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

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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.
- 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. 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
- KMXP-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.

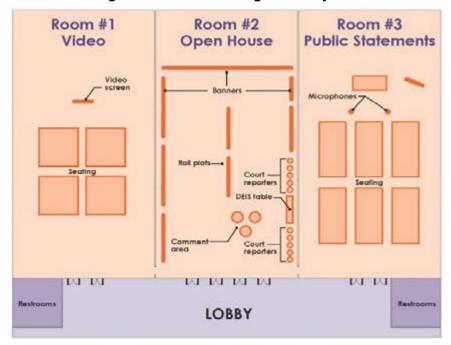


Figure 1. Public Hearing Room Layout

Monroe Street Entrance

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 | D | EPARTU TIMES | RE | со | RTURE TI FROM NVENTIC CENTER | | ARRI | VAL TI | MES |
|-------|---|------|-----------------|------|-------|---------------------------------------|------|-------|--------|------|
| | 91st Ave. and Van Buren (bus pullout on northeast corner) | 9:30 | 12:30 | 4:30 | 10-15 | 1000 | 7.00 | 12:30 | 4:30 | 7:45 |
| 1 | 59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot) | 9:35 | 12:35 | 4:35 | 12:15 | 4:15 | 7:30 | 12:25 | 4:25 | 7:40 |
| | Komatke Boys and Girls Club, 5047 W. Pecos Rd. | 9:30 | 12:30 | 4:30 | 10.00 | 4.00 | 7.20 | 12:28 | 4:28 | 7:58 |
| Z | Southern Ridge Golf Club, 5740 W. Baseline Rd. | 9:40 | 12:40 | 4:40 | 12:00 | 4:00 | 7:30 | 12:18 | 4:18 | 7:48 |
| | Governance Center, 525 W. Gu u Ki, Sacaton | 9:30 | 12:30 | 4:30 | 11:45 | | | 12:28 | 4:28 | 8:13 |
| 3 | 40th St. and Pecos Rd. Park-and-Ride | 9:55 | 12:55 | 4:55 | | 3:45 | 7:30 | 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.

5 5# ¥ North Garage Street Entrance to **West Garage** Van Buren North Heritage & Science Center Garage Monroe Regency Garage Adams East Garage 0 Washington o 0 Denotes entrance Jefferson into garage Madison Alternate downtown parking garage LRT P Jackson Light rail station

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 and linked to *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



Online Hearing Statistics

Date range: May 21, 2013 - August 2, 2013

| Total unique visitors: | 1,864 | (+232 from July 26) |
|---------------------------------|-------|----------------------------|
| Average pages viewed per visit: | 2.63 | (09 pages from July 26) |
| Average visit duration: | 3:55 | (-14 seconds from July 26) |
| Web comments received: | 314 | (+2 from July 26) |
| Email comments received: | 788 | (+116 from July 26) |



Top 10 Pages:

| Page | Unique Visitors | Avg. Time on Page |
|------------------------|--------------------|----------------------|
| /Home | 1,478 | 0:01:07 |
| /maps/ | 1,109 | 0:03:44 |
| /materials/studyvideo/ | 530 | 0:07:11 |
| /comment/ | 237 | 0:02:26 |
| /materials/chapter3/ | 170 | 0:03:17 |
| /materials/chapter1/ | 149 | 0:02:20 |
| /materials/chapter4/ | 140 | 0:03:00 |
| /materials/chapter2/ | 136 | 0:01:17 |
| /materials/general/ | 102 | 0:01:06 |
| /materials/chapter5/ | 92 | 0:01:10 |

Video Plays:

| Video | Plays |
|---------------|-------|
| Welcome Video | 756 |
| Study Video | 750 |

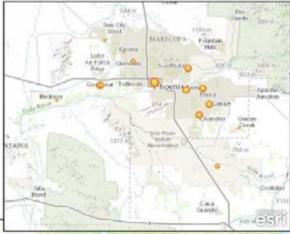


Date range: May 21, 2013 - August 2, 2013

Top 10 Cities

| City | State | Unique Visitors |
|-------------|------------|--------------------|
| Phoenix | Arizona | 997 |
| Mesa | Arizona | 79 |
| Tempe | Arizona | 74 |
| Chandler | Arizona | 64 |
| Scottsdale | Arizona | 54 |
| Goodyear | Arizona | 52 |
| Los Angeles | California | 46 |
| Gilbert | Arizona | 43 |
| Avondale | Arizona | 33 |
| Tucson | Arizona | 30 |

Project Area





Visits by Location (Website lifetime: May 21 - August 2, 2013)

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.

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

| Arizona Republic (Statewide distribution) April 26 May 19 Public Hearing 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 Arizona Republic Community sections (five separate zones) June 12 Community Forums April 26 Public Hearing May 17 Public Hearing May 17 Public Hearing June 7 Community Forums May 24 Community Forums April 26 Public Hearing May 14 Community Forums June 28 Community Forums April 26 Public Hearing Public Hearing May 17 Public Hearing Ahwatukee Foothills News May 26 Community Forums June 9 Community Forums June 9 Community Forums Ahwatukee Foothills News online banner (approx. 25,000 impressions) Mid April to May 21 Public Hearing West Valley View May 17 Public Hearing West Valley View online banner (approx. 52,000 average monthly unique viewers) Mid April to May 21 Public Hearing West Valley View online banner (approx. 52,000 average monthly unique viewers) Mid April to May 21 Public Hearing East Valley Tribune Mid April to May 21 Community Forums June 19 Community Forums June 19 Community Forums La Valley Tribune online banner (approx. 50,000 impressions) Mid April to May 21 Public Hearing <th>Publication</th> <th>Date(s)</th> <th>Main Topic</th> | Publication | Date(s) | Main Topic |
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| Arizona Informant May 1 Public Hearing | · | 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) 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.

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.

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

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.

| Appendix A: Public Outreach and Hearing Plan |
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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

Prepared for:

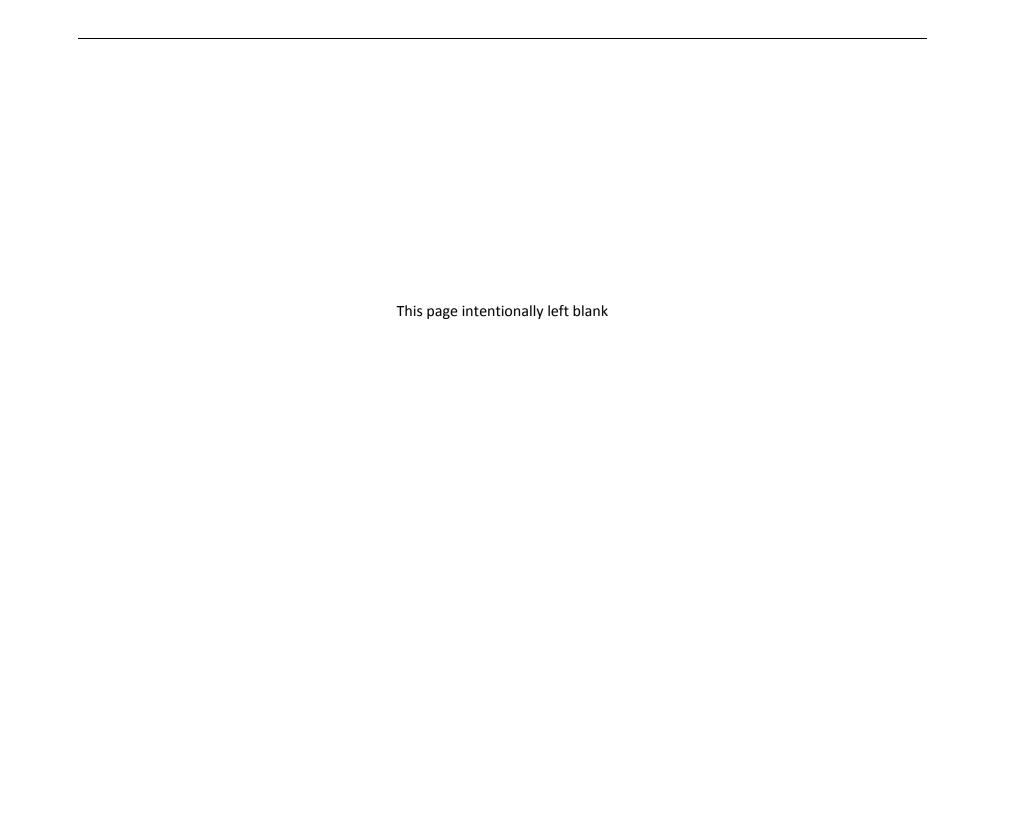
Arizona Department of Transportation



Prepared by:

HDR Engineering, Inc. 3200 E. Camelback Road, Suite 350 Phoenix, AZ 85018

September 14, 2012



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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.

