in a fixed payment, please consult your relocation counselor for additional information.

**Computation of Your Fixed Payment**

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it was displaced, or a two-year period deemed more representative by the Agency. You must provide the Agency with proof of net earnings to support your claim. Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence acceptable to the Agency.

**Fixed Payment Example**

2003	2004	2005
Annual Net Earnings \$16,500	Annual Net Earnings \$18,500	Year Displaced
Average annual net earnings $\$16,500 + \$18,500 = \$35,000 / 2 = \$17,500$ Fixed Payment = \$17,500		

## PROJECT OFFICE

The Agency may establish a relocation office near the project. Project relocation offices are usually open during hours convenient to persons being displaced, including evening hours when necessary. If the Agency opens a project office, the staff will be happy to assist you, answer questions, and will maintain various types of information.

## RELOCATION PAYMENTS ARE NOT CONSIDERED TO BE INCOME

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code. No relocation payment received will be considered income for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law (except for any Federal law providing low-income housing assistance).

## RIGHT TO APPEAL

Any aggrieved person may file a written appeal with the head of the Agency if the person believes the Agency has failed to properly determine his or her eligibility for relocation assistance advisory services, or the amount of a relocation payment.

If you have a grievance, you will be given a prompt and full opportunity to be heard. You will also have the right to be represented by legal counsel or other representative in connection with the appeal, but solely at your own expense.

The Agency will promptly review your appeal and consider all pertinent justification and information available to ensure a fair and full review. The Agency will provide you with a written determination as well as an explanation of the decision. If you are still dissatisfied with the relief granted, the Agency will advise you of your right to seek judicial review of the Agency decision.

An alien not lawfully present in the United States shall not be eligible to receive relocation payments or any other assistance provided under 49 CFR Part 24.

This brochure is provided to assist you in understanding your rights and benefits. If you have questions regarding your relocation please contact your sponsoring Agency representative.

Additional information on Federal relocation and acquisition requirements, the law, and the regulation can be found at [www.fhwa.dot.gov/realestate](http://www.fhwa.dot.gov/realestate)

**NOTES**

**Appendix M: Comment Forms**



# Draft Environmental Impact Statement

## COMMENT FORM

**Thank you for participating in the South Mountain Freeway Draft Environmental Impact Statement public comment process.**

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT's final recommendation.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

Comments must be received or postmarked by July 24, 2013. \_\_\_\_\_

[illegible]

### Optional

Name \_\_\_\_\_ Email \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Fax \_\_\_\_\_

**Comments must be received or postmarked by July 24, 2013. Comments can be deposited at today's meeting, emailed to: [projects@azdot.gov](mailto:projects@azdot.gov) or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007**

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150



FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

# Draft Environmental Impact Statement

## COMMENT FORM

Additional Comments: \_\_\_\_\_

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface. There is no handwriting or other markings on the paper.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

13-150



FOR MORE INFORMATION:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

**Reporte Del Impacto Ambiental**  
FORMULARIO DE COMENTARIOS

FORMULARIO DE COMENTARIOS

Gracias por participar en el proceso de recopilación de comentarios sobre el Reporte del Impacto Ambiental del proyecto de la autopista South Mountain.

ADOT alienta a todos los interesados, a presentar sus comentarios por escrito sobre cualquier aspecto del Reporte del Impacto Ambiental. ADOT considerará todos los comentarios en la preparación final de este reporte e incluirá las respuestas a todos los comentarios, conclusiones finales sobre impactos potenciales, y la recomendación final de ADOT.

**Para ADOT es muy útil recibir comentarios sobre:**

- Alguna alternativa en particular, cuál sería su impacto ambiental y las medidas propuestas para reducir dicho impacto.
- Cualquier información que usted sienta que está incompleta o incorrecta.
- Cómo le afectará a usted la acción propuesta.

Los comentarios deben ser recibidos o tener el sello postal con fecha límite del 24 de julio de 2013. \_\_\_\_\_

[illegible]

**Opcional**

Nombre \_\_\_\_\_ Correo Electrónico \_\_\_\_\_

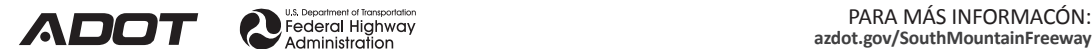
Dirección \_\_\_\_\_

Ciudad \_\_\_\_\_ Estado \_\_\_\_\_ Código Postal \_\_\_\_\_

Teléfono \_\_\_\_\_ Fax \_\_\_\_\_

Los comentarios deben ser recibidos o tener el sello postal con fecha límite de Julio 24, 2013. Los comentarios pueden ser depositados en la reunión de hoy, enviados por correo electrónico a [projects@azdot.gov](mailto:projects@azdot.gov) o por correo regular a : ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150



PARA MÁS INFORMACIÓN:  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

**Reporte Del Impacto Ambiental**  
FORMULARIO DE COMENTARIOS

FORMULARIO DE COMENTARIOS

**Comentarios Adicionales:** \_\_\_\_\_

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ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)



PARA MÁS INFORMACIÓN:  
azdot.gov/SouthMountainFreeway

APPENDIX 6-5

OUTREACH TO GILA RIVER INDIAN COMMUNITY MEMBERS FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

Appendix 6-5, *Outreach to Gila River Indian Community Members for the Draft Environmental Impact Statement*, contains documentation of the public outreach to the Gila River Indian Community and its members surrounding the release of the Draft Environmental Impact Statement.

Spargo, Benjamin

From: Zuzette Kisto <Zuzette.Kisto@gric.nsn.us>  
Sent: Monday, June 23, 2014 11:46 AM  
To: Brock Barnhart  
Subject: RE: South Mountain Freeway Coordination

Hello Brock,  
I received your telephone message. I am in a meeting right now. I was going to call you back as soon as I'm done. Yes that is the formal protocol.

Respectfully,  
Zuzette Kisto | Director  
Communications & Public Affairs Office  
C 520.705.3099 | O 520.562.9851



From: Brock Barnhart [<mailto:BBarnhart@azdot.gov>]  
Sent: Monday, June 23, 2014 11:43 AM  
To: Zuzette Kisto  
Subject: South Mountain Freeway Coordination

Hello Zuzette-

We are beginning to plan our communication efforts for the release of the Final Environmental Impact Statement and I would like to make sure that we are following our previously agreed upon protocol (Government – Government) for releasing information to the community.

- At the April 30, 2013 TTT meeting ADOT was asked to provide you with the materials for the South Mountain Freeway and you would disseminate throughout the community. You had provided us a summary of where that information went, who had access to it and where the DEIS was available for public review. Is this still the directive of the community, to have information flow through you as the PIO to the community members?

Thank you,  
Brock

Brock J Barnhart  
Assistant Communication Director  
1655 W Jackson St. MD 126F  
Phoenix, AZ 85007  
602-712-4690  
[azdot.gov](http://azdot.gov)  




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Spargo, Benjamin

**From:** Brock Barnhart <BBarnhart@azdot.gov>  
**Sent:** Thursday, August 29, 2013 2:11 PM  
**To:** Zuzette Kisto; Felicia Beltran  
**Cc:** Jennifer Grentz  
**Subject:** RE: South Mountain DEIS Public Involvement Campaign Questions

Zuzette—thanks so much for this information.

**Brock J Barnhart**  
**Assistant Communication Director**  
1655 W Jackson St. MD 126F  
Phoenix, AZ 85007  
602-712-4690  
[azdot.gov](http://azdot.gov)  


**From:** Zuzette Kisto [<mailto:Zuzette.Kisto@gric.nsn.us>]  
**Sent:** Thursday, August 29, 2013 2:07 PM  
**To:** Felicia Beltran  
**Cc:** Jennifer Grentz; Brock Barnhart  
**Subject:** FW: South Mountain DEIS Public Involvement Campaign Questions

Hello All,  
Oops, sorry I forgot the GRIN attachments.

**Respectfully,**  
Zuzette Kisto | Director  
Communications & Public Affairs Office  
C 520.705.3099 | O 520.562.9851  


**From:** Zuzette Kisto  
**Sent:** Thursday, August 29, 2013 2:06 PM  
**To:** 'Felicia Beltran'  
**Cc:** Jennifer Grentz; 'Brock Barnhart'  
**Subject:** RE: South Mountain DEIS Public Involvement Campaign Questions

Hello Felicia,

- Was there public access in the Community to review the DEIS, besides online, e.g. repository locations, such as Tribal Departments or libraries?
- Yes, additional hard copies were made available at the following location: District 1- 7 Service Center, Ira H. Hayes Memorial Library, All elder meetings, Urban Members Association meeting, as well as the CPAO.

Was there an ad placed in the GRIN? Do you have a copy of the tear sheet to send to us, with the date(s) of publication?

Attached are tear sheets from the GRIN.

- How were the factsheets and or CDs we provided distributed, and at what locations?
- All meeting attendee’s at the following locations were provided factsheets, District 1- 7 Service Center, Ira H. Hayes Memorial Library, All elder meetings, Urban Members Association meeting, as well as the CPAO.

Respectfully,  
Zuzette Kisto | Director  
Communications & Public Affairs Office  
C 520.705.3099 | O 520.562.9851  
COMMUNICATIONS & PUBLIC AFFAIRS OFFICE



From: Felicia Beltran [mailto:FBeltran@azdot.gov]  
Sent: Wednesday, August 21, 2013 10:53 AM  
To: Zuzette Kisto  
Cc: Jennifer Grentz  
Subject: South Mountain DEIS Public Involvement Campaign Questions

Hello Zuzette:

We are compiling our outreach summary of efforts and have some questions specific to GRIC outreach efforts. At the April 30 Transportation Technical Team (TTT) meeting where you and David were in attendance as well as Governor and Lieutenant Governor, Brock our Communications Assistant Director discussed best outreach methods with you and the reporter with the GRIN.

Could you please provide information regarding the following:

Please also let us know if you led any other outreach efforts within the Community for this project.

Thank you,  
Felicia Beltran  
Senior Community Relations Officer  
1655 W Jackson St. MD 126F  
Phoenix, AZ 85007  
602-319-7709  
azdot.gov



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# GRIC PI Documentation

## 1. History of communication with GRIC

The communication protocol established for this study, from years of previous coordination and with respect for the Community’s cultural norms, was conducted in a “government-to-government” nature (i.e., the ADOT Project Manager would speak directly to the GRIC Community Manager; the ADOT Communications Director would speak directly to the GRIC PIO). Coordination occurred one-on-one with the appropriate GRIC official.

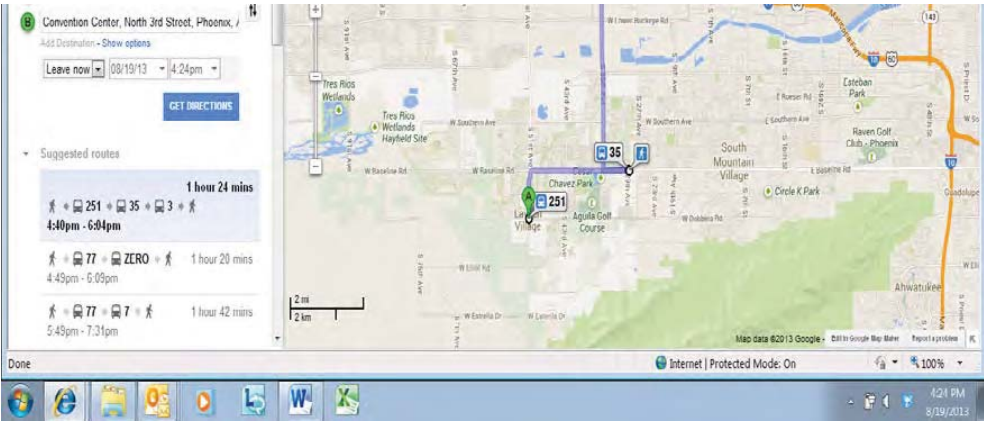
## 2. Shuttle travel times

ROUTE 1 – to Convention Center			ROUTE 1 – from Convention Center		
9:30 am / 12:30 pm / 4:30 pm	9:35 am / 12:35 pm / 4:35 pm	9:45 am / 12:45 pm / 4:45 pm	12:15 pm / 4:15 pm / 7:30 pm	12:25 pm / 4:25 pm / 7:40 pm	12:30 pm / 4:30 pm / 7:45 pm
Depart 91 <sup>st</sup> Avenue/Van Buren (bus pullout on 91 <sup>st</sup> Avenue just north of Van Buren)	Depart 59 <sup>th</sup> Avenue/I-10 (SE corner, Liberty Fuel parking lot)	Arrive Phoenix Convention Center	Depart Phoenix Convention Center	Arrive 59 <sup>th</sup> Avenue/I-10 (SE corner, Liberty Fuel parking lot)	Arrive 91 <sup>st</sup> Avenue/Van Buren (bus pullout on 91 <sup>st</sup> Avenue just north of Van Buren)
ROUTE 2 – to Convention Center			ROUTE 2 – from Convention Center		
9:30 am / 12:30 pm / 4:30 pm	9:40 am / 12:40 pm / 4:40 pm	9:58 am / 12:58 pm / 4:58 pm	12:00 noon / 4:00 pm / 7:30 pm	12:18 pm / 4:18 pm / 7:48 pm	12:28 pm / 4:28 pm / 7:58 pm
Depart Komatke Boys & Girls Club, 5047 W. Pecos Rd., Laveen	Depart Southern Ridge Golf Club (57 <sup>th</sup> Avenue and Baseline), 5740 W. Baseline Rd., Phoenix	Arrive Phoenix Convention Center	Phoenix Convention Center	Southern Ridge Golf Club (57 <sup>th</sup> Avenue and Baseline), 5740 W. Baseline Rd., Phoenix	Komatke Boys & Girls Club, 5047 W. Pecos Rd., Laveen
ROUTE 3 – to Convention Center			ROUTE 3 – from Convention Center		
9:30 am / 12:30 pm / 4:30 pm	9:55 am / 12:55 pm / 4:55 pm	10:13 am / 1:13 pm / 5:13 pm	11:45 am / 3:45 pm / 7:30 pm	12:03 pm / 4:03 pm / 7:48 pm	12:28 pm / 4:28 pm / 8:13 pm
Depart Governance Center, 525 W. Gu u Ki, Sacaton	Depart Pecos Road/40 <sup>th</sup> Street Park and Ride, Ahwatukee	Arrive Phoenix Convention Center	Depart Phoenix Convention Center	Arrive Pecos Road/40 <sup>th</sup> Street Park and Ride, Ahwatukee	Arrive Governance Center, 525 W. Gu u Ki, Sacaton

## 4. Map of existing public transportation routes to/from public hearing and community forums and Laveen and GRIC

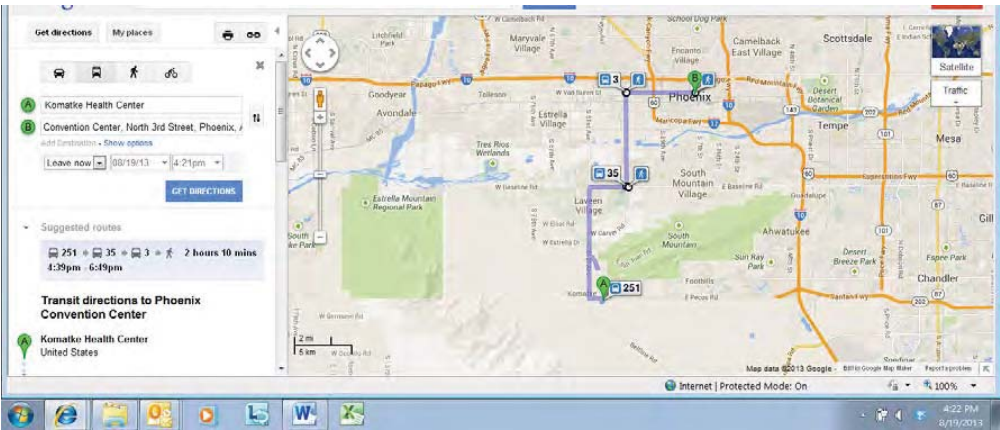
Public Transportation to/from Laveen/Phoenix Convention Center:

- From Laveen Village (51<sup>st</sup> Avenue/Dobbins)

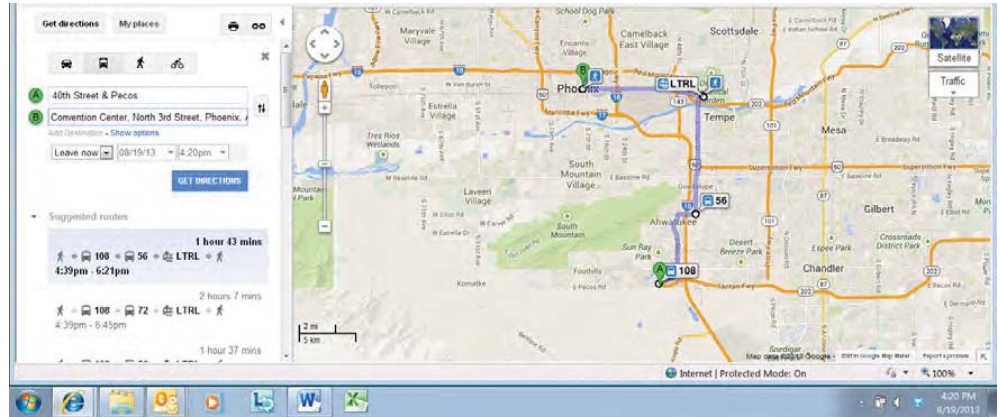


Public Transportation to/from GRIC/Phoenix Convention Center:

- From Komatke Health Center:



- From 40<sup>th</sup> Street/Pecos Park and Ride:





5. Awareness campaign communication and advertisement:

a) How was the campaign communicated?