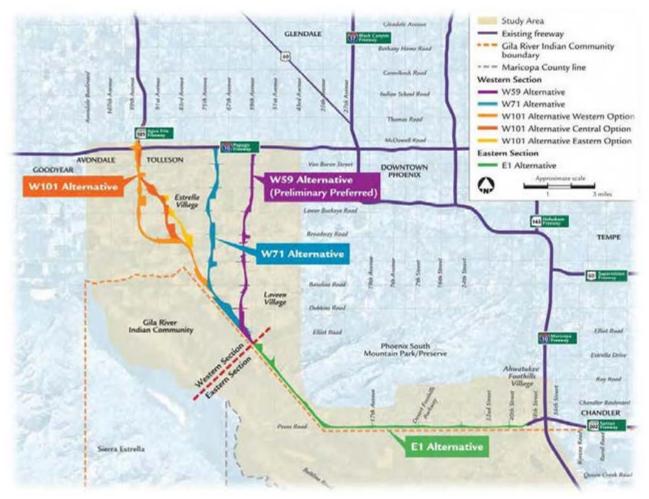


Figure 1. Study Area

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:

Confirm CAT Confirm commitment of CAT members Send certified letters/emails to gauge interest Describe next steps in process in communication pieces If majority of member organizations confirm commitment, then reconvene CAT New CAT members may need to be identified · Hold new member orientation

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 flyover, 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 online, print, and broadcast opportunities, with a focus on both regional outlets-of-record and community outlets that target the affected population.

3.9 Study Web Site

The study web site, 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, flyovers 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
- Twitter: 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.

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 blackand-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

- 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:

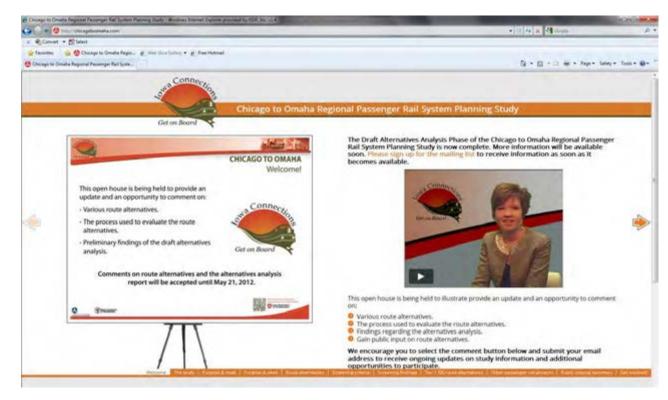
- Coordination with the City of Phoenix and Copper Square Ambassadors
- Security and contingency planning, internal communication devices (radios), venue audio/video support
- Transit vouchers, parking vouchers, and potential van pool options
- Bilingual handouts and other collateral materials (comment 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)

- 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-onone conversation at the actual public hearing open house forum. An example of an on-line public hearing is displayed at right.



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."



Figure 3: Recommended CAT Process

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 FFIS.

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

End of public

comment period

issues that were not identified in the DEIS, but that need to be addressed to fully understand the project's effects on the environment.

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 1 | 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 ² | 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 | |

¹ Dependent on DEIS schedule and date of cooperating agency review

² 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: Study fact sheet text outlining how to participate, with general study info to PI Core Team for review Email/address registration cards Table skirt and sign? | 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 | | |

September 14, 2012

| 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: | PI Core Team | | |
| | handouts/hearing guide | | | |
| | newspaper ads | | | |
| | postcard | | | |
| | fact sheet, FAQs | | | |
| | talking points | | | |
| | comment form | | | |
| | press release | | | |
| | hotline script | | | |
| | social media text | | | |
| | web site text (including online hearing) | | | |
| | 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 | |
| ſ | 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

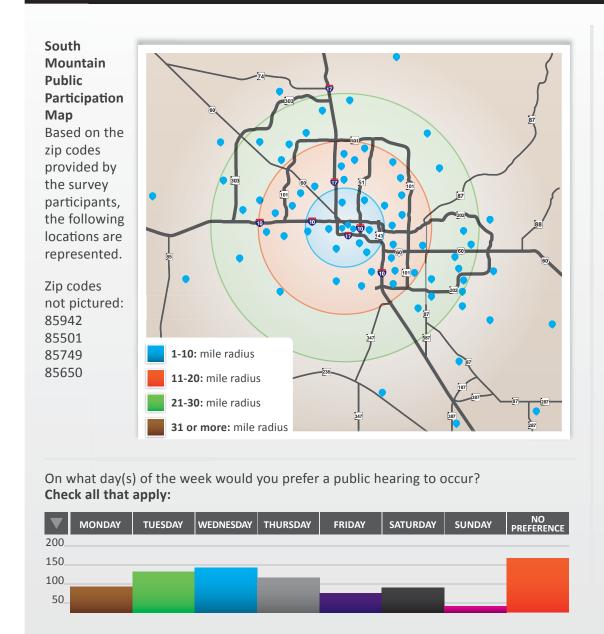
| Due Date | Deliverable/Action | Responsible Party | Status |
|----------|-------------------------------------|-------------------|--------|
| | Place hearing materials on web site | ADOT C | |
| | Attend public hearing | | |

Post Public Hearing Tasks

| Due Da | e 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 Oninion Survey |
|------------------------|-----------------------|
| Appendix B. Results Of | rubiic Opinion Survey |
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South Mountain Survey Results as of 8/20/12



ADOT is required by federal law to have a minimum of one public hearing when the DEIS becomes available for review and comment.

How likely are you to attend a public hearing?

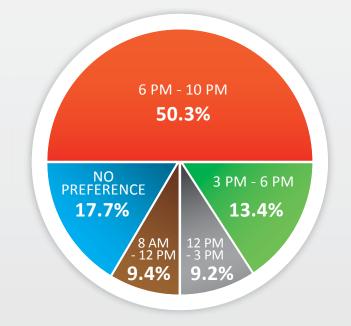
Likely - 27.8%

Somewhat Likely - 25.9%

Not Likely - 18.8%

Very Likely - 27.4%

What time of day do you prefer a public hearing to occur?

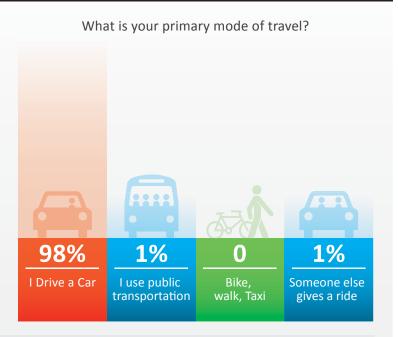






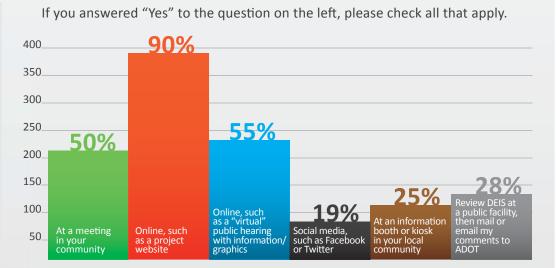
South Mountain Survey Results as of 8/20/12





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?







| Appendix C: Media Alerts and Press Releases |
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For Immediate Release: April 22, 2013 Contact: ADOT Public Information Office 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 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), online (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.

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For Immediate Release: April 26, 2013 Contact: ADOT Public Information Office 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 — 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
- Submitting online comments at 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.

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.

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For Immediate Release: May 8, 2013 Contact: ADOT Public Information Office 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 preregister 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
- Submitting online comments at 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.

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For Media Planning: May 16 Contact: ADOT Public Information Office 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).

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For Immediate Release: May 29, 2013 Contact: ADOT Public Information Office 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
- Submitting online comments at 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.

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For Immediate Release: July 9, 2013 Contact: ADOT Public Information Office 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
- Submitting online comments at 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.

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For more information on the draft environmental impact statement for the South Mountain Freeway, please visit azdot.gov/SouthMountainFreeway.

Appendix D: Fact Sheet

Fact Sheet



Introduction

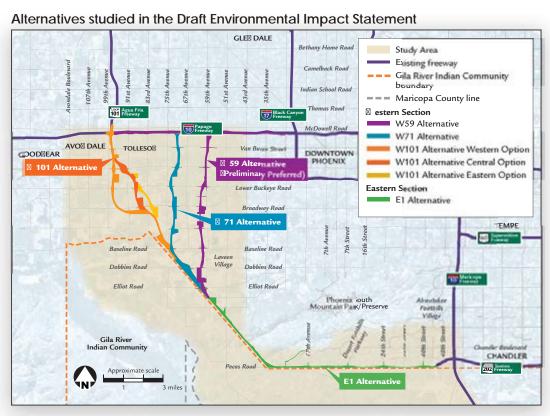
The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through

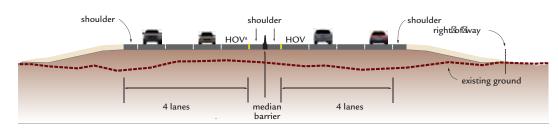
Proposition 400. The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

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





The configuration of the freeway is anticipated to be eight lanes (three general-purpose lanes and one high occupancy vehicle lane in each direction).

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.

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) 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.

> There will be several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

Leading 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.

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.



FINAL REVIEWS ADOT FHWA Cooperating Agencies Legal Review

DRAFT EIS 90-day Public Review

FINAL EIS 60-day Public Review

RECORD OF **DECISON**

2013

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

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.





| Appendix E: <i>How to Participate</i> Brochure |
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How to Participate South Mountain



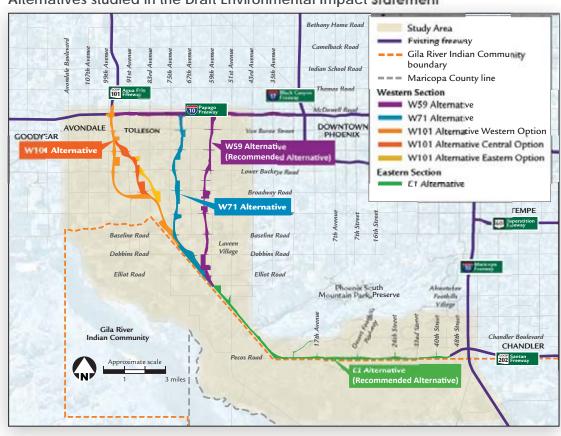
Learn more about the public input process for the Loop 202 South Mountain Freeway Study!

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



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) 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.



Public Hearing Location

DRAFT EIS PUBLIC HEARING

Tuesday, May 21, 2013

10:00 a.m. - 8:00 p.m.

Phoenix Convention Center North Ballroom

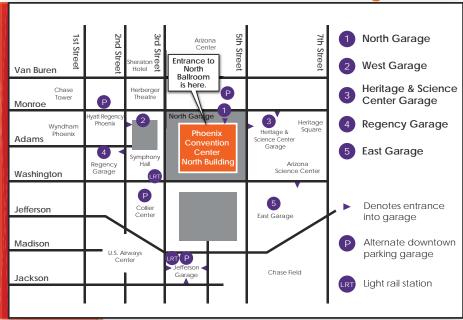
100 N. 3rd St., Phoenix, AZ 85004

Validated parking and transit vouchers will be provided.

Free Shuttle Bus Information

Convention Center from six Valley locations.

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.

There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.



Leave 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.

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



| Appendix F: DEIS Notice of Availability | |
|---|--|
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| | |

claims. ¹⁶ Specifically, during the jurisdictional review of Title VI complaints, OCR may seek clarification regarding the issues articulated by the complainants. ¹⁷ 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. 18 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.19 Full and expeditious disclosure of such information helps to facilitate resolution of Title VI complaints.20

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.²¹ 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

through steps other than those recommended by OCR.²²

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)²³ and, if the ALJ's decision upholds a finding of noncompliance, the recipient may then file exceptions with the Administrator.²⁴

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,

per the regulations, EPA intends to notify complainant of said finding.²⁵ 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

¹⁶ See *Draft Revised Investigation Guidance*, 65 FR 39,650, 39,671 (proposed June 27, 2000).

^{17 40} CFR 7.120(d)(1).

¹⁸ See *Draft Revised Investigation Guidance*, 65 FR at 39,671.

^{19 40} CFR 7.85(b), (f).

²⁰ In addition to considering information supplied by recipients, OCR will also evaluate information provided by complainants.

^{21 40} CFR 7.120(d)(1)(iii).

^{22 40} CFR 7.115(d)(2).

^{23 40} CFR 7.130(b)(2).

^{24 40} CFR 7.130(b)(3).