There was no advertising or specific notification of the awareness campaign events themselves; the awareness campaign was designed to be “advertising” and education for how to participate in the DEIS review and comment process.

b) Where was the information available?

Information was available via Press releases, e-newsletters<sup>1</sup>; information events; newspaper ads; local publications; radio; social media (approximately 5 Facebook postings, 12 Tweets, and 3 blog entries); media alerts resulting in TV and print coverage; direct mail; website updates; telephone hotline; elected official briefings; and presentations at community events.

c) Was the *How to Participate* video given to GRIC PIO or other GRIC rep?

The video was provided to GRIC at the April 30, 2013 TTT meeting, via CDs.

**FHWA follow up questions:**

**Was the video just played at the TTT or was a copy given to anyone?**

The video was not played due to technical difficulties at the meeting facility. A CD with the video was given to GRIC Communications Director, Zuzette Kisto.

**Who attended the TTT meeting that day?**

Attendees include Matt Burdick and Brock Barnhart from ADOT Communications, Nathan Pryor and Bob Hazlett from MAG, and representatives from the Gila River Indian Community included Governor Gregory Mendoza, Lt. Governor Stephen Roe Lewis, Community Manager David White, GRIC Communications Director Zuzette Kisto, GRIC DOT staff and several tribal members interested in the project.

**Was the GRIC PIO present at the TTT or provided the video?**

The GRIC PIO, Zuzette Kisto, was at the TTT meeting and was given the video on CD.

d) Was awareness campaign offered to GRIC?

Public outreach opportunities were offered to David White starting in 2012. The August 10, 2012 Public Involvement Team Meeting Summary (Attachment 1) includes an update from Chaun Hill, ADOT Project Manager, regarding recent conversations ADOT and MAG had with David White, GRIC Community Manager. The meeting notes summarize that ADOT offered to hold outreach activities on the GRIC prior to the release of the Draft EIS and during the 90-day public comment. D. White indicated he would coordinate with GRIC tribal leadership regarding any public outreach activities on the Community, and would continue to communicate with ADOT and MAG Management regarding the Community’s desires. Potential locations for events were also discussed.

In late 2012, a follow-up conversation with ADOT (Chaun Hill, Brent Cain), MAG (Bob Hazlett, Nathan Pryor,) and GRIC (David White) occurred which entailed a detailed description of the public involvement process including the public hearing to be held at the convention center downtown and the additional public forums envisioned to be held at different locations throughout the valley. Along with this description, an offer was extended to hold one or more of the forums on the Community if the GRIC so desired. David White seemed to understand the concept of the forums and embrace the possibility of hosting one on the Community. David White said he would let Chaun Hill and the South Mountain Team know if the GRIC wanted to have a forum on

<sup>1</sup> ADOT produced and distributed four study-related e-newsletters to over 15,000 subscribers (see response to Question 5).

the Community. There was some additional explanation about providing the forums in a uniform manner at every location.

**FHWA follow up question: we need any documentation related to the GRIC request for a Community Forum.**

While conversations with David White regarding offers to host a public outreach event on the GRIC begin in summer 2012, the GRIC first officially responded to this offer at the April 30, 2013 TTT meeting. During this meeting, David White, GRIC Community Manager, requested a Community Forum be conducted on the Community following the public hearing. This was the only request ADOT received from David White regarding whether ADOT could hold a public outreach event during the public comment period. ADOT agreed to do so, and a Community Forum was held on June 22, 2013 at the Komatke Boys and Girls Club on the Gila River Indian Community.

6. *Fact Sheet* and *How to Participate* handout sent to GRIC? When? To whom?

Brock Barnhart emailed both the Fact Sheet ([Attachment 2](#)) and the How to Participate handout ([Attachment 3](#)) to Zuzette Kisto (GRIC PIO) on 5/1/13 at 12:01 PM. Copies of the fact sheet and handout were distributed and made available at this meeting.

ADOT also met with the GRIC TTT on April 30, 2013 to present DEIS participation methods and PI approach.

**FHWA follow up question: what does “present DEIS participation methods and PI approach” mean?**

ADOT provided attendees with the fact sheet and how to participate handouts that were used during the public comment period to describe the project and how to participate in the public involvement process. At the TTT meeting, ADOT reviewed the materials regarding the project, the public comment period, the public hearing and the various ways for the public to submit comments regarding the South Mountain Freeway DEIS. ADOT delivered hard copies of both handouts to Zuzette Kisto for distribution and display at the GRIC Governance Center and GRIC tribal government service centers used by tribal members. These two handouts were also provided in an Adobe PDF format to Zuzette Kisto for publication in the Gila River Indian Community newspaper and on the GRIC web site.

In response to ADOT requests, the GRIC PIO provided additional information via email to ADOT on August 29, 2013 as follows: “All meeting attendee’s at the following locations were provided factsheets, District 1- 7 Service Center, Ira H. Hayes Memorial Library, All elder meetings, Urban Members Association meeting, as well as the CPAO [Communication & Public Affairs Office].”

7. How were details on the shuttle bus, validated parking and transit vouchers provided to the public? What was the verbiage?

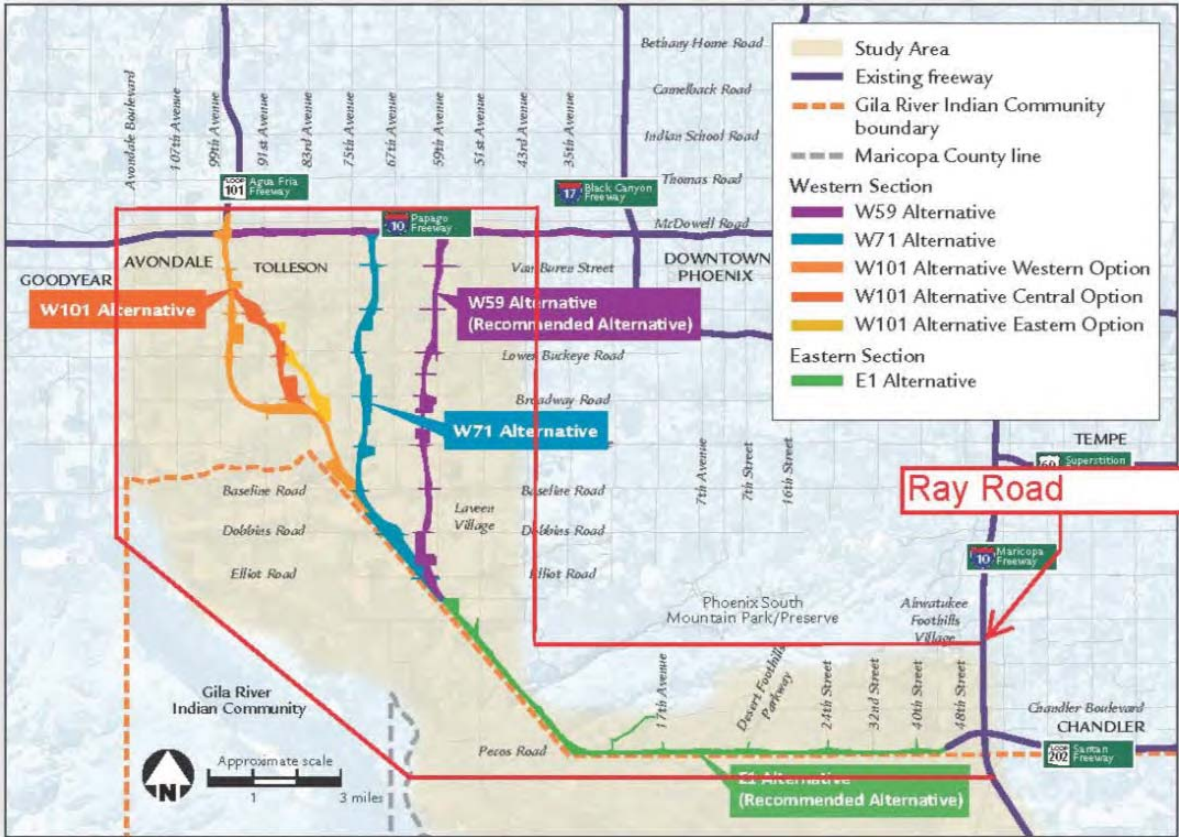
- Fact Sheet ([Attachment 2](#))
  - Verbiage in public hearing callout box:
    - “Validated parking and transit vouchers will be provided.”
  - Distribution:
    - Awareness Campaign display tables
      - Ironwood Library - 4333 East Chandler Boulevard Phoenix, AZ 85048
      - Keep Phoenix Beautiful Downtown Phoenix - Cesar Chavez Plaza
      - South Mountain Community Center - 212 E. Alta Vista Road Phoenix
      - ADOT: Motor Vehicle Department - 221 East Olympic Drive Phoenix
    - Website

- How to Participate handout ([Attachment 3](#))
  - Verbiage in public hearing and parking callout box:
    - “Validated parking and transit vouchers will be provided.”
    - “Free Shuttle Bus Information - ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six valley locations. Service will be provided throughout the day on May 21, 2013. For more information, please call 602.712.7006”
  - Distribution:
    - Awareness Campaign display tables
      - Ironwood Library-4333 East Chandler Boulevard Phoenix, AZ 85048
      - Keep Phoenix Beautiful Downtown Phoenix -Cesar Chavez Plaza
      - South Mountain Community Center-212 E. Alta Vista Road Phoenix
      - ADOT: Motor Vehicle Department-221 East Olympic Drive Phoenix
    - Website
    - E-newsletters<sup>2</sup>
- Mailer ([Attachment 4](#)) – sent to 311 addresses on the GRIC ([Attachment 5](#))
  - Verbiage in public hearing callout box on outside of mailer:
    - “Validated parking and transit vouchers will be provided.”
    - “Free Shuttle Bus Information - ADOT is offering FREE shuttle bus service to and from the Public Hearing. For more information, see inside of this mailer or call 602.712.7006”

**FHWA follow up question: was the mailer given to the GRIC PIO? When?**

- A separate hard copy of the mailer was mailed to Zuzette Kisto (GRIC PIO) on May 10, 2013.
- Verbiage inside mailer:
  - “Need a ride to the public hearing? ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided several times throughout the day on May 21, 2013 (see the table below for times). For more information, please call 602.712.7006.”
  - Map of the shuttle stop locations and a schedule table were also included.
- Distribution: 73,564 addresses in Study Area (map on next page indicates distribution area outlined in red). Approximately 311 of those addresses were on the GRIC.
- Video – “Parking is free” referenced during discussion of public hearing in *How to Participate* video (at 4:16 in the video).
- Newspaper Ads –all of the newspaper ads included the shuttle map showing pick-up and drop-off locations (see [Attachment 6](#) for a sample of the ad) and providing a phone number to call for more details. Due to space limitations, the actual schedule was not printed in the ads, but was printed in the mailer ([Attachment 4](#)). Run dates for ads that included the shuttle map were:
  - Arizona Republic: 4/26, 5/19
  - La Voz: 4/26, 5/17
  - Ahwatukee Foothills News: 4/26, 5/17
  - East Valley Tribune: 4/28, 5/19
  - West Valley View: 4/26, 5/17
  - Arizona Informant: 5/1, 5/15

<sup>2</sup> Ibid.



Distribution Map - Mailer

**FHWA follow up question: was the ad given to the GRIC PIO? When?**

Yes, ad text regarding the project, the public comment period, the public hearing and the various ways for the public to submit comments regarding the South Mountain Freeway DEIS was given to the GRIC PIO, Zuzette Kisto, at the TTT meeting on April 30, 2013. The GRIC Communication & Public Affairs Office took the lead placing any advertising related to the Public Hearing. Two ads regarding the public hearing, information regarding the location and availability of the Draft EIS, and a map of the alternatives was placed in the May 2013 monthly issue of the GRIN.

**Can we buy ad space directly from the GRIN?**

Per the determination by the GRIC Communication & Public Affairs Office to lead the On-Community advertising and communication efforts, ad space was not purchased by the ADOT team. The GRIN is a free monthly publication that includes the following ad rates:

Description	Measurement	Rate
Full Back Page	10" wide x 16" height	\$600
Full Page	10" wide x 16" height	\$400
Half-Page	10" wide x 8" height	\$235
One-Fourth Page	4.875" wide x 8" height	\$175
Business Card Size	4.85" wide x 2.75 height	\$50



Did the e-newsletter go to the GRIC or GRIC PIO? When?

ADOT Community Relations distributed electronic notices (e-newsletters) thru the Gov. Delivery system to over 12,000 constituents who voluntarily sign up for project alerts along the I-10 Papago, Maricopa and Santan Freeways. The content of these electronic notices was essentially the same as the press releases. Specific subscribers on the Gov. Delivery system are unable to be verified.

- E-newsletters: Study-related ADOT e-newsletters were distributed on 4/26/13 (availability of DEIS); 5/10/13 (public hearing); 5/29/13 (community forums) and one in June (close of comment period).
- Website updates on 4/22/13 (free parking, transit passes) and 5/7/13 (free parking, transit passes, shuttle bus map and schedule)

8. Hotline

a) Capacity?

Initial hotline capacity was 20 messages; it was expanded to 80 on 5/17/13.

FHWA follow up question: was there an indicator if it was full?

HDR was informed by ADOT that the hotline was full on 5/15/13. The hotline was checked seven times and 101 messages were retrieved on 5/15/13. ADOT changed the capacity from 20 to 80 messages two days later on 5/17/13.

b) Time limit?

The time limit for any one message was 5 minutes.

c) Who checked it?

Michael Book, Deb McCamon, and Lisa Scott with HDR checked the hotline. The retrieval log for the hotline is included as Attachment 7.

d) How often?

This numbered varied depending on need – see “Times per Day/Messages Checked” column in attached spreadsheet.

FHWA follow up question: How many messages were there when we checked?


The number of calls varied each day during the 90-day comment period. For additional clarification, please see Attachment 7.

e) How were shuttle bus/transportation questions handled?

Any questions that came in regarding how to participate, including any shuttle bus or transportation questions, were forwarded to Michael Book (HDR) to address. The conversation record log sheets are included as Attachment 8.

FHWA follow up question: sent people to website for shuttle bus info, what shuttle information was on the website at that time?


Starting on May 7, 2013, the study website posted the following shuttle bus schedule and pick-up location information.



### Free Shuttle Bus Service to the Public Hearing

Need a ride to the public hearing? ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided several times throughout the day on May 21, 2013 (see the table below for times).

For more information, please call 602.712.7006.



ROUTE	PICK UP AND DROP OFF LOCATIONS	DEPARTURE TIMES	DEPARTURE TIMES FROM CONVENTION CENTER	ARRIVAL TIMES
1	91st Ave. and Van Buren (bus pullout on northeast corner)	<b>9:30</b> 12:30 4:30	12:15 4:15 7:30	12:30 4:30 7:45
	59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot)	<b>9:35</b> 12:35 4:35		12:25 4:25 7:40
2	Komatke Boys and Girls Club, 5047 W. Pecos Rd.	<b>9:30</b> 12:30 4:30	12:00 4:00 7:30	12:28 4:28 7:58
	Southern Ridge Golf Club, 5740 W. Baseline Rd.	<b>9:40</b> 12:40 4:40		12:18 4:18 7:48
3	Governance Center, 525 W. Gu u Ki, Sacaton	<b>9:30</b> 12:30 4:30	11:45 3:45 7:30	12:28 4:28 8:13
	40th St. and Pecos Rd. Park-and-Ride	<b>9:55</b> 12:55 4:55		12:03 4:03 7:48

bold indicates a.m. times

From April 23 to May 7, the following text regarding the shuttle buses was available on the study website:

**“Free shuttle bus service to the public hearing**

ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from **six** Valley locations:

- Tolleson
- Estrella Village
- Laveen Village
- Gila Indian River Community (2 locations)
- Ahwatukee Village

Service will be provided throughout the day on May 21, 2013. **For more information, please call 602.712.7006.”**

f) Did anyone call the ADA line instead? If so, how were those calls handled?