²⁵When 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

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 and to Judith B. Herman, Federal Communications Commission, via the Internet at judith-b.herman@fcc.gov. To submit your PRA comments by email send them to: 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 forprofit 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 |
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| Last | First | Organization | Department | Address | City | State | ZIP | Email | CDs | Notes |
|------------|-----------|------------------------|----------------------|-------------------------------------|-----------|-------|--------|-------------------|-----|--------------|
| FEDERAL AC | GENCIES | | • | | • | | | | | |
| Deitering | Thomas | Federal Highway | Arizona Division | 4000 N. Central Ave., Suite 1500 | Phoenix | ΑZ | 85012- | thomas.deitering | 1 | Hand Deliver |
| Hansen | Alan | Federal Highway | Arizona Division | 4000 N. Central Ave., Suite 1500 | Phoenix | ΑZ | 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 | | 2626 N. Control Avo. Suita 000 | Dhooniy | AZ | 85012 | kathleen.a.tucker | | Plus 1 hard |
| rucker | Katnieen | Engineers | | 3636 N. Central Ave., Suite 900 | Phoenix | AZ | 85012 | @usace.army.mil | 1 | сору |
| | | | | | | | | | | |
| Adams | Craig | U.S. Bureau of Indian | | PO Box 8 | Sacaton | ΑZ | 85247 | Craig.Adams@bia | 1 | Plus 1 hard |
| Crain | Matt | U.S. Bureau of Indian | | PO Box 8 | Sacaton | ΑZ | 85247 | matt.crain@bia.g | 1 | |
| Federico | Rosalinda | U.S. Bureau of Indian | | PO Box 8 | Sacaton | ΑZ | 85247 | Rosalinda.Federic | 1 | |
| Maxwell | Bob | U.S. Bureau of Indian | | PO Box 8 | Sacaton | ΑZ | 85247 | bob.maxwell@bi | 1 | |
| Martinez | Cecilia | U.S. Bureau of Indian | | PO Box 8 | Sacaton | ΑZ | 85247 | Cecilia.martinez | 1 | |
| | | | | | | | | | | |
| Cristalli | Carla | Western Area Power | | DO Doy 6457 | Dhooniy | AZ | 85005 | cristelli@wapa.go | | Plus 1 hard |
| Cristelli | Caria | Administration | | PO Box 6457 | Phoenix | AZ | 85005 | V | 1 | сору |
| Dannally | Canalinan | Western Area Power | | PO Box 6457 | Dhaarin | ۸.7 | 05005 | Donnelly@wapa. | | |
| Donnelly | Carolynn | Administration | | PO BOX 6457 | Phoenix | AZ | 85005 | gov | 1 | |
| Horndon | lossica | Western Area Power | | PO Box 6457 | Phoenix | AZ | 85005 | Herndon@wapa. | | |
| Herndon | Jessica | Administration | | PO BOX 6437 | PHOEIIIX | AZ | 83003 | gov | 1 | |
| Hal+ | lohn | Western Area Power | | DO Poy 6457 | Dhooniy | AZ | 85005 | HOLT@wapa.gov | | |
| Holt | John | Administration | | PO Box 6457 | Phoenix | AZ | 85005 | HOLI@wapa.gov | 1 | |
| Mueller | Mott | Western Area Power | | DO Doy 6457 | Phoenix | AZ | 85005 | muller@wapa.go | | |
| iviueller | Matt | Administration | | PO Box 6457 | Phoenix | AZ | 85005 | V | 1 | |
| Shields | Dam | Western Area Power | | PO Box 6457 | Phoenix | AZ | 85005 | shields@wapa.go | | |
| Silieius | Pam | Administration | | PO BOX 6457 | Phoenix | AZ | 85005 | V | 1 | |
| | | | | | | | | | | |
| Suazo | Raymond | Bureau of Land | Arizona State Office | One North Central Avenue, Suite 800 | Phoenix | ΑZ | 85004- | | 1 | FHWA to |
| | | | | | | | | | | |
| | | Environmental | CMD-2, USEPA Region | 75 Hawthorne St. CMD-2 | San | CA | 84105- | | 1 | FHWA to |
| | | | | | | | | | | |
| Elke | Curtis | Natural Resources | | 230 N. First Ave., Suite 509 | Phoenix | AZ | 85003- | | | FHWA to |
| LIKE | Curtis | Conservation Service | Arizona State Office | 230 N. 1 list Ave., Suite 303 | FIIOEIIIX | AL | 1733 | | 1 | send |
| | | | | | | | | | | |
| Chandler | Randy | U.S. Bureau of | Phoenix Area Office | 6150 W. Thunderbird Rd. | Glendale | ΑZ | 85306- | | 1 | FHWA to |
| | | | | | | | | | | FHWA to |
| Taylor | Willie | U.S. Department of the | Office of | 1849 C Street, NW, MS 2462 | Washingto | D.C. | 20240 | | | To receive |
| Taylol | VVIIIIC | Interior | Environmental Policy | TOTO C Street, IVVV, IVIS 2402 | n | D.C. | 20240 | | | 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 |

| Last | First | Organization | Department | Address | City | State | ZIP | Email | CDs | Notes |
|------------|----------|---|--|---|---------|-------|----------------|--------------------------|-----|--------------|
| | | | | | | | | | | |
| STATE AGEN | ICIES | | | | T | | | | | |
| 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@azdo t.gov | 1 | Hand Deliver |
| Beasley | Steve | Arizona Department of Transportation | Urban Project Management | 1611 W. Jackson St., MD EM01 | Phoenix | AZ | 85007 | SBeasley@azdot. | | Hand Deliver |
| Biesty | Kevin | Arizona Department of Transportation | Communication and Community | 206 S. 17th Ave. MD 140A | Phoenix | AZ | 85007 | kbiesty@azdot.g ov | 1 | Hand Deliver |
| Brady | Leroy | Arizona Department of Transportation | Roadside Development Section | 1611 W. Jackson St., MD EM03 | Phoenix | AZ | 85007 | lbrady@azdot.go v | 1 | Hand Deliver |
| Burch | Paul | Arizona Department of Transportation | Pavement Design | 1221 N. 21st Ave., MD 068R | Phoenix | AZ | 85007 | pburch@azdot.g ov | 1 | Hand Deliver |
| Burdick | Matthew | Arizona Department of Transportation | Communication and Community Partnerships | 206 S. 17th Ave., Room #101, MD 118A | Phoenix | Δ7 | 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.go v | 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.go v | 1 | Hand Deliver |
| Drost | Dale | Arizona Department of Transportation | | 2140 W. Hilton Ave, MD PM65 | Phoenix | AZ | 85009 | ddrost@azdot.go v | 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 | 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 |

| 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 | jkliewer@azdot.g ov | 1 | Hand Deliver |
| Marin | Merrisa | Arizona Department of Transportation | Right-of-Way | 205 S. 17th Ave., MD 612E | Phoenix | AZ | 85007 | Mmarin@azdot.g | 1 | Hand Deliver |
| Marino | James | Arizona Department of Transportation | | 2302 W. Durango St, PM02 | Phoenix | AZ | 85009 | jmarino@azdot.g ov | 1 | |
| Mathew | Velvet | Arizona Department of Transportation | Urban Project Management | 1611 W. Jackson St., MD EM01 | Phoenix | AZ | 85007 | vmathew@azdot. | 1 | |
| Mivshek | Tammy | Arizona Department of Transportation | Traffic | 1615 W. Jackson St., MD 063R | Phoenix | AZ | 85007 | tmivshek@azdot. | 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.g | 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@azdo t.gov | 1 | |
| Rector | Reggie | Arizona Department of Transportation | Right-of-Way | 205 S. 17th Ave., MD 612E | Phoenix | AZ | 85007 | RRector@azdot.g | 1 | |
| Roehrich | Floyd | Arizona Department of Transportation | Director's Office | 206 S. 17th Ave., MD 100A | | | | froehrich@azdot. | 1 | |
| Salazar | Joe | Arizona Department of Transportation | Roadside Development Section | 1611 W. Jackson St., MD EM03 | Phoenix | AZ | 85007 | JSalazar@azdot.g ov | 1 | |
| Samour | Rob | Arizona Department of Transportation | State Engineer's Office | 206 S. 17th Avenue, Room 131A, MD 102A | Phoenix | AZ | 85007 | Rsamour@azdot. | 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.go v | 1 | |

| 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@az dot.gov | 1 | |
| Wetz | Norm | Arizona Department of Transportation | Maintenance District | 206 S. 17th Ave., MD 068R | Phoenix | AZ | 85007 | nwetz@azdot.go v | 1 | |
| Yang | Pe-Shen | Arizona Department of Transportation | Bridge | 205 S. 17th Ave., 241, 633E | Phoenix | AZ | 85007 | pyang@azdot.go v | 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 AGEN | ICIES | | | | | | | | | |
| Andrews | Charles | City of Avondale | | 11465 W Civic Center Dr. | Avondale | AZ | 85323 | candrews@avon dale.org | 3 | |
| Fitzhugh | Dave | City of Avondale | | 11465 W Civic Center Dr. | Avondale | AZ | 85323 | dfitzhugh@avond ale.org | 1 | |
| Esquivel | Cato | City of Goodyear | | 195 N. 145th Ave., Building D | Goodyear | AZ | 85338 | cesquivel@goody earaz.gov | 1 | |
| Ramirez | David | City of Goodyear | | 195 N. 145th Ave., Building D | Goodyear | AZ | 85338 | david.ramirez@g oodyearaz.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@p hoenix.gov | 1 | |
| Silsby | Shane | City of Phoenix | | 200 W. Washington Street, 5th Floor | Phoenix | AZ | 85003 | shane.silsby@ph oenix.gov | 1 | |
| Vargas | Leticia | City of Phoenix | | 200 W. Washington Street, 5th Floor | Phoenix | AZ | 85003 | leticia.vargas@ph oenix.gov | 1 | |
| Earp | Jason | City of Tolleson | | 9555 West Van Buren Street | Tolleson | AZ | 85353 | jearp@tollesonaz .org | 3 | |

| 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@tolleson az.org | 1 | |
| Medrano | Reyes | City of Tolleson | | 9555 West Van Buren Street | Tolleson | AZ | 85353 | rmedrano@tolles onaz.org | 1 | |
| Jones | Greg | Flood Control District of Maricopa County | | 2801 W. Durango Street | Phoenix | AZ | 85009 | | 1 | |
| Johnson | Steven | | 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@azm ag.gov | 1 | Hand Deliver |
| Smith | Dennis | Maricopa Association of Governments | | 302 North 1st Avenue, Suite 300 | Phoenix | AZ | 85003 | dsmith@azmag.g ov | 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.g ov | 1 | Hand Deliver |
| Taft | Kelly | Maricopa Association of Governments | | 302 North 1st Avenue, Suite 300 | Phoenix | AZ | 85003 | KTaft@azmag.go v | 1 | Hand Deliver |

| Last | First | Organization | Department | Address | City | State | ZIP | Email | CDs | Notes |
|-----------------|--------------|---|------------|--|---------|-------|--------|----------------------------------|-----|-------|
| Hauskins | John | Maricopa County Department of | | 2901 W. Durango | Phoenix | AZ | 85009 | | 3 | |
| Hauskills | JOHH | Transportation | | | | | | | 3 | |
| Grote | Wulf | Valley Metro | | 101 North 1st Avenue, Suite 1300 | Phoenix | AZ | 85003 | wgrote@metrolig htrail.org | 1 | |
| NONCOVE | DAMATAITALOI | RGANIZATIONS | | | | | | | | |
| | | RGANIZATIONS | | 2325 East Camelback Road | | | | steve.wilcox@aec | | |
| Wilcox | Steve | AECOM | | 2323 East Cameiback Road | Phoenix | AZ | 85016 | om.com | 1 | |
| | | Quarles & Brady Streich | | One South Church Avenue, Suite | | | | | | |
| Lite | Jeremy | Lang LLP | | 1700 | Tucson | AZ | 85701 | | 1 | |
| | | | | | | | 75238- | jadarlin@swherit | | |
| Darling | J. Andrew | Southwest Heritage | | 9606 Highland View Drive | Dallas | TX | 1028 | age.com | 1 | |
| Haase | Dennis | VSI | | 729 W. Lynwood St. | Phoenix | AZ | 85007 | | 1 | |
| | 2 0 | | | 7-25 2 / | | | | | | |
| SOUTH MO | UNTAIN CITIZ | ENS ADVISORY TEAM | | | | , | " | | | |
| | | | | | | | 05040 | Camilo.acosta@c | | |
| Acosta | Camilo | Arlington Estates HOA Gila River Indian | | 2314 E. Winston Drive | Phoenix | AZ | 85042 | ableone.biz loallison@lbidc.c | 1 | |
| Allison | LaQuinta | Community | | PO Box 1582 | Sacaton | AZ | 85247 | om | 1 | |
| AIIISOIT | LaQuiita | Community | | PO BOX 1382 | Sacaton | AZ | 63247 | sandy.bahr@sierr | 1 | |
| Bahr | Sandy | Sierra Club | | 202 E. McDowell Road, #277 | Phoenix | AZ | 85004 | aclub.org | 1 | |
| Dam | Sanay | Sierra Clab | | 202 E. MeDowell Road, #277 | THOCHIX | 712 | 03004 | ecbaim@yahoo.c | | |
| Baim | Eric | Silverado Ranch HOA | | 9007 S. 49th Lane | Laveen | AZ | 85339 | om | 1 | |
| | | | | | | | | ChadBlostone@c | | |
| Blostone | Chad | The Foothills HOA | | 14037 S. 12th Place | Phoenix | AZ | 85048 | ox.net | 1 | |
| | | | | | | | | cpboettcher@cox | | |
| Boettcher | Chris | Lakewood HOA | | 16005 S. 38th Street | Phoenix | AZ | 85048 | .net | 1 | |
| | | AZ Forward (formerly | | | | | | dbrossart@arizo | | |
| Brossart | Diane | Valley Forward) | | 3800 North Central Ave., Suite 1010 | Phoenix | AZ | 85012 | naforward.org | 1 | |
| | | Arizona Public Health | | Territorial delication of the following states and the following states are the following states and the following states are the following states | | | 30012 | albrown18@cox. | - | |
| Brown | Al | Association | | 3321 E. Rock Wren | Phoenix | AZ | 85044 | net | 1 | |
| | | | | | | | | mbuzinski@yaho | | |
| Buzinski | Mike | Calabrea HOA | | 3048 Glenhaven Drive | Phoenix | AZ | 85045 | o.com | 1 | |

| Last | First | Organization | Department | Address | City | State | ZIP | Email | CDs | Notes |
|-------------|-----------|---------------------------|------------|-------------------------------|---------------------|-------|-------|------------------|-----|-------|
| | | | | | | | | Jcalles@kyrene.o | | |
| Calles | Jeremy | Kyrene School District | | 8700 S. Kyrene Road | Tempe | ΑZ | 86284 | rg | 1 | |
| | | | | | | | | Melanie@beauch | | |
| | | Ahwatukee Village | | | | | | amplawoffice.co | | |
| Beauchamp | Melanie | Planning Committee | | 4425 E Agave Rd, #110 | Phoenix | AZ | 85044 | m | 1 | |
| | | | | | | | | | | |
| | | South Mountain Village | | | | | | | | |
| Daniels | Tamala | Planning Committee | | 3131 E. Camelback Road, #125 | Phoenix | ΑZ | 85016 | tamalad@cox.net | 1 | |
| | | Maricopa County Farm | | | | | | cdanzeisen@pro | | |
| Danzeisen | Clayton | Bureau | | 6829 W. Broadway Road | Phoenix | ΑZ | 85043 | digy.net | 1 | |
| | | | | | | | | DerrickDenis@cs | | |
| Denis | Derrick | Foothills Reserve HOA | | 3002 W. Ashurst Drive | Phoenix | AZ | 85045 | ceng.com | 1 | |
| | | Estrella Village Planning | | | | | | peggyeastburn@ | | |
| Eastburn | Peggy | Committee | | 6314 W. Fillmore Street | Phoenix | AZ | 85043 | hotmail.com | 1 | |
| | | Phoenix Mountains | | | | | | mpgood415@hot | | |
| Goodman | Michael | Preservation Council | | 9001 S. 27th Street | Phoenix | AZ | 85042 | mail.com | 1 | |
| | | Foothills Club West | | | | | | michaelhinz@cox | | |
| Hinz | Michael | HOA | | 14850 S. 5th Avenue | Phoenix | ΑZ | 85045 | .net | 1 | |
| | | | | | | | | | | |
| | | | | | | | | kilgorestudios75 | | |
| Kilgore | Bryan | City of Avondale | | 12622 W Indianola Ave | Avondale | AZ | 85392 | mail@msn.com | 1 | |
| | | Laveen Village Planning | | | | | | weslines@msn.co | | |
| Lines | Wes | Committee | | 5141 W Estrella Dr | Laveen | AZ | 85339 | m | 1 | |
| | | Pecos Road/I-10 | | | | | | | | |
| | | Landowners | | | | | | | | |
| Percharo | Nathaniel | Association | | P.O. Box 202 | Laveen | AZ | 85339 | | 1 | |
| | | Laveen Citizens for | | | | | | | | |
| | | Responsible | | | | | | jimprendergast20 | | |
| Prendergast | Laurie | Development | | 3600 W. Elliot | Laveen | AZ | 85339 | @hotmail.com | 1 | |
| | | | | | | | | | | |
| | | Ahwatukee Foothills | | | | | | kstarbowski@fin | | |
| Starbowski | Karen | Chamber of Commerce | | 3921 E. Tano Street | Phoenix | AZ | 85044 | ancialguide.com | 1 | |
| | | Cottonfields | | | | | | timmothy1jrb@y | | |
| Stone | Timmothy | Community HOA | | P.O. Box 741 | Laveen | AZ | 85339 | ahoo.com | 1 | |
| | | Cauthorat Vallar | | | Lite also file also | | | | | |
| | | Southwest Valley | | | Litchfield | | 050:0 | woodfin.thomas | | |
| Thomas | Woody | Chamber of Commerce | | 220 Ancora Drive North | Park | AZ | 85340 | @gmail.com | 1 | |
| | | Mountain Park Ranch | | | | | | jim@mtparkranc | | |
| Welch | Jim | HOA | | 15425 S. 40th Place, Suite #4 | Phoenix | ΑZ | 85044 | h.org | 1 | |