The ADA phone line (which is also ADOT’s general line) received 17 calls regarding the public comment process during the 90-day comment period (see log, Attachment 9). This line was checked daily, Monday through Friday.

g) What did the message(s) say (scripts)?

From April 26 until noon on Monday, May 20  
Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. [In Spanish: *Please hold for additional information in Spanish*]. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period. A public hearing for the Draft EIS is



scheduled for Tuesday, May 21, 2013, from 10 a.m. to 8 p.m., at the Phoenix Convention Center, North Ballroom.

If you would like to pre-register to provide a formal 3-minute verbal comment at the public hearing, please leave a message including your name and phone number or e-mail. A list of all pre-registrants will be posted and updated on the study website at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).

Comments on the Draft EIS can also be provided here as a message. If you do leave a message about the Draft EIS, it will be incorporated and addressed in the Final EIS document.

For more information on shuttle bus service to the public hearing, please leave a message or go to [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).

Thank you.

[In Spanish: *Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period. A public hearing for the Draft EIS is scheduled for Tuesday, May 21, 2013, from 10 a.m. to 8 p.m., at the Phoenix Convention Center, North Ballroom. Translation services will be available.*

*If you would like to pre-register to provide a formal 3-minute verbal comment at the public hearing, please leave a message including your name and phone number or e-mail. A list of all pre-registrants will be posted and updated on the study website at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).*

*Comments on the Draft EIS can also be provided here as a message. If you do leave a message about the Draft EIS, it will be incorporated and addressed in the Final EIS document.*

*For more information on shuttle bus service to the public hearing, please leave a message or go to [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).*

*Thank you.]*

After noon on Monday, May 20: Speaker Registration Closed

Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. [In Spanish: *Please hold for additional information in Spanish*]. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period. A public hearing for the Draft EIS is scheduled for Tuesday, May 21, 2013, from 10 a.m. to 8 p.m., at the Phoenix Convention Center, North Ballroom.

Comments on the Draft EIS can also be provided here as a message. If you do leave a message about the Draft EIS, it will be incorporated and addressed in the Final EIS document.

For more information on shuttle bus service to the public hearing, please leave a message or go to [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).

Thank you.

[In Spanish: *Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period. A public hearing for the Draft EIS is scheduled for Tuesday, May 21, 2013, from 10 a.m. to 8 p.m., at the Phoenix Convention Center, North Ballroom. Translation services will be available.*

*Comments on the Draft EIS can also be provided here as a message. If you do leave a message about the Draft EIS, it will be incorporated and addressed in the Final EIS document.*

*For more information on shuttle bus service to the public hearing, please leave a message or go to [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway).*

*Thank you.]*

Tuesday, May 21: Post-Public Hearing

Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. [In Spanish: *Please hold for additional information in Spanish*]. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period.

You can provide comments on the Draft EIS online at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway), at an upcoming community forum as listed on the website, or leave your message here. All comments on the Draft EIS, including your message left on this phone line, will be incorporated and addressed in the Final EIS document.

Thank you.

[In Spanish: *Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period.*

*You can provide comments on the Draft EIS online at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway), at an upcoming community forum as listed on the website, or leave your message here. All comments on the Draft EIS, including your message left on this phone line, will be incorporated and addressed in the Final EIS document.*

*Thank you.]*

Wednesday, June 12: Post-Community Forums

Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. [In Spanish: *Please hold for additional information in Spanish*]. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period which ends on July 24<sup>th</sup>.

You can provide comments on the Draft EIS online at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway) or leave your comments as a message here. All comments on the Draft EIS, including your message left on this phone line, will be incorporated and addressed in the Final EIS document.

Thank you.

[In Spanish: *Thank you for calling the hotline for the Loop 202 South Mountain Freeway Study. The Draft Environmental Impact Statement for the study was released on April 26, 2013, starting a 90-day public review and comment period which ends on July 24<sup>th</sup>.*

*You can provide comments on the Draft EIS online at [azdot.gov/southmountainfreeway](http://azdot.gov/southmountainfreeway) or leave your comments as a message here. All comments on the Draft EIS, including your message left on this phone line, will be incorporated and addressed in the Final EIS document.*

*Thank you.]*

9. What participation methods were described in the *How to Participate* video?

Methods described:

- Website
- Mail
- Phone
- Email
- Public Hearing
- Online Public Hearing
- Community Forums

How to Participate video script included the following:

*During the 90-day comment period, there will be several ways for you to submit your comments on the Draft EIS, including online ...by mail ...phone ...or email. You will also have several opportunities to talk with technical experts, learn about the proposed project, and provide your comments in-person at a public hearing, an online hearing, or at community forums. The public hearing will be held at the Phoenix Convention Center At the public hearing, you can watch a video about the South Mountain Freeway study ...talk to technical staff ...and review a wide variety of study materials. At the hearing you can submit comments in one of three ways:*

- *In-person to a panel of study team members ...you'll be limited to three minutes.*
- *Verbally to a court reporter*
- *Or in writing on a comment form*

*Afterwards, all the public hearing materials, including the study video, will be available on the study website. You can view the information and submit your comments online.*

*There will also be community forums held at various locations in the study area after the public hearing.*

*Technical staff will be at the forums to answer your questions, and project materials, including the video, will be available to view. A court reporter can take your individual verbal comments, or you can fill out a comment form, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted on the website, emailed to the e-newsletter subscribers, and published in the newspaper and local publications*

*To recap...you can learn more about the proposed South Mountain Freeway project and provide comments on the Draft EIS the following ways:*

- *Attend the public hearing at the Phoenix Convention Center*
- *Go online at A-Z-D-O-T dot gov slash south mountain freeway*
- *Or attend a Community Forum*

*Remember that comments can be submitted at any time during the 90-day comment period through mail... email or by phone.*

*After the comment period ends, ADOT will review and address comments in the Final EIS document. When the Final EIS is published, it will be made available for another public review and comment period which will last for 60 days.*

*Public input on the Loop 202 South Mountain Freeway study is an integral part of the process. ADOT looks forward to your participation and feedback.*

**10. Did we contact GRIC PI about conducting a GRIC awareness campaign event? If yes, result?**

Chaun Hill and Bob Hazlett met with David White and discussed potentially holding PI activities on the GRIC. David White indicated he would coordinate with tribal leadership. No formal response was received from GRIC until TTT on 4/30/13, at which time GRIC requested a Community Forum be held on the GRIC.

**11. Elected official and stakeholder briefings**

**a) Was a briefing packet sent to GRIC? b) When, to whom?**

The GRIC Elected Official briefing was completed through the TTT meeting on April 30, 2013. In attendance at this meeting were GRIC management as well as the GRIC Lt. Governor and GRIC Governor. These individuals were given the same briefing packets containing all materials provided to other elected leaders when briefed in person. Briefing packets were developed including the study fact sheet, How to Participate handout, press releases, letter

from Governor Brewer, and a copy of the How to Participate video. In addition, a hard copy of the DEIS and approximately 10 CDs of the DEIS were provided to the GRIC at the TTT meeting on April 30, 2013.

**12. Briefing with David White – do we have details of this discussion? Any special request or voicing concerns about PI for DEIS?**

No special requests related to public involvement for the DEIS were received from David White. The only comments expressed by David White were related to Community members being able to make their comments in front of an audience. Chaun Hill, ADOT Project Manager, informed David that the location and opportunity to provide comments in front of an audience was being afforded to all at the Public Hearing held downtown.

**13. DEIS availability**

**a) Copies given to GRIC reps? Who? How? When?**

A CD of the DEIS was mailed on April 26, 2013 to each of the following GRIC representatives and SMCAT representatives from GRIC:

Steven	Johnson	Gila River Indian Community	Department of Transportation
Barnaby	Lewis	Gila River Indian Community	Tribal Historic Preservation Officer
Kyle	Woodson	Gila River Indian Community	Cultural Resources Management Program
Rudy	Mix	Gila River Indian Community	Environmental Quality
Errol	Blackwater	Gila River Indian Community	Land Use, Planning, and Zoning
David	White	Gila River Indian Community	Community Manager
LaQuinta	Allison	Gila River Indian Community	
Nathaniel	Percharo	Pecos Road/I-10 Landowners Association	

**b) Copy available at a repository on GRIC? Where?**

According to the GRIC PIO, hardcopies of the DEIS were made available at District 1- 7 Service Center, Ira H. Hayes Memorial Library, all elder meetings, Urban Members Association meeting, and the GRIC Communications and Public Affairs Office.

**FHWA follow up question: did we ask GRIC for a repository location?**

Yes, we coordinated with GRIC regarding the best place and means to get the information out and it was decided that the GRIC PIO would be the point of contact and would disseminate information to the Community. This included the availability and locations of the DEIS.

One DEIS hardcopy and 10 DEIS CDs were distributed at the TTT meeting on April 30, 2013. Hardcopies were also available for viewing at the Community Forum; approximately six copies of the DEIS were given to participants at the Komatke Community Forum. Other repositories included:

- Phoenix Public Library – Ironwood Branch, Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix
- Avondale Public Library – Sam Garcia Western Avenue, 495 E. Western Ave., Phoenix
- Tolleson Public Library – 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group - 1611 W. Jackson St., Phoenix (by appointment only)

Copies of all or part of the DEIS were available for purchase at:

- FedEx Office Print and Ship Center – 4940 E. Ray Road, Phoenix

14. Public hearing notification mailer

a) Sent to GRIC PIO? Community?

On May 6, 2013, 73,564 mailers were distributed to addresses within the study area (see the map in #5 above). Approximately 311 of those addresses are on the GRIC. A separate hard copy of the mailer was mailed to Zuzette Kisto (GRIC PIO) on May 10, 2013. The following GRIC elected officials were included in the May 6, 2013 mailing.

Gregory	Mendoza	Governor	Gila River Indian Community
Stephen Roe	Lewis	Lt. Governor	Gila River Indian Community
Barney	Enos, Jr.	Dist. 4 Council Member	Gila River Indian Community
Christopher	Mendoza	Dist. 4 Council Member	Gila River Indian Community
Jennifer	Allison	Dist. 4 Council Member	Gila River Indian Community
Monica	Antone	Dist. 4 Council Member	Gila River Indian Community
Albert	Pablo	Dist. 6 Council Member	Gila River Indian Community
Anthony	Villareal, Sr.	Dist. 6 Council Member	Gila River Indian Community
Terrance	Evans	Dist. 6 Council Member	Gila River Indian Community
Martha	Miller	Dist. 7 Council Member	Gila River Indian Community

15. Did GRIC PIO and/or GRIN receive media alerts and press releases? When?

(See ADOT Media Plan attached). GRIN was not on the media distribution list for ADOT’s press releases. GRIC PIO is not on the media distribution list for ADOT’s press releases. ADOT does not have any formal documentation of GRIN conversations regarding media alerts and/or press releases – they were all done via phone or in person. In response to ADOT requests regarding how GRIC used ADOT-provided information in GRIN, the GRIC PIO provided tear sheets from the May 2013 issue of GRIN (Attachment 10).

FHWA follow up question: why is GRIC PIO not on the media distribution list for press releases?

The ADOT Media Distribution List is intended to distribute news to earned media organizations. These earned media organizations are private companies that include newspaper, radio, and television organizations in Arizona. The Gila River Indian Community is a tribal nation and not a member of an earned media organization. Therefore, they are not on the media distribution list. Please note that there are a number of government jurisdictions and project stakeholders who are not on the media distribution list, e.g., the Maricopa Association of Governments and City of Phoenix. Finally, the public has the ability to opt in to receive email notification when ADOT updates its web site with new information. The South Mountain Freeway and ADOT news releases are two topics offered through this email subscription service offered at no cost to the public who elects to receive these notifications.

16. Newspaper display ads

a) Where were they published? When?

Newspaper display ads were published in the following publications on the dates listed and with the information indicated. The list below also includes a description of the online banner coverage provided by that publication.

<u>Arizona Republic</u>	
April 26 - Hearing	
May 19 - Hearing	
Mid April to May 21 - online banner (approx. 75,000 hits per month)	
<u>Arizona Republic</u> (community sections 5, 6/17, 10, 14)	
May 29 - Forums	June 19 - Forums
June 12 - Forums	July 3 - Forums

<u>La Voz</u>	
April 26 - Hearing	June 7 - Forums
May 17 - Hearing	June 14 - Forums
May 24 - Forums	June 28 - Forums

<u>Ahwatukee Foothills News</u>	
April 26 - Hearing	June 9 - Forums
May 17 - Hearing	June 16 - Forums
May 26 - Forums	June 30 - Forums
Mid April to May 21 - online banner (approx. 25,000 impressions)	

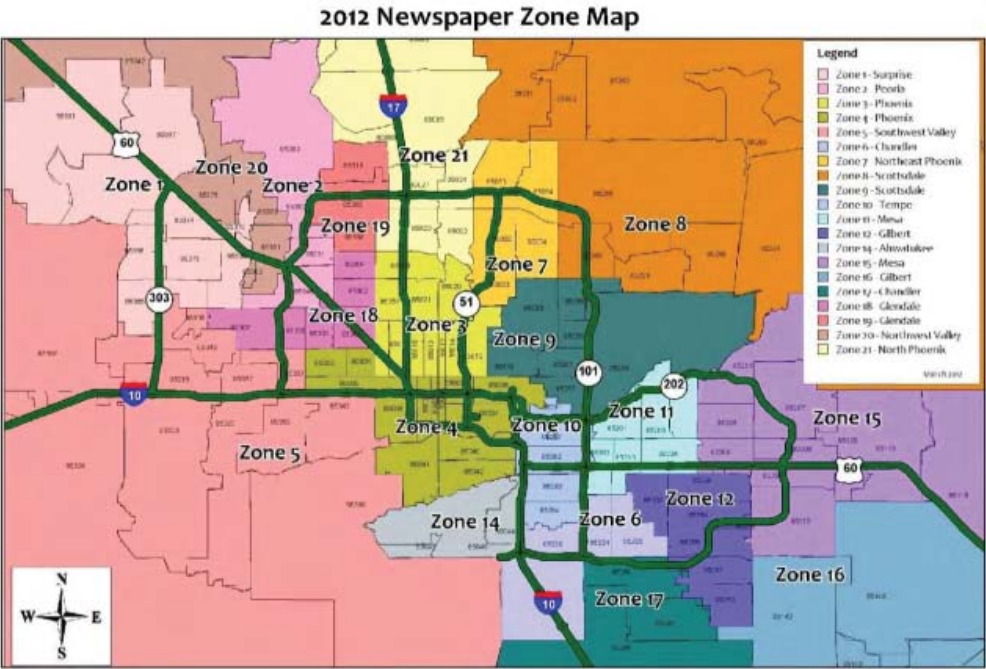
<u>West Valley View</u>	
April 26 - Hearing	June 11 - Forums
May 17 - Hearing	June 18 - Forums
May 28 – Forums	July 2 - Forums
Mid April to May 21 - online banner (approx. 52,000 average monthly unique viewers)	

<u>East Valley Tribune</u>	
April 28 - Hearing	June 12 - Forums
May 19 - Hearing	June 19 - Forums
May 29 - Forums	July 3 - Forums
Mid April to May 21 - online banner (approx. 50,000 impressions)	

<u>Arizona Informant</u>	
May 1 - Hearing	June 12 - Forums
May 15 – Hearing	June 19 - Forums
June 4 – Forums*	July 3 - Forums
* (online banner for several days prior)	

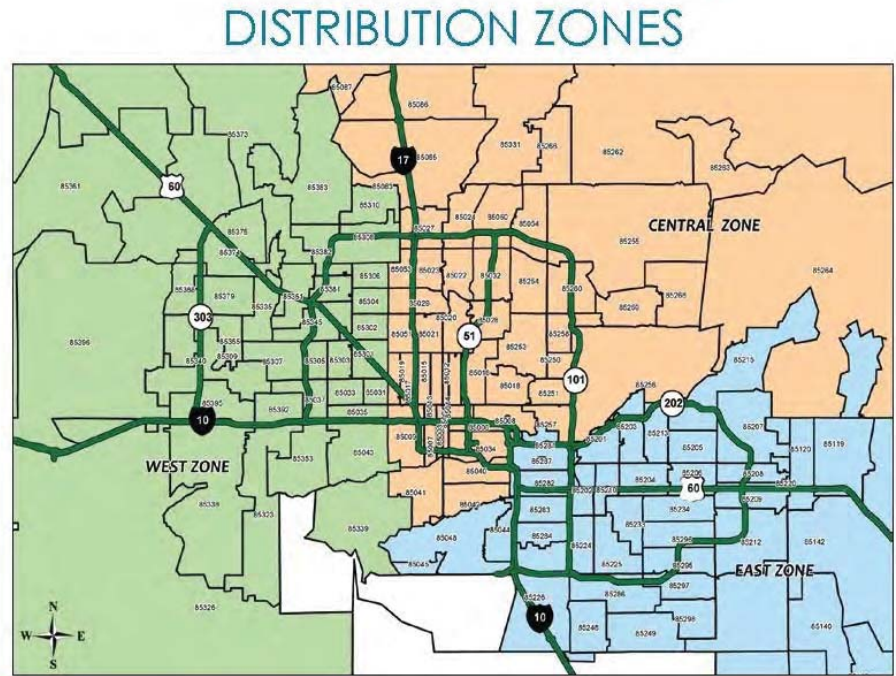
b) Coverage areas? GRIN?

Arizona Republic  
The hearing was advertised in the regular paper which is distributed to all the zones shown in the map at right. The forums were advertised in the Community sections for zones 5, 6, 17, 10, 14.



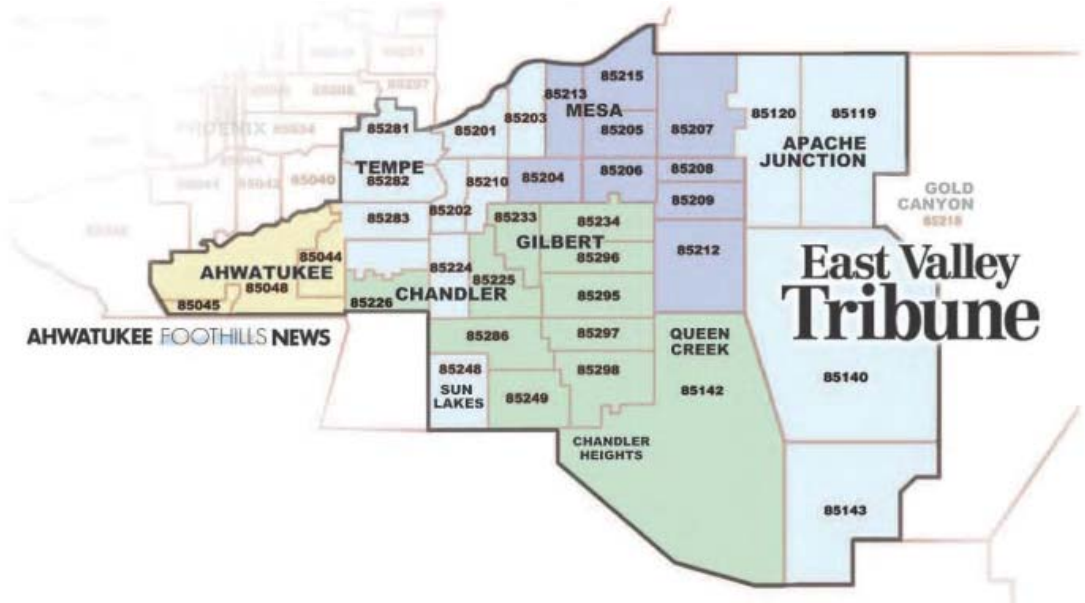


La Voz  
See map below.

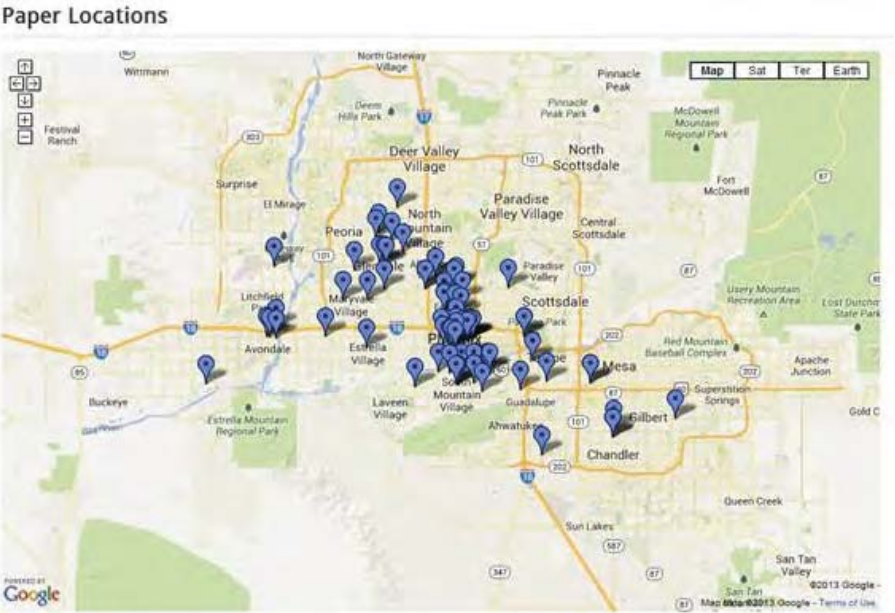


West Valley View  
The areas covered were Avondale, Goodyear, Buckeye, Litchfield Park, Tolleson, Luke AFB, Arlington, Tonopah, Palo Verde, portions of West Phoenix, and portions of Waddell. They also include some unincorporated Maricopa County portions in Goodyear, Litchfield Park, and Buckeye.

East Valley Tribune and Ahwatukee Foothills News  
See map below.



Arizona Informant  
Circulation is approximately 100,000 weekly through subscribers and pickup locations (map below).



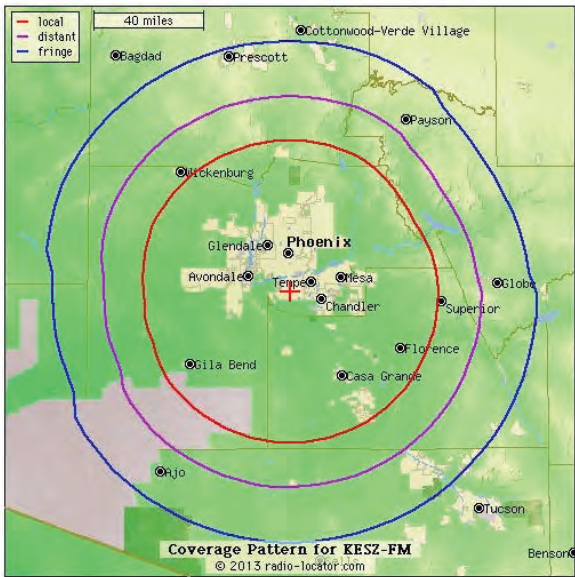
GRIN  
The Gila River Indian News prints 7,000 issues of tabloid size newspaper (11" x 17") on a monthly basis. Distribution is free throughout the Gila River Indian Community.

- 17. Radio**
- a) Does GRIC have a radio station?**
- The team could not identify a specific community radio station; neither could the media buying firm used to purchase radio air time.
- b) What are the coverage areas for the radio advertising that was done? (KEZ-FM; KMXP-FM; KNIX-FM; KGME-AM; KFYI-AM)**

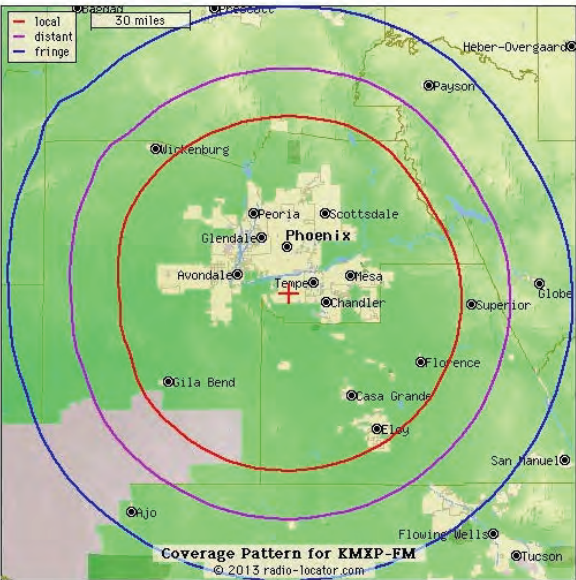
See maps on the following pages.



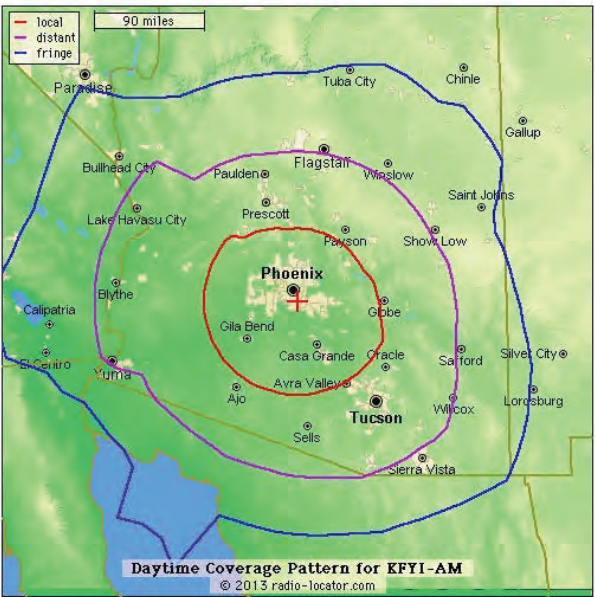
KESZ FM 99.9 MHz Predicted Coverage Map



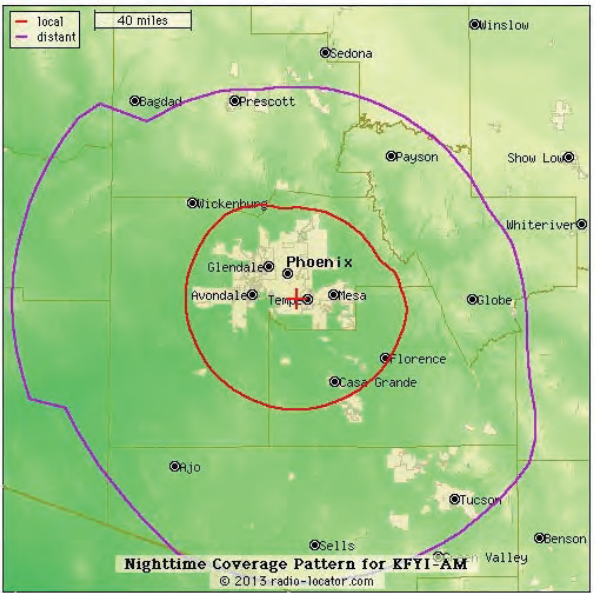
KMXP FM 96.9 MHz Predicted Coverage Map



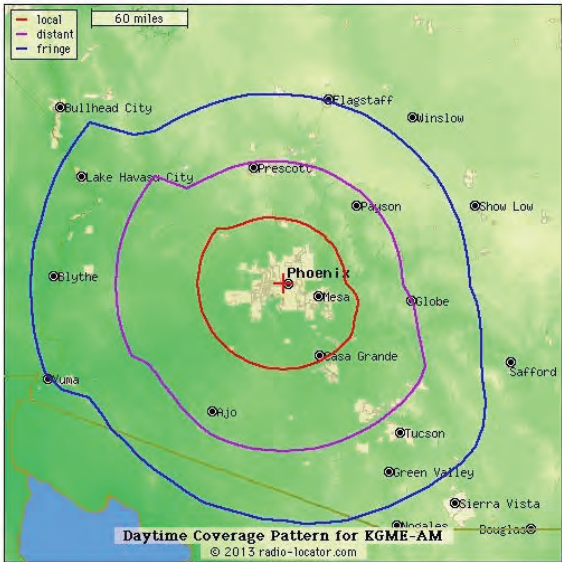
KFYI AM Predicted DAYTIME Coverage Map



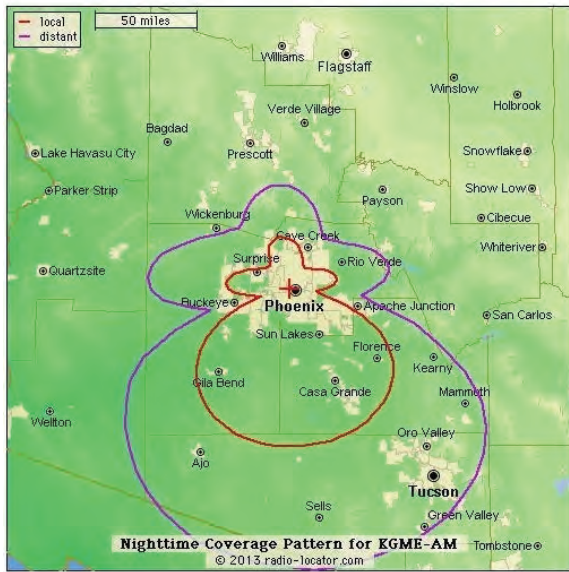
KFYI 550 AM Predicted NIGHTTIME Coverage Map



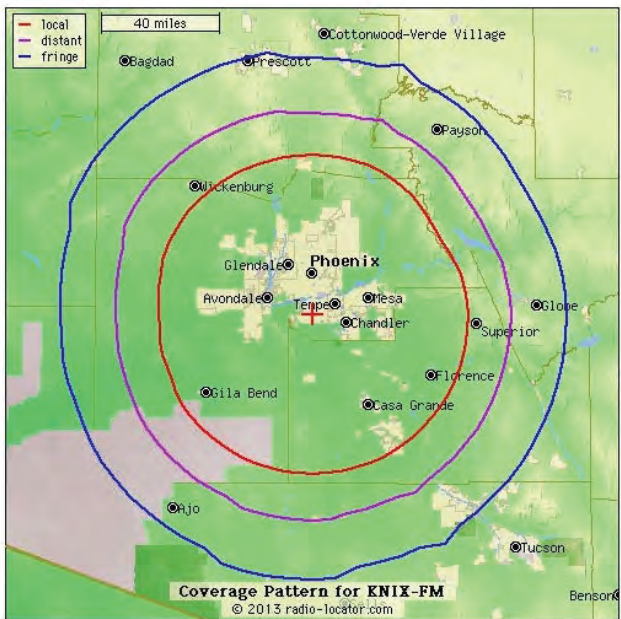
KGME AM 910 kHz Predicted DAYTIME Coverage Map



KGME AM 910 kHz Predicted NIGHTTIME Coverage Map



KNIX FM 102.5 MHz Predicted Coverage Map





18. Other media

a) Facebook

Facebook – approximately 5 postings

b) Twitter

Twitter – approximately 12 tweets

c) Blogs

Blogs – 3 blogs

d) TV – does GRIC have a station?

The team could not identify a specific community TV station; however, media coverage included:

- The Arizona Republic
- The Ahwatukee Foothills News
- The East Valley Tribune
- Arizona Builders Exchange
- Phoenix Business Journal
- Capital Times
- Channel 3
- Channel 5
- Channel 8-Arizona Horizon
- Channel 10
- Channel 12
- Channel 15

19. Community forums

a) When did we reach out to GRIC?

Public outreach opportunities were offered to David White starting in summer 2012. The August 10, 2012 Public Involvement Team Meeting Summary (Attachment 1) includes an update from Chaun Hill, ADOT Project Manager, regarding recent conversations ADOT and MAG had with David White, GRIC Community Manager. The meeting notes summarize that ADOT offered to hold outreach activities on the GRIC prior to the release of the Draft EIS and during the 90-day public comment. D. White indicated he would coordinate with GRIC tribal leadership regarding any public outreach activities on the Community, and would continue to communicate with ADOT and MAG Management regarding the Community’s desires. Potential locations for events were also discussed.

In late 2012, a follow-up conversation with ADOT (Chaun Hill, Brent Cain), MAG (Bob Hazlett, Nathan Pryor,) and GRIC (David White) occurred which entailed a detailed description of the public involvement process including the public hearing to be held at the convention center downtown and the additional public forums envisioned to be held at different locations throughout the valley. Along with this description, an offer was extended to hold one or more of the forums on the Community if the GRIC so desired. David White seemed to understand the concept of the forums and embrace the possibility of hosting one on the Community. David White said he would let Chaun Hill and the South Mountain Team know if the GRIC wanted to have a forum on the Community. There was some additional explanation about providing the forums in a uniform manner at every location.

GRIC first responded to these offers at the April 30, 2013 TTT meeting at which GRIC requested that a Community Forum be conducted on the Community. Nathan Pryor, MAG, contacted Zuzette Kisto on May 16, 2013 regarding a Community Forum on the GRIC. On May 28, 2013, ADOT provided to the GRIC PIO, via email, a copy of the newspaper ad listing the community forum details for their information and use. Community Forum ground rules were developed between June 14 and 18, 2013, in conjunction with the GRIC Community Manager and PIO, for the forum in Komatke.

b) How were locations decided?

Locations were determined based on:

- Geographic diversity within the study area
- Availability of appropriate venue
- Specific community request (GRIC request for Community forum at Komatke Boys and Girls Club)

c) Who decided how many forums would occur?