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

| Last | First | Organization | Department | Address | City | State | ZIP | Email | CDs | Notes |
|--------|-------|--------------|------------|--|---------|-------|-------|-------|-----|-------|
| Keller | Tom | кса | | 4809 E. Thistle Landing Dr., Suite 100 | Phoenix | AZ 8 | 85044 | | 1 | |
| | | | | | | | | | | |
| | | | | | | | | | 127 | |

| Appe | ndix H: Public Hea | ring Notificatio | n Mailer |
|------|--------------------|------------------|----------|
| | | | |
| | | | |



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) 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 F. 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) | 9:30 | 12:30 | 4:30 | 12:15 | 4:15 | 7:30 | 12:30 | 4:30 | 7:45 |
| 1 | 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 |
| 2 | 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. Gu u Ki, Sacaton | 9:30 | 12:30 | 4:30 | 11:45 | 3:45 | 7:30 | 12:28 | 4:28 | 8:13 |
| | 40th St. and Pecos Rd. Park-and-Ride | 9:55 | 12:55 | 4:55 | | | | 12:03 | 4:03 | 7:48 |

hold indicates a m. times











DRAFT EIS **PUBLIC HEARING** Tuesday, May 21, 2013

10:00 a.m. - 8:00 p.m.

Phoenix Convention Center, **North Ballroom**

Validated parking and transit vouchers will be provided.

Free Shuttle Bus Information

For more information, see inside of this mailer



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 or 855,712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con ADOT (projects@azdot.gov or 855.712.8530). Las solicitudes deben hacerse tan pronto ระบบ เมื่อ รายการ เลือน เมื่อ เมื่อ เมื่อ เมื่อ solicitudes deben hacerse fan pronto como sea possible 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.

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, 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



602.712.7006



azdot.gov/SouthMountainFreeway

| Appendix I: Newspaper Advertisements |
|--------------------------------------|
| |
| |
| |
| |
| |

Attend a Community Forum



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.



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. Copies of EIS and its findings will be the Draft EIS are also available for review during business hours at the following locations: accepted during a 90-day public

Phoenix Public Library - Ironwood

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 comment period. Comments can be provided in the following



At a community forum

In writing:

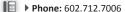
ADOT Loop 202 South Mountain Freeway Study 1655 West Jackson Street, MD 126F Phoenix, AZ 85007



▶ Through the study website and online public hearing: azdot.gov/

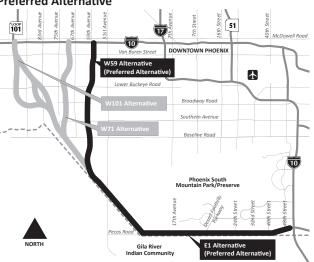
SouthMountainFreeway





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 FIS





Persons that require a reasonable accommodation based on language or disability should contact ADOT at 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 al projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse tan pronto como sea possible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.



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**. 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

Recommended Alternative | Some | Super | Supe

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.

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. 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

• Email: 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** o 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para dar tiempo a organizar el alojamiento.

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)
- 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 or 855.712.8530. Requests should be made as soon as possible to allow time to arrange the accommodation.



Appendix J: Public Participation Guide



PUBLIC PARTICIPANT GUIDE

for the Loop 202 South Mountain Freeway Study Draft Environmental Impact Statement

azdot.gov/SouthMountainFreeway
Interpretación de español disponible

2013

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| The Public Hearing | 4 |
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| Attendee Registration Card | inside back cover |



azdot.gov/SouthMountainFreeway



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.

Saba P. Chaun Hill

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

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

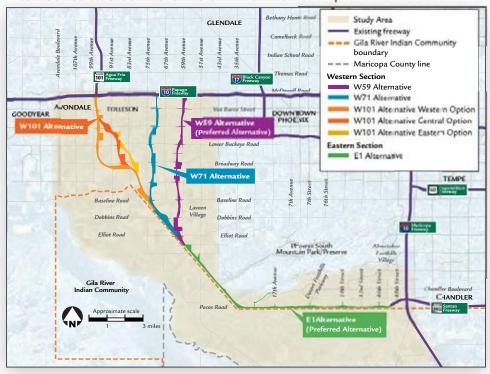
the proposed freeway.

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

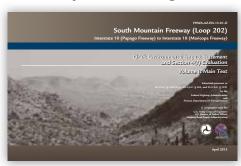
The main purpose of the South Mountain Freeway Public Hearing is to:

- present the findings of the Draft EIS.
- obtain public testimony or comment on the Draft ElS.

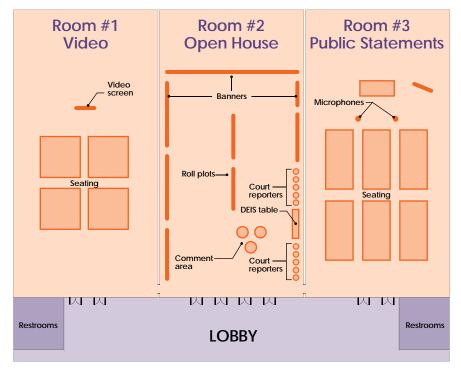
Overview of the Public Hearing

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



Monroe Street Entrance

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.

- 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.
- 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

ADOT Loop 202 South Mountain Freeway Study Mail:

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

freeway. If you would like to be included on the distribution list and receive future mailings and e-newsletters, note that if you are already receiving mailings, then you are on the distribution list and returning this card is ADOT maintains a distribution list composed of individuals who have expressed an interest in the proposed please complete this form and drop it in the "Attendee List Registration" box at today's meeting. Please unnecessary.

Please use one character per box.

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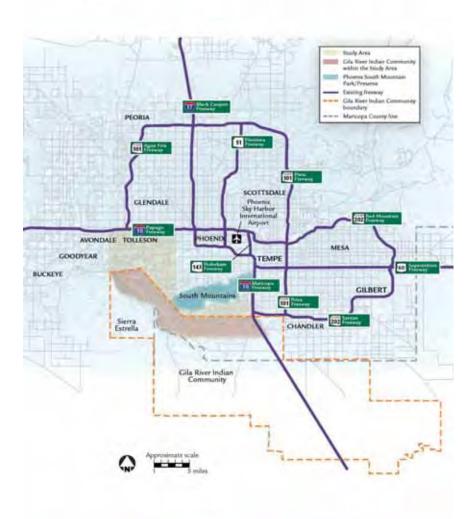
azdot.gov/SouthMountainFreeway

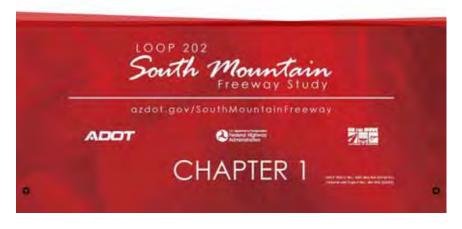
South Mountain
Freeway Study

Appendix K: Study Banners

Study Area and Project Location

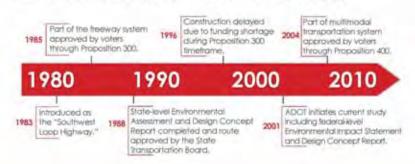
The Study Area for the proposed freeway is in the southwestern portion of the Phoenix metropolitan area and is positioned where a gap exists in the regional transportation system's loop freeway network.