Number of forums was determined based on:

- Goal to have a community forum in each distinct community within the study area
- Window of opportunity, i.e., amount of time after public hearing and before the close of the comment period
- Availability of appropriate venues

20. GRIC transportation to public hearing/community forum

a) Was transportation specifically requested? Who did they ask? When? What happened?

No, however there were six phone calls related to transportation; five asking for details about the shuttle service, and one requesting information about parking validation (see the log sheets in [Attachments 8 and 9](#)).

21. Email comments

a) Who responded to these comments?

Comments were forwarded to HDR. ADOT Community Relations staff did respond to four constituent emails via the project’s email line ([projects@azdot.gov](mailto:projects@azdot.gov)). Two emails were forwarded from constituents requesting CDs of the DEIS. Felicia Calderon, ADOT Community Relations, mailed out CDs of the DEIS within 24 hours to these constituents. One email requested a sign language interpreter for the May 21 hearing. Michelle Thompson, ADOT Community Relations, arranged for a sign language interpreter for the hearing. One email requested an ADOT drop-off location to submit formal comments. Matt Eberhart, ADOT Community Relations, responded to this constituent the same day with the appropriate physical address to deliver comments to ADOT.

b) How often were they checked?

Emails were checked approximately four times per day.

c) Who was responsible?

Felicia Beltran and Matt Eberhart, ADOT Community Relations Officers, were responsible for checking the ADOT Projects email account.

d) Process?



ADOT Community Relations staff (Beltran and Eberhart) would check the ADOT Projects email account (projects@azdot.gov) and forwarded any South Mountain Freeway- related emails to the HDR ADOT Project account (adot@hdrinc.com). Any inquiries requiring an immediate response (e.g., hearing logistics, shuttles, etc.) were handled by HDR (Book and others), and those that were comments on the DEIS were entered into the comment database.

22. Public hearing – “no signs” message - consistent?

Per the Phoenix Convention Center’s standard policy, posters, banners, and signs were prohibited inside the public hearing. Notices were posted at the entrances (see example at right) and staff and security staff verbally reiterated that prohibition as needed (this occurred approximately 11 times). Posters, banners, and signs were allowed in the public right-of-way, e.g. the sidewalks. For consistency and to avoid potential intimidation or distraction for attendees, posters, banners, and signs were also prohibited inside the meeting venues at each of the community forums.

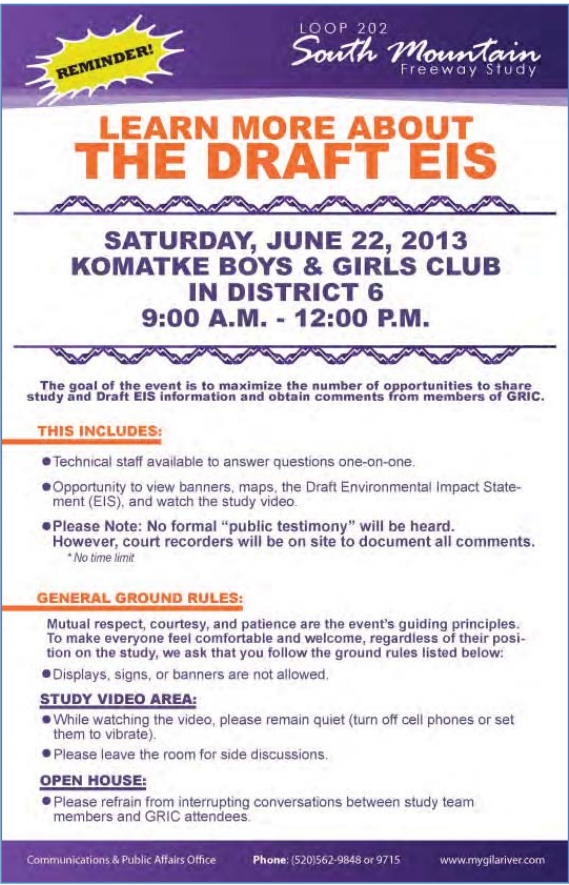
At the Community Forum on the Community, Zuzette Kisto (GRIC PIO) created display information providing general ground rules for the meeting. This information included the following verbiage: *DISPLAYS, SIGNS, OR BANNERS ARE NOT ALLOWED*. This poster was also printed as a handout and was available at the sign-in table at the Komatke Forum (see right).



23. SMCAT meetings

a) Who was contacted? When? Was there a GRIC response?

See table next page.



SMCAT Communications with GRIC for 2013

Contact Person	Organization	Subject	Method of Contact	Date of Communication	Addressee / Intended Contact Person	Response Received
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Re-engagement Request Letter	Postal Mail	February 15, 2013	LaQuinta Allison	No Response
Nathanial Percharo	Pecos Road/-I-10 Landowners Association	SMCAT Re-engagement Request Letter	Postal Mail	February 15, 2013	Nathanial Percharo	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Re-engagement Request	Telephone	February 15, 2013	LaQuinta Allison	No Response
Nathanial Percharo	Pecos Road/-I-10 Landowners Association	SMCAT Re-engagement Request	Telephone	February 15, 2013	Nathanial Percharo	Will try to attend
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT - Meeting Invitation - April 22, 2013	eMail	April 12, 2013	LaQuinta Allison	No Response
Nathanial Percharo	Pecos Road/-I-10 Landowners Association	SMCAT - Meeting Invitation - April 22, 2013	Telephone	April 12, 2013	Nathanial Percharo	Will try to attend
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Final Meeting Questions	eMail	May 7, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder: SMCAT Final Meeting Questions	eMail	May 13, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder: SMCAT Final Meeting Questions	eMail	May 22, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder: SMCAT Final Meeting Questions	eMail	May 28, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Meeting Reminder	eMail	June 10, 2013	LaQuinta Allison	No Response
Nathanial Percharo	Pecos Road/-I-10 Landowners Association	SMCAT Meeting Reminder	Telephone	June 10, 2013	Nathanial Percharo	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Final Recommendation	eMail	June 12, 2013	LaQuinta Allison	No Response
Nathanial Percharo	Pecos Road/-I-10 Landowners Association	SMCAT Final Recommendation	Telephone	June 12, 2013	Nathanial Percharo	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Final Recommendation - Reminder	eMail	June 17, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Final Recommendation - Reminder	eMail	June 24, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder - SMCAT Final Recommendation	eMail	July 1, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Meeting Transcript and Parking Lot from 6/11/13	eMail	July 8, 2013	LaQuinta Allison	No Response

LaQuinta Allison	Gila River Indian Community - District 4	Revised 6/11 SMCAT Meeting Transcript	eMail	July 8, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder - SMCAT Final Recommendation	eMail	July 9, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder: SMCAT Final Recommendation	eMail	July 16, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder - 2 days to go: SMCAT Final Recommendation	eMail	July 22, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Reminder - Last Day: SMCAT Final Recommendation	eMail	July 24, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	SMCAT Final Recommendation	eMail	August 1, 2013	LaQuinta Allison	No Response
LaQuinta Allison	Gila River Indian Community - District 4	Amended SMCAT Recommendation Results	eMail	August 16, 2013	LaQuinta Allison	No Response

b) Was there an attempt to get new rep?

Follow-up question from FHWA: how did we obtain new representatives with other organizations that were unresponsive?

No other SMCAT organizations were unresponsive during this process. The process for an organization to have assigned a new representative on the SMCAT would have been initiated and conducted within the representing organization itself. The organization would have needed to appoint a new representative to the SMCAT; not ADOT or the facilitators. Letters, emails, and phone calls to LaQuinta Allison or to the Gila River Indian Community, District 4, received no response. According to the SMCAT Operating Agreement (last revised April 2013), the “SMCAT will determine if new or replacement organizations should be included in the membership.” No new organizations were added by the SMCAT during the meetings held in 2013.

Attachment 1: August 10, 2012 Public Involvement Team Meeting Summary



South Mountain Corridor Study  
Public Involvement Team Meeting  
DRAFT Meeting Summary

Date: August 10, 2012  
Time: 9:00 a.m.  
Location: MAG, Chaparral Room  
Attendees:

Chaun Hill, ADOT VPM  
Brock Barnhart, ADOT CCP  
Jennifer Grentz, ADOT CCP  
Michelle Thompson, ADOT CCP  
Matt Burdick, ADOT CCP  
Bob Hazlett, MAG  
Kelly Taft, MAG

Nathan Pryor, MAG  
Alan Hansen, FHWA  
Ken Davis, FHWA  
Scott Stapp, HDR  
Ben Spargo, HDR  
Heather Honsberger, HDR  
Bill Cowdrey, HDR

Meeting Summary: Heather Honsberger, HDR

Action Items

Task	Responsible party	Date action item initiated	Status
Review and provide comment on Draft Public Hearing Plan	PIT	06/22/12	Completed
Incorporate PIT comments into Revised Draft Public Hearing Plan	HDR	8/3/12	Complete
Create public hearing work-back schedule	HDR	8/3/12	Completed
Research possible locations of community meetings	HDR		Ongoing
Create Survey Monkey public opinion questions	CCP		Completed
Continue discussions about transit vouchers	MAG		Ongoing
Conduct Survey Monkey	CCP		Completed

1. Public Involvement News of the Week

C.Hill began the meeting by welcoming the attendees and conducting introductions. She then handed the meeting over to H. Honsberger who asked if there was any public involvement news of the week.

Kelly Taft provided an overview of a South Mountain Freeway Study fact sheet that was developed by MAG in response to a request by the City of Phoenix. Tom Remes, City of Phoenix, asked MAG to develop the fact sheet so they can respond to questions from elected officials about the project. MAG developed the fact sheet in coordination with ADOT.

2. Media Updates

H. Honsberger updated the PIT on the response provided to a media inquiry regarding the freeway alignment through Laveen. The response provided explained the study team was still working through the technical process and the recommended alignment through Laveen would be announced in the Draft EIS.

3. Public Outreach/Hearing Plan

H. Honsberger reviewed the Draft Final Public Outreach and Hearing Plan describing comments that were incorporated and sections/text that had changed. The PIT provided additional comments on the document, including a request from FHWA to provide court reporters at the community kiosks. H. Honsberger also asked MAG to review the Media Strategy sections in the document.

C. Hill also updated the PIT on ADOT and MAG’s recent conversations with David White regarding potential outreach activities on the GRIC. D. White complimented ADOT on their creativity and willingness to incorporate activities such as the community kiosks into the overall plan. D. White will coordinate with GRIC tribal leadership regarding these activities, and will continue to communicate with ADOT and MAG management in reference to the Community’s desires. Potential locations could include Vee Quiva Casino, the pending outlet center, and District 6.

Bob Hazlett provided an update on Pangea’s effort to petition another vote on the freeway. The ADOT and MAG management team learned that no formal petition has been submitted. The team should learn more about the status of the Pangea effort today. There is a chance the release of the Draft EIS and the vote could occur at the same time. However, the release of the Draft EIS might be an indication to the Community that ADOT, FHWA, and MAG are serious about this freeway. A formal submission has not been made and signatures are still being verified.

H. Honsberger also reviewed the Draft Work-back Schedule with the PIT. The Work-back Schedule outlines the individual activities/deliverables that need to be prepared in advance of the Public Hearing and release of the Draft EIS. The Work-back Schedule identifies due dates, responsible parties and the status of each task. H. Honsberger explained that tasks have been assigned due dates until the end of November, as the overall Draft EIS schedule is still under review.



Attachment 2: Fact Sheet

# Fact Sheet

LOOP 202  
South Mountain  
Freeway Study

### Introduction

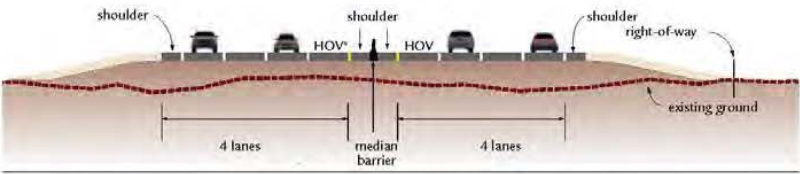
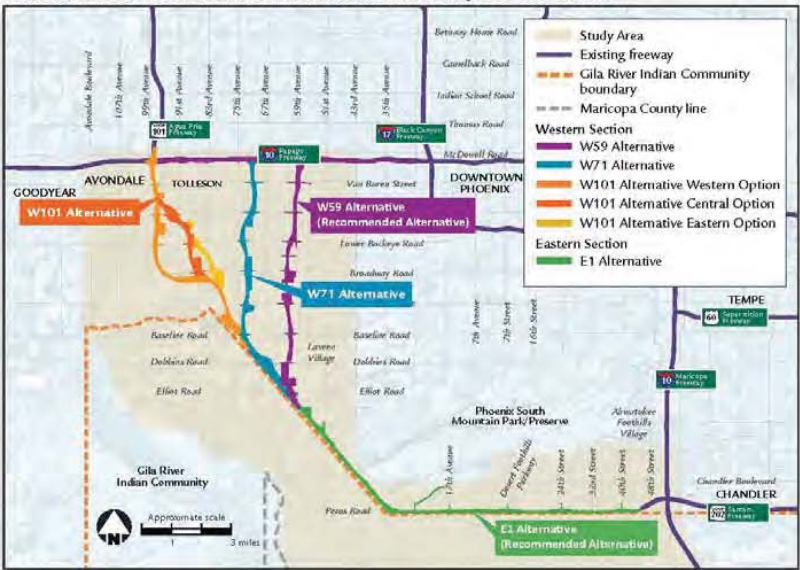
The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400. The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

Additionally, the Loop 202 South Mountain Freeway provides an important link between the southeast and southwest areas of the Valley and an alternative route to Interstate 10. Traffic volumes for the proposed freeway are expected to be in the range of 137,000 to 142,000 vehicles per day by 2030, which is comparable to current use on the Loop 101 and existing segments of Loop 202. The analysis of travel patterns shows the demand for the freeway consists of mostly regional traffic, not traffic moving through metro Phoenix.

### Where will the Freeway be Located?

The proposed freeway is broken up into two segments, an eastern section and a western section. The eastern section connects to I-10 adjacent to the current Loop 202 Santan Freeway, and the western section veers north to connect the freeway loop to I-10. For the eastern section, the proposed alignment follows Pecos Road. This alignment was first proposed in 1985 and affirmed in the 1988 Environmental Assessment. For the western section, the proposed freeway alignment is called the "W59 Alternative," which provides a north-south connection of the South Mountain to I-10 near 59th Avenue. A "no build" option also is being evaluated, as required by federal law.

Alternatives studied in the Draft Environmental Impact Statement



The configuration of the freeway is anticipated to be eight lanes (three general-purpose lanes and one high occupancy vehicle lane in each direction).

# Fact Sheet

### What is the Current Status?

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed Loop 202 South Mountain Freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS." Under federal law, the Draft EIS must address 26 factors outlined in the National Environmental Policy Act of 1969. These factors cover the entire range of environmental study, including impacts on South Mountain, wildlife, air quality, storm-water drainage, and neighborhoods.

### How can the Public be Involved?

The Draft EIS is available for a 90-day public review and comment period, starting April 26, 2013, and ending on July 24, 2013. During this review and comment period, the document is available online (azdot.gov/SouthMountainFreeway) and at public locations such as public libraries and community locations. A full listing of these locations is available on the study website.

### Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

### Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at azdot.gov/SouthMountainFreeway.

There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

### Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at azdot.gov/SouthMountainFreeway, emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

### When Would the Freeway be Built?

If the outcome of the study is a build alternative, then the timing of construction will depend upon the completion of final design, right-of-way acquisition, and utility relocation. A corridor implementation plan developed by ADOT will identify how to construct the overall project, including the length and sequence of construction segments. The current Regional Freeway and Highway Program identifies construction funding for the freeway to begin in fiscal year 2015.

## PUBLIC HEARING

Tuesday, May 21, 2013

10:00 a.m. – 8:00 p.m.

Phoenix Convention Center, North Ballroom

100 N. 3rd St., Phoenix, AZ 85004

Validated parking and transit vouchers will be provided.

### Public Comment Needed Here!

FINAL REVIEWS ADOT FHWA Cooperating Agencies Legal Review	DRAFT EIS 90-day Public Review	FINAL EIS 60-day Public Review	RECORD OF DECISION
2013	2013	2014	2014

Members of the public are encouraged to provide comments on the Draft and Final EIS.

### Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

ADOT Loop 202 South Mountain Freeway Study  
1655 W. Jackson Street  
MD 126F  
Phoenix, Arizona, 85007

projects@azdot.gov

602.712.7006

azdot.gov/SouthMountainFreeway



Attachment 3: How to Participate Handout

# How to Participate

LOOP 202  
South Mountain  
Freeway Study

## Learn more about the public input process for the Loop 202 South Mountain Freeway Study!

### Study Information

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS."

The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

### Alternatives studied in the Draft Environmental Impact Statement

**Western Section**

- W59 Alternative
- W71 Alternative
- W101 Alternative Western Option
- W101 Alternative Central Option
- W101 Alternative Eastern Option

**Eastern Section**

- E1 Alternative

### Draft EIS Public Comment Process

The Draft EIS is available for a 90-day public comment period, starting April 26, 2013, and ending on July 24, 2013. During this comment period, the document is available online ([azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)) and at public locations such as public libraries and community centers. A full listing of these locations is available on the study website.

### Public Comment Needed Here!

FINAL REVIEWS ADOT FHWA Cooperating Agencies Legal Review	DRAFT EIS 90-day Public Review	FINAL EIS 60-day Public Review	RECORD OF DECISION
2013	2013	2014	2014

Members of the public are encouraged to provide comments on the Draft and Final EIS.

ADOT TRACS No.: 2021 MA 054 H5764 011 | Federal-aid Project No.: NH-202-D(ADY)  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

ADOT

2013

# How to Participate

LOOP 202  
South Mountain  
Freeway Study

## Public Hearing Location

### DRAFT EIS PUBLIC HEARING Tuesday, May 21, 2013 10:00 a.m. – 8:00 p.m. Phoenix Convention Center, North Ballroom 100 N. 3rd St., Phoenix, AZ 85004 Validated parking and transit vouchers will be provided. Free Shuttle Bus Information ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided throughout the day on May 21, 2013. For more information, please call 602.712.7006.

### Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

### Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway).

### Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway), emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

### Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

- ADOT Loop 202 South Mountain Freeway Study  
1655 W. Jackson Street  
MD 126F  
Phoenix, Arizona, 85007
- [projects@azdot.gov](mailto:projects@azdot.gov)
- 602.712.7006
- [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

ADOT TRACS No.: 2021 MA 054 H5764 011 | Federal-aid Project No.: NH-202-D(ADY)  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

ADOT

2013



Attachment 4: Mailer

Draft EIS Released  
for Public Comment

LOOP 202  
South Mountain  
Freeway Study

Learn about how to provide comments on the Loop 202  
South Mountain Freeway Study!

Study  
Information

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS."

The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

Alternatives studied in the Draft Environmental Impact Statement



Draft EIS Public Comment Process

The Draft EIS is available for a 90-day public comment period, starting April 26, 2013, and ending on July 24, 2013. During this comment period, the document is available online ([azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)) and at the following public locations:

**Phoenix Public Library  
Ironwood Branch**  
4333 E. Chandler Blvd.  
Phoenix, AZ 85048  
(602) 262-4636

**Phoenix Public Library  
Burton Barr Central Library**  
1221 N. Central Ave.  
Phoenix, AZ 85004  
(602) 262-4636

**FedEx Office  
Print and Ship Center**  
4940 E. Ray Rd.  
Phoenix, AZ 85044  
(480) 893-0700

**Sam Garcia  
Western Avenue Library**  
495 E. Western Ave.  
Avondale, AZ 85323  
(623) 333-2665

**Tolleson Public Library**  
9555 W. Van Buren St.  
Tolleson, AZ 85353  
(623) 936-2746

**ADOT Environmental Planning Group**  
1611 W. Jackson St.  
Phoenix, AZ 85007  
(602) 712-7767  
Call for appointment



Free Shuttle Bus Service to the  
Public Hearing

Need a ride to the public hearing? ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided several times throughout the day on May 21, 2013 (see the table below for times).

For more information, please call 602.712.7006.



ROUTE	PICK UP AND DROP OFF LOCATIONS	DEPARTURE TIMES	DEPARTURE TIMES FROM CONVENTION CENTER	ARRIVAL TIMES
1	91st Ave. and Van Buren (bus pickup on northeast corner)	9:30 12:30 4:30	12:15 4:15 7:30	12:30 4:30 7:45
	59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot)	9:35 12:35 4:35		12:25 4:25 7:40
2	Komatke Boys and Girls Club, 5047 W. Pecos Rd.	9:30 12:30 4:30	12:00 4:00 7:30	12:28 4:28 7:58
	Southern Ridge Golf Club, 5740 W. Baseline Rd.	9:40 12:40 4:40		12:18 4:18 7:48
3	Governance Center, 525 W. Guv. K. Socation	9:30 12:30 4:30		12:28 4:28 8:13
	40th St. and Pecos Rd. Park-and-Ride	9:55 12:55 4:55	11:45 3:45 7:30	12:03 4:03 7:48

bold indicates a.m. times

ADOT TRACS No.: 2021 (MA 054 H5764 011) Federal-aid Project No.: NH-202-D(ADT)  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

ADOT 2013

**ADOT**  
Loop 202 South Mountain  
Freeway Study  
1655 W. Jackson Street, MD 126F  
Phoenix, Arizona, 85007

Please plan to attend  
the public hearing  
on May 21!

LOOP 202  
South Mountain  
Freeway Study

Public Hearing Location

DRAFT EIS  
PUBLIC HEARING  
Tuesday, May 21, 2013

10:00 a.m. – 6:00 p.m.

Phoenix Convention Center,  
North Ballroom  
100 N. 3rd St., Phoenix, AZ 85004

Validated parking and transit  
vouchers will be provided.

**Free Shuttle Bus Information**  
ADOT is offering FREE shuttle bus service to and from the Public Hearing.  
For more information, see inside of this mailer or call 602.712.7006.



Although the hearing takes place over a 10-hour period, the same information and opportunity for comment will be available no matter what time you attend.

Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con ADOT ([projects@azdot.gov](mailto:projects@azdot.gov) o 855.712.8530). Las solicitudes deben hacerse lo pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.



Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (with a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.



Online Public Hearing

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There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.



Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions. Study materials, including the study video, will also be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway), emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

Mail, E-mail, Phone

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ADOT Loop 202 South Mountain Freeway Study  
1655 W. Jackson Street  
MD 126F  
Phoenix, Arizona, 85007

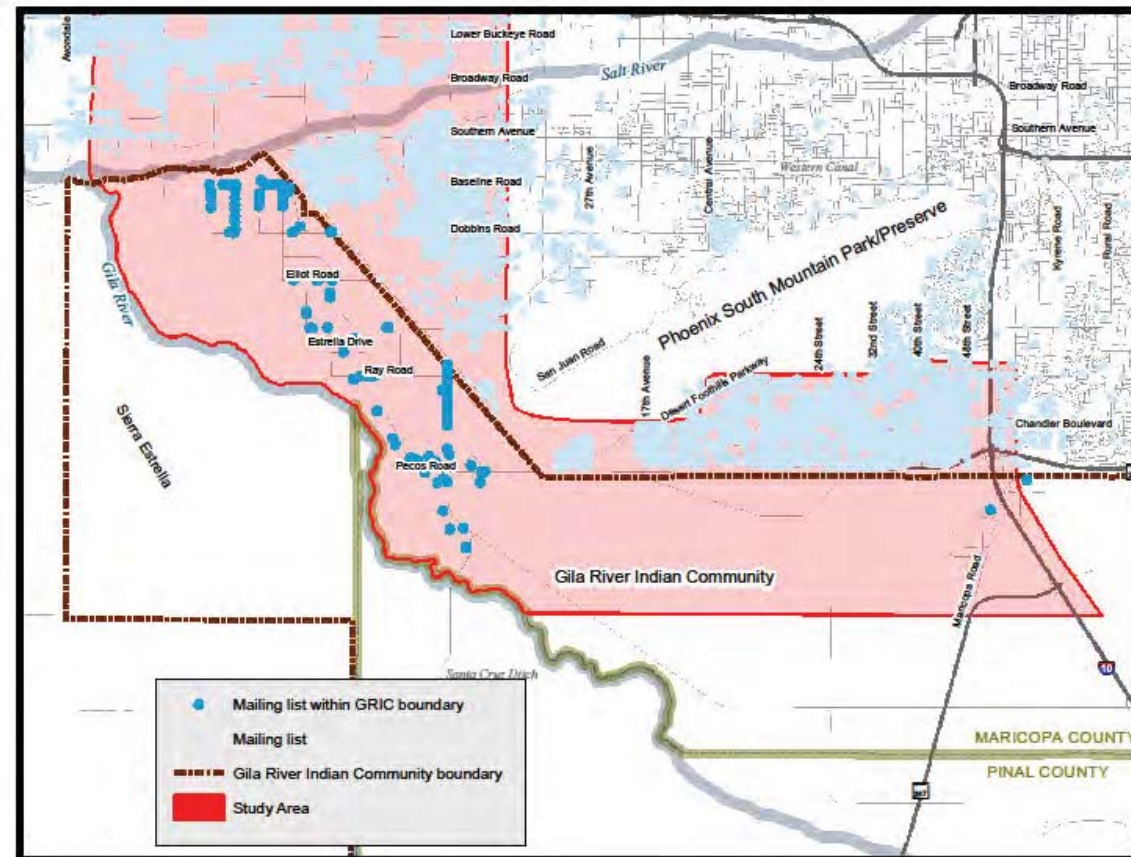
[projects@azdot.gov](mailto:projects@azdot.gov)

602.712.7006


[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)



### Attachment 5: GRIC Address Map (from mailer distribution)



### Attachment 6: Sample Newspaper Ad (from Ahwatukee Foothills News)



# You're invited!

## LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

### Draft Environmental Impact Statement Available for Public Review and Comment

On April 26, 2013, the Arizona Department of Transportation in conjunction with the Federal Highway Administration published the **Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study**. The Draft EIS is available for review on the study website at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway). Copies of the Draft EIS are also available for review during business hours at the following locations:

➤ **Phoenix Public Library – Ironwood Branch**  
4333 East Chandler Boulevard  
Phoenix, AZ 85048 | 602.262.4636

➤ **Phoenix Public Library – Burton Barr Central Library**  
1221 North Central Avenue  
Phoenix, AZ 85004 | 602.262.4636

➤ **FedEx Office Print and Ship Center**  
4940 East Ray Road  
Phoenix, AZ 85044 | 480.893.0700


➤ **Sam Garcia Western Avenue Library**  
495 East Western Avenue  
Avondale, AZ 85323 | 623.333.2665

➤ **Tolleson Public Library**  
9555 West Van Buren Street  
Tolleson, AZ 85353 | 623.936.2746

➤ **ADOT Environmental Planning Group**  
1611 West Jackson Street  
Phoenix, AZ 85007 | 602.712.7767  
Call for appointment

### Attend the Public Hearing - Tuesday, May 21, 2013 | 10am-8pm

Phoenix Convention Center – North Ballroom  
100 North 3rd Street, Phoenix, AZ 85004



### Attend the Public Hearing

As part of the Draft EIS review process, ADOT will hold **one public hearing** on the Draft EIS and accept formal public comments. Comments can be provided via comment form, verbal comments to a court reporter, and through three-minute verbal comments in front of a panel of study team members. The public hearing is the only opportunity where three-minute verbal comments can be given in front of the panel. This portion of the hearing will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session. Although the hearing takes place over a 10-hour period, the same information and opportunity for comment will be available no matter what time you attend.

### Pre-Register to Speak

You can pre-register to speak at the hearing by calling (602.712.7006) or by registering at the public hearing. Phone registration will end at noon, Monday, May 20. After you pre-register, you can see the schedule of speakers online at [azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway). Each speaker will be allocated up to 3 minutes to present his or her comments. Pre-registered speakers will be listed online prior to the hearing and at the public hearing.

### Comment on the Draft EIS

Public comments on the Draft EIS and its findings will be accepted during a 90-day public comment period. Comments can be provided in the following methods:

➤ **In person:**  
At the public hearing


➤ **In writing:**  
ADOT  
Loop 202 South Mountain Freeway Study  
1655 West Jackson Street,  
MD 126F  
Phoenix, AZ 85007

➤ **Through the study website and online public hearing:**  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)

➤ **Email:** [projects@azdot.gov](mailto:projects@azdot.gov)

➤ **Phone:** 602.712.7006

### Public Hearing Location



Validated parking and transit vouchers will be provided.

### Free Shuttle Bus Service to the Public Hearing


Need a ride to the public hearing? ADOT is offering **FREE** shuttle bus service to and from the public hearing at the Phoenix Convention Center from six Valley locations:

- Tolleson
- Estrella Village
- Laveen Village
- Gila River Indian Community (2 locations)
- Ahwatetue Village

Service will be provided throughout the day on May 21, 2013. For more information, please call 602.712.7006.

*Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con ADOT al [projects@azdot.gov](mailto:projects@azdot.gov) o 855.712.8530. Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.*

*Persons that require a reasonable accommodation based on language or disability should contact ADOT at [projects@azdot.gov](mailto:projects@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.*



AZ Department of Transportation  
Federal Highway Administration

**FOR MORE INFORMATION:**  
[azdot.gov/SouthMountainFreeway](http://azdot.gov/SouthMountainFreeway)  
Project No. 202L MA 054 H5764 01L • Federal: NH-202-D(AD)



Attachment 7: Hotline Message Retrieval Log

Hotline Message Retrieval Log					Hotline Comment Response Summary from 8/23/13								
Day	Date	Times Per Day/ Messages Retrieved	Retrieved By	Times Per Day/ Messages Checked	Message Capacity		Date	Pro	Con	Total	Con	Comments	
Friday	Prior to 4/26/13	Unknown	Michael Beck	-	-		Prior to 4/26/13	-	-	-	-	Unknown	
Friday	4/26/2013	1	Gina Ellison	The hotline was checked an average of 2 times daily Monday through Friday at approximately 8 am and 4 pm.	20		4/26/13	1	1	2			
Saturday	4/27/2013	0	Gina Ellison		20								
Sunday	4/28/2013	0	Gina Ellison		20								
Monday	4/29/2013	0	Gina Ellison		20								
Tuesday	4/30/2013	0	Gina Ellison		20								
Wednesday	5/1/2013	1	Gina Ellison		20		5/1/13	0	1	1			
Thursday	5/2/2013	0	Gina Ellison		20								
Friday	5/3/2013	0	Gina Ellison		20								
Saturday	5/4/2013	0	Gina Ellison		20								
Sunday	5/5/2013	0	Gina Ellison		20								
Monday	5/6/2013	0	Gina Ellison		20								
Tuesday	5/7/2013	0	Gina Ellison		20								
Wednesday	5/8/2013	0	Gina Ellison		20								
Thursday	5/9/2013	0	Gina Ellison		20								
Friday	5/10/2013	1	Lisa Scott		20		5/10/12	12	0	12			
Saturday	5/11/2013	0	Lisa Scott		20		5/11/12	0	0	0			
Sunday	5/12/2013	0	Lisa Scott		20		5/12/13	0	0	0			
Monday	5/13/2013	2	Lisa Scott		20		5/13/13	31	0	31			
Tuesday	5/14/2013	1	Lisa Scott		20		5/14/13	5	1	6		One caller is anti-growth for the future	
Wednesday	5/15/2013	2	Lisa Scott	From 5/14 to 5/20 the hotline was checked hourly, however, if there were no messages, it was checked every two or three hours prior to the Public Meeting on 5/21 with a minimum of 4 times daily.	20		5/15/13	101	0	101		Two callers noted they only support the freeway as long as it goes around the outskirts of the mountain and neighborhood and does not upset the sacred grounds. Also they want it to connect at the 101 and not the 51.	
Thursday	5/16/2013	3	Lisa Scott			20		5/16/13	43	0	43		
Friday	5/17/13	3	Deborah McCammon			80		5/17/13	27	0	27		Three callers want to attend hearing - Stone, Allen & Nelson. One caller wanted Shuttle Bus info - left only a phone number
Saturday	5/18/13	2	Deborah McCammon			80		5/18/13	53	1	54		One caller did not like receiving unsolicited e-mail. One caller thought the Hotline Message is too long.
Sunday	5/19/13	0	Deborah McCammon			80		5/19/13	1	0	1		One caller requested to speak at the hearing
Monday	5/20/13	3	Deborah McCammon		80		5/20/13	12	0	12			
Tuesday	5/21/13	3	Deborah McCammon		80		5/21/13	1	0	1			
Wednesday	5/22/13	0	Deborah McCammon		80		5/22/13	0	0	0			
Thursday	5/23/13	0	Deborah McCammon		80		5/23/13	0	0	0			
Friday	5/24/13	1	Deborah McCammon		80		5/24/13		1	1		Opposed for Air Quality/Desecrating Indian Land/Trucking from Mexico	
Saturday	5/25/13	0	Deborah McCammon		80		5/25/13	0	0	0			
Sunday	5/26/13	0	Deborah McCammon		80		5/26/13	0	0	0			
Monday	5/27/13	0	Deborah McCammon		80		5/27/13	0	0	0			
Tuesday	5/28/13	0	Deborah McCammon		80		5/28/13	1	0	1		Recommends the 101 Alternative	
Wednesday	5/29/13	1	Deborah McCammon		80		5/29/13	0	0	0			
Thursday	5/30/13	1	Deborah McCammon		80		5/30/13	0	1	1		Spend money on fixing the existing before building a new one. [Spanish]	
Friday	5/31/13	1	Deborah McCammon		80		5/31/13	0	1	1		Opposed due to hardship on getting family to work and school.	
Saturday	6/1/13	0	Deborah McCammon		80								
Sunday	6/2/13	0	Deborah McCammon		80								
Monday	6/3/13	0	Deborah McCammon		80								
Tuesday	6/4/13	0	Deborah McCammon		80								
Wednesday	6/5/13	0	Deborah McCammon		80								
Thursday	6/6/13	0	Deborah McCammon		80								
Friday	6/7/13	0	Deborah McCammon		80		6/7/13	1	0	1			
Saturday	6/8/13	0	Deborah McCammon		80								
Sunday	6/9/13	0	Deborah McCammon		80								
Monday	6/10/13	1	Deborah McCammon		80		6/10/13	4	1	5		1 Opposed due to fuel emissions/wants public transp.	