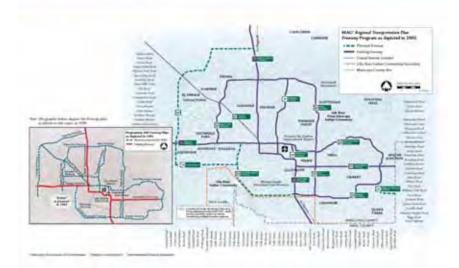


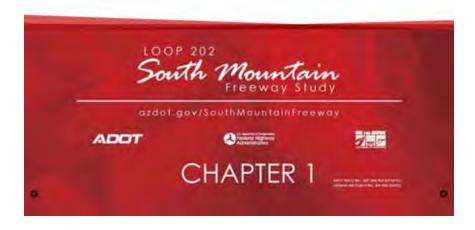
Study History

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:



The general location for the South Mountain Freeway has remained unchanged since 1985.





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 traffic analysis tools were used?

The traffic projections used in the traffic analysis are from the MAG regional travel model, as certified by FWHA and reviewed by the Environmental Protection Agency for air quality conformity, Traffic analysis 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

What is level of service (LOS)?

105 is a report card-style method for comparing highway quality of service. Six letters: "A" through "F" are used to grade halfic candillans. "A" is the best condition, representing tree-flow travel and "F" is the word, regresserting along and no travel.

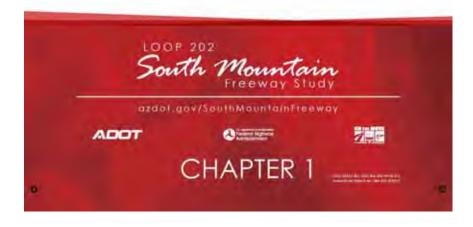


How is traffic measured?

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 dally 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,

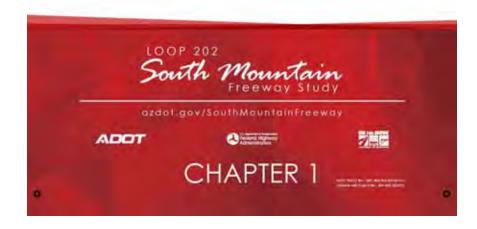
the EIS process
would continue with
an evaluation of a
range of reasonable
alternatives in the
Study Area.

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.

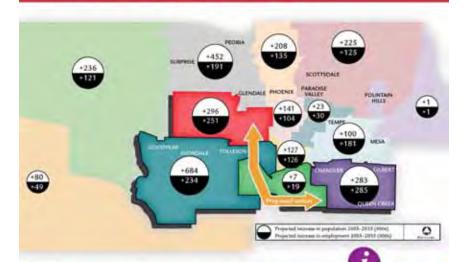


Need Based on Socioeconomic Factors

What is the projected growth in Maricopa County over the next 25 years?

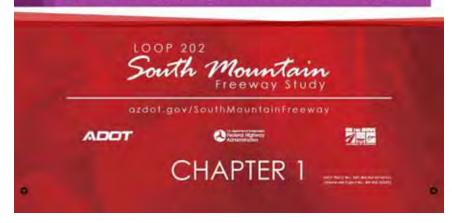


Almost 50 percent of the projected population and employment growth in Maricopa County is expected to occur in areas that would be immediately served by the proposed freeway.



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 1900s. It is anticipated this growth will continue over the next 25 years.

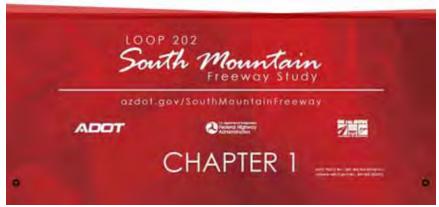


Traffic and Congestion

How will travel change without the proposed South Mountain Freeway?

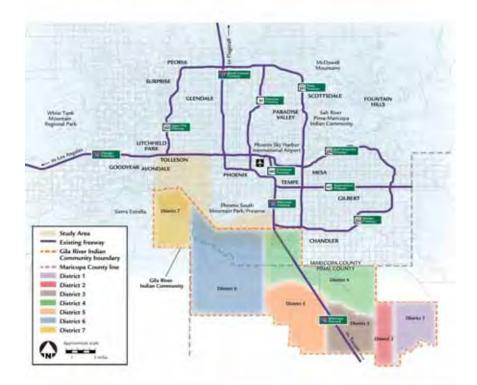
The region will suffer even greater congestion, travel delays and limited options for moving people and goods safely through the Phoenix metropolitan region compared to current conditions.

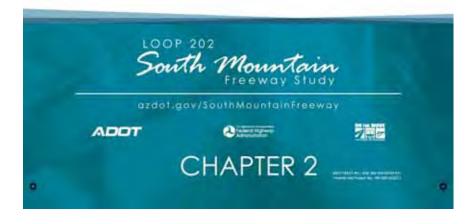




The Gila River Indian Community (Community) is a sovereign nation with the following characteristics:

- 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.





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.

| 1996 | Number of Community Meetings Attended |
|--|--|
| 2000 2001 16 | 16 |
| 2002 2004 | 58 |
| 2005 Assembly Recorded in residual to a Company request of displacement Company Recorded in residual to a transfer request of displacement Company Company of the control of the residual to the control of the control | 13 |
| 2006 SAN TRANSPORT HOME BERGE DOT LESS AND A SERVICE DE LA CONTRACTION DEL CONTRACTION DE LA CONTRACTI | 15 |
| 2010 Commany Counts as the within to ACCI Jackson to a window to each incorducing a may of the paragraph of the paragraph of the paragraph of the command and account of the paragraph of the command and accounts of the paragraph of the command of the paragraph of the command of the paragraph of the command of the paragraph of the description of the description of the command of the command of the paragraph of the paragraph of the command of the paragraph of the | 44 |
| 2011- Continued conducted with any connects for the members reparating the processor Community Asymmetry Such Processor participation of the Asymmetry Continued and Continued Associated A | 25 |
| 2012 Reference or finish featurery SEE Community premitted would in lives of the horizon game. Total from humbles participated in Travellings. | 7 |
| 2013 A group of Community members admitted a peritor, by the Community Covery to lead coupling rehistence in a consider a feasion's dignitised on Community know the amount is cropping. | " |
| TOTAL MEETINGS | 178 |



Alternatives Development and Screening Process

Mid-1980s

Draft EIS

Alternatives for a major transportation facility in the Study Area were proposed.

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

ALL IDENTIFIED POTENTIAL SOLUTIONS

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

MODAL **OPTIONS**

CORRIDOR **OPTIONS**

ALIGNMENT **OPTIONS**

DESIGN OPTIONS & REFINEMENTS

ALTERNATIVES TO BE STUDIED IN DETAIL

LOOP 202 outh Mountain



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Modal Screening

Alternatives to the Freeway Mode



| Alternative | Eleme | Reasons for elimination | | |
|--|--|----------------------------|--|--|
| Transportation System Management | Examples: Overhead message boards and auxiliary lanes | | | |
| Transportation Demand Monagement | Examples: Telecommuting and reverse commuting | | WOULD NOT meet projected travel needs of the region. | |
| Transil | Light rail | Santa S | | |
| | Commuter rail | | Note that elimination of these alternatives does not preclude using them in combination with the treeway mode, nor does it | |
| | Bus routes | 311111 | preclude them from being implemented in the future. | |
| | Van pools | | | |
| Street network expansion | Add more lanes Improve intersections New streets | | | |
| land use | Increase residential densities Redistribute employment centers | NA PER | NO additional modification are feasible 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

South Mountain







6

Steps

broad coridors

Results

Elminated Corridor A

Reason for elimination

. If would not serve as many travelers as other

- Created specific alignment alternatives that:

 best met the need for the project.

 met design standards.

 avoided environmental conflicts to the extent

Eliminated Alignments on GRIC (51st Avenue) Bettine Road/Riggs Road alignment) because the Community had not granted permission to study attematives on its land at that time.

Eliminated \$8.85/Interstate & Alternative because it would not complete the loop system and would cause substantial out-of-direction travel.

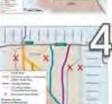
Eliminated alternatives that generated greater operational environmental and/or economic impacts.