Tuesday	6/11/13	1	Deborah McCammon		80		6/11/13	13	0	13		12 in favor of the Freeway. 1 in Spanish needs translation
Wednesday	6/12/13	1	Deborah McCammon		80		6/12/13	15	0	15		1 in Spanish needs translation
Thursday	6/13/13	2	Deborah McCammon		80		6/13/13	14	1	15		Resident in Laveen does not want this freeway in their backyard. Opinions Editor @ the Arizona Republic has some questions and asked for a call back. 1 message in Spanish and needs translated.
Friday	6/14/13	0	Deborah McCammon		80		6/14/13	8	0	8		23 in favor of the Freeway
Saturday	6/15/13	1	Deborah McCammon		80		6/15/13	23	0	23		26 in favor of Freeway
Sunday	6/16/13	0	Deborah McCammon		80		6/16/13	0	0	0		No Calls on this date
Monday	6/17/13	1	Deborah McCammon		80		6/17/13	1	0	1		1 in favor of the Freeway
Tuesday	6/18/13	1	Deborah McCammon		80		6/18/13	10	0	10		10 in favor of freeway - One call wants more information - needs someone to return her call
Wednesday	6/19/13	1	Deborah McCammon		80		6/19/13	12	0	12		12 in favor of freeway - One call wants the freeway connection to the 101 - Not the I-10
Thursday	6/20/13	1	Deborah McCammon		80		6/20/13	25	0	25		25 in favor of freeway - One call wants her number removed for Call Log.
Friday	6/21/13	0	Deborah McCammon		80		6/21/13	9	0	9		9 in favor of freeway
Saturday	6/22/13	1	Deborah McCammon		80		6/22/13	26	0	26		26 in favor of Freeway
Sunday	6/23/13	0	Deborah McCammon		80		6/23/13	0	0	0		No Messages
Monday	6/24/13	0	Deborah McCammon		80		6/24/13	0	0	0		No Messages
Tuesday	6/25/13	0	Deborah McCammon		80		6/25/13	0	0	0		No Messages
Wednesday	6/26/13	0	Deborah McCammon		80		6/26/13	0	0	0		No Messages
Thursday	6/27/13	0	Deborah McCammon		80		6/27/13	0	0	0		No Messages
Friday	6/28/13	0	Deborah McCammon		80		6/28/13	0	1	1		1 in opposition
Saturday	6/29/13	0	Deborah McCammon		80		6/29/13	0	0	0		No Messages
Sunday	6/30/13	1	Deborah McCammon		80		6/30/13	1	0	1		1 in favor if interchanges are widened @ Lower Buckeye/59th & 63rd Ave
Monday	7/1/13	1	Deborah McCammon		80		7/1/13	0	0	0		0.1 Message asking for a call back
Tuesday	7/2/13	0	Deborah McCammon		80		7/2/13	0	0	0		No Messages
Wednesday	7/3/13	0	Deborah McCammon		80		7/3/13	0	0	0		No Messages
Thursday	7/4/13	0	Deborah McCammon		80		7/4/13	0	0	0		No Messages
Friday	7/5/13	0	Deborah McCammon		80		7/5/13	0	0	0		No Messages
Saturday	7/6/13	1	Deborah McCammon		80		7/6/13	0	1	1		1 in opposition
Sunday	7/7/13	0	Deborah McCammon		80		7/7/13	0	0	0		No Messages
Monday	7/8/13	0	Deborah McCammon		80		7/8/13	0	0	0		No Messages
Tuesday	7/9/13	0	Deborah McCammon		80		7/9/13	0	0	0		No Messages
Wednesday	7/10/13	0	Deborah McCammon		80		7/10/13	0	32	32		32 in Opposition - 2 wants more information and a call back
Thursday	7/11/13	0	Deborah McCammon		80		7/11/13	0	20	20		20 in Opposition - 2 were in Spanish and need Translated
Friday	7/12/13	0	Deborah McCammon		80		7/12/13	0	4	4		4 in Opposition - 1 wants an access road to his property
Saturday	7/13/13	0	Deborah McCammon		80		7/13/13	0	0	0		No Messages
Sunday	7/14/13	0	Deborah McCammon		80		7/14/13	0	0	0		No Messages
Monday	7/15/13	0	Deborah McCammon		80		7/15/13	0	0	0		No Messages
Tuesday	7/16/13	0	Deborah McCammon		80		7/16/13	0	0	0		No Messages
Wednesday	7/17/13	0	Deborah McCammon		80		7/17/13	0	0	0		No Messages
Thursday	7/18/13	0	Deborah McCammon		80		7/18/13	0	1	1		1 in Opposition
Friday	7/19/13	0	Deborah McCammon		80		7/19/13	0	0	0		No Messages
Saturday	7/20/13	0	Deborah McCammon		80		7/20/13	0	0	0		No Messages
Sunday	7/21/13	0	Deborah McCammon		80		7/21/13	0	0	0		No Messages
Monday	7/22/13	2	Deborah McCammon		80		7/22/13	19	2	21		19 in Favor - 1 in Opposition
Tuesday	7/23/13	2	Deborah McCammon		80		7/23/13	51	1	52		51 in Favor - 1 in Opposition
Wednesday	7/24/13	2	Deborah McCammon		80		7/24/13	29	1	30		29 in favor of freeway - 1 in Opposition - 1 need in Spanish - needs translated
Thursday	7/25/13	1	Deborah McCammon		80		7/25/13	0	0	0		26 in favor of freeway - 1 in Opposition - 1 need in Spanish - needs translated
Friday	7/26/13	1	Deborah McCammon		80		7/26/13	549	72	621		



Attachment 8: Telephone Conversation Record Sheets

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/15/13	INCOMING CALL TIME: 4:16 PM
CALLER: THOMAS W. JOHNSON, JR.	CALLER ADDRESS: 4005 SOUTH 7 <sup>TH</sup> STREET, PHOENIX, AZ 85040
PHONE: 602-441-3046	EMAIL:

**CALLER REMARKS/QUESTIONS:**  
I do support the South Mountain Freeway annex building and would not mind coming to the 10 AM to 8 PM north ballroom public comment time period at all. Please contact me with my particular time to speak, if that's what we do. So, if anyone wants to contact me back, I am very supportive of this and would be glad to speak out for it on that date, the 21st of April, 2013. That's Tom Johnson and I appreciate you calling me even though it was a long thing. Bye.

**RESPONSE:**  
Mr. Johnson was instructed that he will be listed as a preregistered speaker at the May 21 public hearing for the South Mountain Freeway Study. His name will be near the top of the list and will be displayed as one of the first few speakers at the beginning of the hearing. If he is not in attendance at that time, it was suggested that when he arrives at the Phoenix Civic Center on May 21, he should check in at the speaker's registration table in the main lobby area, where he should notify the attendant that he preregistered as a speaker. He will then be assisted so that he can speak in a timely manner.

RESPONSE DATE: MAY 20, 2013	RESPONSE TIME: 4:27 PM	HDR STAFF INITIAL: MEB
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TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/17/13	INCOMING CALL TIME: 1:39 PM
CALLER: ANONYMOUS	CALLER ADDRESS:
PHONE: 520-610-3405	EMAIL:

**CALLER REMARKS/QUESTIONS:**  
Hi, I need some more information on the Shuttle Bus service. I can be reached at 520-610-3405. Thank you.

**RESPONSE:**  
The caller's phone number was dialed on May 17, 2013, at 4 p.m. No one answered the phone and the recorded message said that the mailbox was full. There was no opportunity to leave a message.  
  
The caller's phone number was dialed on May 20, 2013, at 11 a.m. No one answered the phone and the recorded message said that the mailbox was full. There was no opportunity to leave a message.

RESPONSE DATE: MAY 20, 2013	RESPONSE TIME: 11:00 AM	HDR STAFF INITIAL: MEB
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TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/19/13		INCOMING CALL TIME: 8:52 AM	
CALLER: MAXINE BLAKEN		CALLER ADDRESS:	
PHONE: 623-363-9237		EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> Hello, I would like to Pre Register for Maxine Blaken on Tuesday morning. If you could please confirm that at 623-363-9237 I'd appreciate it. Again pre-registration for Maxine Blaken to speak Tuesday morning. Goodbye.			
<b>RESPONSE:</b>  A message was left for Ms. Blaken, which stated that she will be listed as a preregistered speaker at the May 21 public hearing for the South Mountain Freeway Study. Her name will be near the top of the list and will be displayed as one of the first few speakers at the beginning of the hearing. If she is not in attendance at that time, it was suggested that when she arrives at the Phoenix Civic Center on May 21, she should check in at the speaker's registration table in the main lobby area, where she should notify the attendant that she preregistered as a speaker. She will then be assisted so that she can speak in a timely manner.			
RESPONSE DATE: MAY 20, 2013	RESPONSE TIME: 4:06 PM	HDR STAFF INITIAL: MEB	

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/20/13		INCOMING CALL TIME: 9:09 AM	
CALLER: DALLAS TOWNSLEY		CALLER ADDRESS:	
PHONE: 480-460-8770		EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> Yes this is Dallas Townsley down here in the Ahwatukee foothills and I have some questions about the free shuttle bus service offered to the public hearing for the EIS So Mountain freeway setting. Please give me a call – 480-460-8770. Thank you			
<b>RESPONSE:</b>  Mr. Townsley asked about the shuttle times from the 40 <sup>th</sup> Street and Pecos Road Park and Ride. He said that he would probably leave on the 9:55 a.m. shuttle to the Convention Center. He asked if the 11:45 departure time listed was a.m. or p.m. (He was confused because the document lists the a.m. times being in bold and the 11:45 a.m. departure time was not bolded.) He was told that the 11:45 a.m. time was a morning time and not an 11:45 p.m. time.			
RESPONSE DATE: MAY 20, 2013	RESPONSE TIME: 4:01 PM	HDR STAFF INITIAL: MEB	

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/20/13	INCOMING CALL TIME: 11:40 AM	
CALLER: ERICA KEENAN	CALLER ADDRESS:	
PHONE: 602-373-5923	EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> Hello, my name is Erica Keenan. I want to pre-register for the hearing tomorrow. I will be there around 4:45 PM. My cell phone number is 602-373-5923. Again my name is Erica Keenan pre-registering for the public hearing 602-373-5923.		
<b>RESPONSE:</b> A message was left for Ms. Keenan, which stated that she will be listed as a preregistered speaker at the May 21 public hearing for the South Mountain Freeway Study. Her name will be near the top of the list and will be displayed as one of the first few speakers at the beginning of the hearing. If she is not in attendance at that time, it was suggested that when she arrives at the Phoenix Civic Center on May 21, she should check in at the speaker's registration table in the main lobby area, where she should notify the attendant that she preregistered as a speaker. She will then be assisted so that she can speak in a timely manner.		
RESPONSE DATE: MAY 20, 2013	RESPONSE TIME: 4:15 PM	HDR STAFF INITIAL: MEB

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/20/13	INCOMING CALL TIME: 12:20 PM	
CALLER: EDITH THOMAS	CALLER ADDRESS:	
PHONE: 928-863-0201	EMAIL: EDIEGA1@YAHOO.COM	
<b>CALLER REMARKS/QUESTIONS:</b> Please put me on the list for the 3 minute comments. My name is Edith Thomas. My phone number is 928-863-0201. My e-mail is <a href="mailto:ediega1@yahoo.com">ediega1@yahoo.com</a> . Thank you.		
<b>RESPONSE:</b> A message was left for Ms. Thomas, which stated that she will be listed as a preregistered speaker at the May 21 public hearing for the South Mountain Freeway Study. Her name will be near the top of the list and will be displayed as one of the first few speakers at the beginning of the hearing. If she is not in attendance at that time, it was suggested that when she arrives at the Phoenix Civic Center on May 21, she should check in at the speaker's registration table in the main lobby area, where she should notify the attendant that she preregistered as a speaker. She will then be assisted so that she can speak in a timely manner.		
RESPONSE DATE: MAY 20, 2013	RESPONSE TIME: 4:22 PM	HDR STAFF INITIAL: MEB



TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 5/21/13	INCOMING CALL TIME: 12:35 PM	
CALLER:	CALLER ADDRESS:	
PHONE: 602-234-3520	EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> Will they be validating parking at the event?		
<b>RESPONSE:</b>  A call was placed at 10:15 a.m.; however, the phone number dialed had an automatic message that said that the mailbox was full and there was no opportunity to leave a message.		
RESPONSE DATE: MAY 21, 2013	RESPONSE TIME: 10:15 AM	HDR STAFF INITIAL: MEB

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/20/13	INCOMING CALL TIME:	
CALLER: CLAUDINE REIFSCNEIDER	CALLER ADDRESS:	
PHONE: 602-758-1902	EMAIL:	
<b>CALLER REMARKS/QUESTIONS:</b> I would like to be added to the speaker's list for the May 21 public hearing for the South Mountain Freeway.		
<b>RESPONSE:</b>  Ms. Reifschneider was added to the South Mountain Freeway public hearing's speaker list.		
RESPONSE DATE: MAY 21, 2013	RESPONSE TIME: 9:55 AM	HDR STAFF INITIAL: MEB



TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/20/13		INCOMING CALL TIME:
CALLER: PATRICE HERRING		CALLER ADDRESS:
PHONE: 602-938-9218		EMAIL:
CALLER REMARKS/QUESTIONS: I would like to be added to the speaker's list for the May 21 public hearing for the South Mountain Freeway.		
RESPONSE:  Ms. Herring was added to the South Mountain Freeway public hearing's speaker list.		
RESPONSE DATE: MAY 21, 2013	RESPONSE TIME: 10:00 AM	HDR STAFF INITIAL: MEB

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 05/20/13		INCOMING CALL TIME:
CALLER: ANONYMOUS		CALLER ADDRESS:
PHONE: 602-237-4827		EMAIL:
CALLER REMARKS/QUESTIONS: I need information on the shuttle from Laveen. If I leave at 10 a.m., will it take her 3 hours?		
RESPONSE:  A call was placed at 10:15 a.m.; however, the phone number dialed had a busy tone with no opportunity to leave a message.  A call was placed at 10:30 a.m.; however, the phone number dialed had a busy tone with no opportunity to leave a message.  A call was placed at 11:00 a.m.; however, the phone number dialed had a busy tone with no opportunity to leave a message.		
RESPONSE DATE: MAY 21, 2013	RESPONSE TIME: 11:00 AM	HDR STAFF INITIAL: MEB

TELEPHONE CONVERSATION RECORD  
SOUTH MOUNTAIN FREEWAY INFORMATION LINE

INCOMING CALL DATE: 7/1/13	INCOMING CALL TIME: 2:22 PM
CALLER: ROBIN	CALLER ADDRESS:
PHONE: 623-363-9237	EMAIL:

**CALLER REMARKS/QUESTIONS:**  
Hi I actually need to talk to someone about adding additional comments now that there's been a chance to study the DEIS. If someone could please contact Robin and a message would be fine if you just tell me what impact submitting additional comments in an organization that previously submitted comments, i.e., at the May 21<sup>st</sup> public comment forum would have on the total of comments. Or you know would it impact our original comments. Or do you take all comments into consideration? Thank you. Goodbye.

**RESPONSE:**  
  
A voice mail message was left for Robin stating that all comments submitted during the Draft Environmental Impact Statement public comment will be considered and addressed in the document. She was encouraged to submit her additional comments at [www.southmountainfreeway.com](http://www.southmountainfreeway.com) or on the telephone hotline at 602-712-7006.

RESPONSE DATE: JULY 3, 2013	RESPONSE TIME: 10 A.M.	HDR STAFF INITIAL: MEB
--------------------------------	---------------------------	---------------------------

Attachment 9: ADOT Phone Line (ADA number on publications) Log

Loop 202 South Mountain Call Log							
April-June 2013							
	Date	Name	City	Phone	State	Topic	Replied Date and Response
1.	4/29/2013	Martha	Surprise		AZ	Public Hearing info.	4.29 The constituent inquired if copies of the DEIS would be available at the hearing. The constituent was advised that DEIS CDs would be available free of charge at the hearing.
2.	4/29/2013	Brian, Darling		602.367.1955		Release date of DEIS	4.29 The constituent was advised of the release date of April 26, 2013 and provided the SM webpage for updates on the project.
3.	4/29/2013	Justin	Phoenix		AZ	Release date of DEIS	4.29 The constituent was advised of the release date of April 26, 2013 and provided the SM webpage for project updates.
4.	4/29/2013	Dale Williams	Laveen		AZ	Release date of DEIS	4.29 The constituent was advised of the release date of April 26, 2013 and provided the SM webpage for project updates.
5.	4/30/2013	Channel	Phoenix	602.441.5553	AZ	DEIS status	5.1 The constituent was advised of the release date of April 26, 2013 and provided the SM webpage for project updates. The constituent wanted to know the email address on where to submit their comments online. The constituent was given the projects@azdot.gov email address.
6.	5/1/2013	James Ebons	Laveen		AZ	Release date of DEIS	5.1 The constituent was advised of the release date of April 26, 2013. Constituent was advised to call back or visit the webpage if they had any additional project-related questions.
7.	5/16/2013	Karla James	Chandler		AZ	Where can the DEIS be viewed online	5.16 The constituent was advised they could review the DEIS at the project webpage <a href="http://azdot.gov/southmountainfreeway">azdot.gov/southmountainfreeway</a> .
8.	5/16/2013	Nathan	Phoenix		AZ	Public Hearing: Shuttle pick up schedule	5.16 The constituent was advised that the shuttle pick up and drop off times listed were firm.
9.	5/20/2013	No Name				Public Hearing: Are the shuttles free of charge	5.20 The constituent was advised that the shuttles to the hearing were complimentary.
10.	5/23/2013	Joe Ruiz			AZ	Where can the DEIS be viewed online	5.23 The constituent was advised that the DEIS could be reviewed at the project webpage <a href="http://azdot.gov/southmountainfreeway">azdot.gov/southmountainfreeway</a> .



11.	5/23/2013	Oscar	Phoenix		AZ	Public Hearing info.	5.23 The constituent missed the public hearing and wanted to know if comments made in person at the hearing would be weighed more than submitting comments via email. The constituent was advised that both methods would equally be considered.
12.	6/4/2013	Yuell	Phoenix		AZ	Public Hearing info.	6.4 The constituent inquired where their comments made at the hearing would be documented. The constituent was advised that their comments would be present in the release of the Final EIS.
13.	6/4/2013	Kimberly Wright	Chandler		AZ	Community Forums	6.4 The constituent inquired if another community forum was planned for Chandler, besides the June 25 forum. The constituent was advised that was the only forum planned for Chandler.
14.	6/4/2013	Robert A.	Laveen		AZ	Community Forums	6.4 The constituent inquired if members of the study team would be onsite to ask questions. The constituent was advised that study team members would be at each forum.
15.	6/4/2013	Eder				Project Video	6.4 The constituent inquired if the study video shown at the hearing was available online. The constituent was given the project webpage to view the video.
16.	6/18/2013	Marie Carleson	Phoenix		AZ	Community Forums	6.18 The constituent inquired if there was going to be a presentation at the Phoenix forum on June 18. The constituent was advised that no formal presentation was going to be given, but that a project video would be presented during the open house and that the study team would be available to answer questions and court reporters would be on hand to take official comments.
17.	6/27/2013	Aaron R.		623.344.8921	AZ	Community Forums	6.27 The constituent inquired if the study video shown at the Sunridge Community Forum was available online. The constituent was given the project webpage to view the video.

May 2013

Gila River Indian News

Page 5

COMMUNITY UPDATES

BY GRIN STAFF

Here are some monthly updates on the on-going issues pertaining to the Gila River Indian Community.

### Tribes present oral arguments in federal district court

Arizona sister tribes locked horns in the United States District Court of Arizona on April 9 over whether or not the Tohono O'odham Nation should be allowed to build a new casino in Glendale, Arizona.

On the same day as the court hearing, Congressman Trent Franks (R-AZ, CD-8) introduced a bill (H.R. 1410 - Keep the Promise Act Bill) in the United States House of Representatives restricting gaming in the Phoenix metropolitan area.

The Gila River Indian Community, the Salt River Pima Maricopa Indian Community and the state of Arizona (the plaintiffs) filed the lawsuit (State of Arizona et al. v. Tohono O'odham Nation) two years ago to block the Tohono O'odham Nation (The Nation) from furthering gaming operations in the Phoenix metropolitan area.

The Tohono O'odham Nation acquired a plot of land along the Loop 101 highway in 2009 and hopes to put a hotel/casino near 95th and Northern Avenues, down the street from the University of Phoenix Stadium.

The plaintiffs claim that allowing the Nation to build on the acquired land would violate a promise that Arizona tribes made in Proposition 202 to limit gaming operations in the Phoenix metropolitan area to seven.

Prop 202 is a ballot measure passed in 2002, which created the Arizona Tribal-State Gaming Compact.

The compact, however, does not explicitly limit the number of casinos permitted to operate in the Phoenix area.

Attorney Seth Waxman for the Tohono O'odham Nation argued in court that the tribe never explicitly agreed to limit gaming operations and is not prevented from doing so by Prop 202 or the gaming compact.

The plaintiffs insist that limiting the number of casinos in the Phoenix metro area was a major component of Prop 202 and the compact provides for the seven-casino cap. They feel that outside evidence, not the compact alone, should be taken into consideration. They are looking to early drafts of the gaming compact, charts, notes and Prop 202 promotional materials to support their claims.

Jason Hauter, a member of and lawyer for the Gila River Indian Community, is quoted in an April 9 article of the Arizona Republic saying, "If you want to look at the intent of the contract, you have to look at the context of the negotiations, and this other evidence clarifies that context."

Rep. Franks is working to solidify the casino cap with the Keep the Promise Act Bill (indicating the promise the tribes made in Prop 202), which is aimed at limiting gaming in the Phoenix metropolitan area.

Glendale casino opponents also maintain that the land the Nation acquired via the Gila Bend Indian Reservation Lands Replacement Act is not eligible for gaming under the Indian Gaming Regulatory Act (IGRA). The Nation came into possession of the land as a result of the Gila Bend Lands Replacement Act of 1986.

Furthermore, the plaintiffs assert that the Nation breached its "implied covenant of good faith and fair dealing" by supporting the Prop 202 legislation and the limitation of gaming in the Phoenix metropolitan area while at the same time secretly planning the Glendale casino.

The Nation fiercely contends the allegation, repeating that they never promised to limit casinos in the Phoenix area and stating that they were open with both the state and the tribes about its options regarding the Lands Replacement Act.

Last month's hearing ended with federal Judge David Campbell saying he will issue a decision in the coming weeks on whether to make a ruling or send the case to trial.

### GRPD investigation into alleged fraud complete; ADOT draft EIS released

The GRPD probe investigating alleged election fraud in the GRIC Landowners initiative will be sent to the Office of the Prosecutor for review next week, but it's still unclear whether charges will be filed or if the proposed Loop 202 Freeway measure will be re-voted on.

"The criminal investigation that we were charged with has at this point in time been completed," said Acting Police Chief Edward Alameda after he presented his department's report to the Legislative Standing Committee on April 23. His presentation was held in executive session and was not open to the public.

Alameda indicated that there could be charges filed — although he didn't say against whom but the police's role in the matter was effectively closed.

"We are making recommendations that there may be some criminal charges filed," Alameda said. "However, at this point in time, until [the Office of the Prosecutor has] had the opportunity to review it, it will be their decision as to how they want to proceed with that."

An update on the investigation by Alameda set to be presented before the Community Council on May 1 was tabled because materials were not presented on time.

With the fate of the re-vote unknown and the Community divided over allowing the freeway on GRIC land, the Arizona Department of Transportation is moving ahead with recommending the off-reservation, Pecos Road alignment.

ADOT released its long-awaited draft Environmental Impact Statement (EIS) on the project on April 26. The detailed, 600-page report, which took 12 years and cost \$21 million, recommends building the proposed 22-mile freeway because it would reduce pollution and alleviate Valley traffic. If no freeway is built, the study says, pollution and traffic would be worse.

The eight-lane, \$2 billion highway would connect to Loop 101 in Laveen and to the Loop 202 San Tan Freeway in Chandler. The extension would help divert traffic around central Phoenix. Planners expect about 140,000 cars to pass through the freeway daily by 2035 and want to begin construction in 2015.

The Pecos Road alignment would destroy about 40 acres of Phoenix South Mountain Park.

Preserve, a site held sacred by many in the Community. It would cut into three ridges, roughly 220-feet at its deepest point. The study suggests compensating for the lost acreage by extending the park somewhere else.

"The intrusion of the proposed freeway into the South Mountains, including especially the cuts into three ridge lines, would likely be perceived as severe by many members of the community," the study said.

The release of the draft EIS kicks off a 90-day public comment period for concerned citizens to provide commentary on the dense document. This can be done online (azdot.gov/SouthMountainFreeway), in writing, over the phone or in person at a May 21 public hearing at the Phoenix Convention Center.

ADOT also indicated they may host a community forum specifically for Gila River members but no date has been set yet.

After all the public comments are received, ADOT will prepare a final EIS to be released in 2014, followed by another 60-day public review period, finally leading to a "record of decision" on whether to build the new Loop 202 corridor.

### Samples from So. Mountain Freeway Study fact sheet and public hearing date

Alternatives studied in the Draft Environmental Impact Statement

Public Hearing  
Tuesday, May 21, 2013  
10:00 a.m. – 8:00 p.m.  
Phoenix Convention Center, North Ballroom  
100 N. 3rd St., Phoenix, AZ 85004  
Validated parking and transit vouchers will be provided.

Public Comment Needed Here!

FINAL REVIEWS ADOT FHWA Cooperating Agencies Legal Review	DRAFT EIS 90-day Public Review	FINAL EIS 40-day Public Review	RECORD OF DECISION
2013	2013	2014	2014

Members of the public are encouraged to provide comments on the Draft and Final EIS.

ADOT TRAC No. 2013-04-01-01 | South Mountain Freeway | 100 N. 3rd St. | azdot.gov/SouthMountainFreeway



May 17, 2013

LETTERS & OPINIONS

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Governor  
**Gregory Mendoza**  
Lt. Governor  
**Stephen Roe Lewis**  
Community Council  
Representatives  
**District #1**  
Arrie Hogg  
Cynthia Antone  
**District #2**  
Jewel Whitman  
**District #3**  
Dale G. Enos  
Myron Schurz  
**District #4**  
Barney B. Enos, Jr.  
Jennifer Allison  
Christopher Mendoza  
Monica Antone  
**District #5**  
Brenda Robertson  
Franklin Pablo, Sr.  
Annette J. Stewart  
Janice Stewart  
**District #6**  
Anthony Villalaz, Sr.  
Albert Pablo  
Terrance B. Evans  
**District #7**  
Martha Miller

Robert Keller, Tribal Treasurer  
Linda Andrews,  
Community Council Secretary

GILA RIVER INDIAN NEWS

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**In Memory of Sarah Yvonne Lewis**

Sarah passed away unexpectedly December 4, 2012 in Albuquerque, N.M.  
Sarah was preceded in death by a son, Sonny and two daughters, Shelby and Kristy, and her two parents Arthur and Harriet Lewis.  
Sarah is survived by three sons, Monty, Frank and Chris and an older brother Frank "Frankie" and his wife Elly Lewis.  
We would like to give a Special Thank You to our cousin Beverly and family for their assistance. Also, the people in Sacaton who did render their assistance.  
The Lewis Family

**There's No Place Like Home**

I had major storm damage to my home on August 21, 2012. I am now back in my home and it is just like a new house. I am very happy and I wish to thank the following Departments for responding very quickly and very professionally.  
\* District 1 staff and all those who had a hand in getting my home repaired. Ruben and Cecilia for attempting to get me into emergency housing in Coolidge and especially Virgil and crew, you all did a great job. Thank you!  
\* GRIC Fire Department  
\* Department of Public Works  
\* Office of Emergency Response for the emergency housing and mini-storage  
\* Property & Supply, Danny for checking on me  
\* Tribal Projects  
Ann and Bertha from Hashan Kehk who stopped to check to see how I was doing and EVERYONE who stopped by that night to help. Thank for your concern, food and prayers.  
There's no place like home...  
Mary A. Blackwater & Family

**Elderly Nutrition Program**

The Elderly Nutrition Program (ENP) serves a hot meal Monday-Friday to eligible participants that meet the recommended daily allowance (RDA), and special diet needs. The goal is to increase or maintain the diet of older individuals to ensure that 1/3 of their dietary needs are met.

The program serves District 1-7 within the Gila River Indian Community.

**Eligibility Requirements:**

- Meals provided to any person 55 and over and/or to a spouse under age 55 living in the same household.
- Meals provided to handicapped or disabled program participants under age 60 who live in congregate housing facilities occupied primarily by the elderly.
- Meals provided at home to persons who have demonstrated a need to be home-bound.

**Meal Referral:**

Referrals can be made by a family member, family friend or health care professional. Referrals are submitted to ENP where it is reviewed for eligibility. The participant and district coordinator is then notified of approval or disapproval.

170 W. Pima Street  
P.O. Box 459  
Sacaton, AZ 85147  
Phone: 520-562-9806  
Fax: 520-562-9807  
E-mail: Elaine.Pattick@gric.nm.us

**South Mountain Draft Environmental Impact Study is now available at the District 1-7 Service Centers**

**PUBLIC HEARING REMINDER**  
**Tuesday May 21**  
**10 a.m. to 8 p.m.**  
**Phoenix Convention Center, North Ballroom**  
**100 N. 3rd Street**  
**Phoenix, AZ 85004**

Transportation will be provided from the following locations: Komatke Boys & Girls Club, District 6 at 9:30 a.m.  
GRIC Governance Center, District 3 at 9:30 a.m.

**SAVE THE DATE**

SRF/MIC

6th Annual Disabilities Conference

**TALKING STICK RESORT & CASINO**

Attention Disability Vendors and Disability Organizations

We are currently accepting Exhibitor Registration on a first come first serve basis.

\$20.00 per vendor table.

Registration \$25.00 for non-community members

"Free to Salt River Community Members"

Where: Talking Stick Resort & Casino

9800 East Indian Bend

Scottsdale, AZ

When: August 23, 2013

Time: 7:30 AM - 4:30 PM

Who Should Attend:

\* Family, Friends, & caregivers of people with disabilities

\* Professionals who work with individuals with disabilities

For more information contact Rudy Buchanan

At 480-577-5780 or via email

rudy.buchanan@gric.nm.gov

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APPENDIX 6-6

OUTREACH TO GILA RIVER INDIAN COMMUNITY MEMBERS FOR THE FINAL ENVIRONMENTAL IMPACT STATEMENT

Appendix 6-6, *Outreach to Gila River Indian Community Members for the Final Environmental Impact Statement*, contains documentation of the public outreach to the Gila River Indian Community and its members surrounding the release of the Final Environmental Impact Statement.



Intermodal Transportation

Janice K. Brewer, Governor  
John S. Hallikowski, Director  
Jennifer Toth, State Engineer  
Robert Samour, Senior Deputy State Engineer, Operations  
Dallas Hammit, Senior Deputy State Engineer, Development

August 29, 2014

Governor Gregory Mendoza  
Gila River Indian Community  
525 West Gu u Ki  
Sacaton, AZ 85147

Subject: Proposed South Mountain Freeway Public Involvement

Dear Governor Mendoza:

The Arizona Department of Transportation (ADOT), in partnership with the U.S. Federal Highway Administration, is working to complete the Final Environmental Impact Statement (FEIS) for the proposed South Mountain Freeway (Loop 202), which is part of the Maricopa Association of Government's Regional Transportation Plan. As part of the Draft Environmental Impact Statement process ADOT received comments regarding oral tradition of the Gila River Indian Community. In recognition of the Community's traditions and in agreement with our previous government to government communication protocol, ADOT seeks guidance on how to best accommodate the comments received in this final stage of public involvement for the FEIS.

If there is interest from the Gila River Indian Community leadership, ADOT proposes that the two entities, in partnership, conduct a forum for Community members during the 60-day review timeframe for the FEIS. This forum, if desired, would allow members of the Community to provide oral testimony on the FEIS at a time, place and in a manner that is mutually agreeable.

We respectfully request a response to this inquiry by September 19, 2014 to allow for the appropriate arrangements to be made, should a forum be desired during the 60-day review period, which is scheduled to begin in late September.

Sincerely,

Robert Samour

Robert Samour, PE  
Senior Deputy State Engineer

Cc: Lt. Governor Stephan Roe Lewis  
Manuel Johnson