Evaluation of Alternatives

Compared

numerous alignments from previous studies

public/agency



Western Section

Eastern Section

Eliminated Alternatives 10.5 108 10.7 109

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 developments

Eliminated Ray Road and Chandler Boulevard Alternatives Required hundreds of residential displacements

- Split Ahwatukee Foothills Village
 Adveney impacted local traffic circulation

- Eliminated US 40 extension pecause It did not address travel demand and capacity needs.

- Eliminated I-10 spur

- Caused poor traffic operations on 1-10, 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

(0

WSS (later revised to WS9)
 W71

WIDI Western, WIGI Central, and WIDI Eastern

Eastern Section Action Alternative

E1 Alternative, also known as the Pecos Road Alignment

LOOP 202

South Mountain



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Design Options

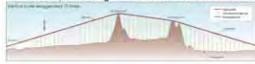
and Refinements

Options for Reducing Impacts to the South Mountains

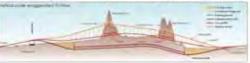
Bridge and funnel options were eliminated because of:

- safety and accidentmanagement concerns.
- homeland-security concerns.
- construction and maintenance issues.
- future expansion limitations.
- substantially higher estimated
- 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 for Reducing Impacts on Ahwatukee Foothills Village

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.

outh Mountain 2 ADOT CHAPTER 3 0

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.

* For more information see: www.bqaz.org/azparkway



This analysis reinforced that a freeway was the appropriate mod

Reducing the Freeway and Freeway Right-of-Way



Original 10-lane concept



future lanes

Use **SIDESLOPES** in all areas

total residential displacements along the E1 Alternative**

LONG TERM provides more capacity and better level of service



 lanes all constructed o) at once*

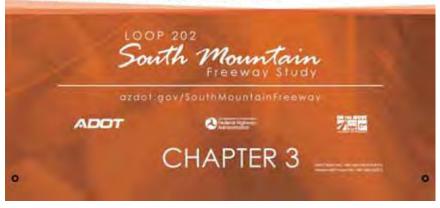
Use **RETAINING WALLS** as cost-effective measure to reduce right-of-way impacts

total residential displacements along the E1 Alternative**

INITIALLY provides more capacity and better level of service

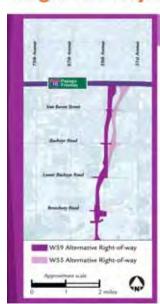
CONCLUSION: The 10-LANE FREEWAY was eliminated from further consideration. The 8-LANE FREEWAY was carried forward: it would address the purpose and need for the project and require less right-of-way acquisition

"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 Pecas Road. The residential displacements along the W59 Alternative would be relatively the same for both concepts.



Design Adjustments

Alignment Adjustments to W59 Alternative



W55 Alternative Shifts to 59th Avenue at 1-10 (Papago Freeway)

The W59 Alternative offers the following characteristics compared to the W55 Alternative:

Advantages

- Would take advantage of right-of-way awned by the City of Pridenia. Utilities along 59th Avenue.

Disadvantages

- Would reduce business Would couse increased disruption of haffic during construction along
- Would allow I-10 traffic to perform better.

 Would be preferable from a security perspective (facilities at 151st Avenue and Van Burin Sheet).

 Would require the resociation of more.

 Would require the resociation of more.
- would eliminate the need to single-family residences and two reconstruct the S1st Avenue bridge apartment complexes.

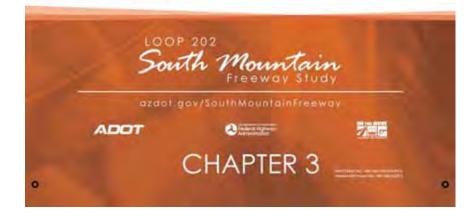
CONCLUSION: Because of these factors, the W59 ALTERNATIVE was carried forward and the W55 ALTERNATIVE was eliminated from further consideration.

W59 Alternative Kight-of way

W59 Alternative Shitts 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 MAG, FHWA and ADOT SUPPORTED 62nd Avenue near Dobbins Road



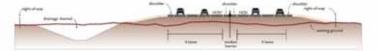
Screening Process Results

As a result of the screening process, five atternatives in the Western Section and one alternative in the Eastern Section were carried forward for detailed study in the Draft EIS.



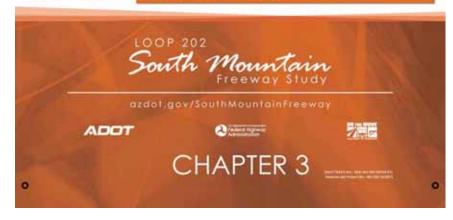
Typical 8-Lane Freeway Configuration

The action alternatives would have three 12-foot-wide general-purpose lanes and one HOV lane in each direction, separated by a median barrier.



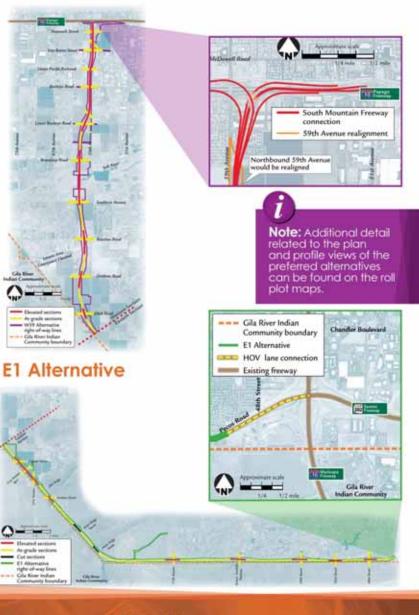
What other elements would be associated with all of the action alternatives?

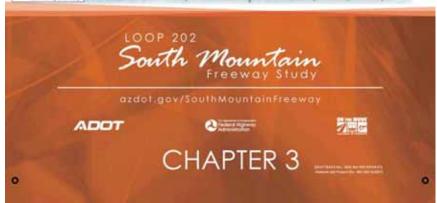
- Auxiliary lanes between entrance and exit ramps would be used where warranted.
- Rubberized asphall would be applied according to ADCIT policy
- Signs, lighting, traffic signals and pavement markings would be designed to meet current guidelines and standards.
- Brainage structures (basins, pipes, culverts, 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.





W59 Alternative





Other Alternatives **Studied in Detail**

W101 Alternatives

Western Option



Central Option



Eastern Option





South Mountain Freeway Reconfigured freeway rar Loop 101/Loop 202 direct connection



W71 Alternative





Mountain







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 fraffic 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?

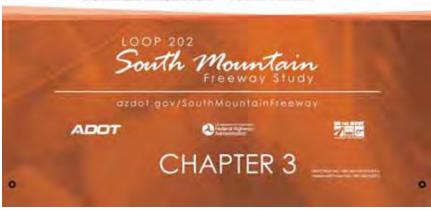


The action alternatives would perform well during the morning commute. Traffic on short segments of the action alternatives would operate at LOS E or F during the evening commute in the Western and Eastern Sections.

What would the LOS be on 1-10 (Papago) by alternative?



The W59, W71, and W101 Atternatives would meet the purpose and need criteria and would provide similar advantages when compared to the No-Build Atternative.



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**.

Percentage of trips in the Study Area



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.

Travel time to downtown



CONCLUSION: With the proposed freeway, annual travel time costs savings would be approximately \$200 million when compared to conditions without the freeway.

Miles of I-10 with 3+ hours of congestion



CONCLUSION: The proposed freeway WOULD provide relief by eliminaling congested freeway segments and reducing the duration of congested conditions.



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 | El |
|--|--|---|--|--|
| Total costs* | \$1.72-\$1.67 billion | \$1.54 billion | \$1.23 billion | 5742 million |
| Total number of residential displacements | 940-1334 displacements | 847 displacements | 774 displacements | 138 displacements |
| Reduction in total lax revenues | Inconsequential reduction in Phoenix and Avandale revenue. Adverse impact (14 to 17 percest reduction) on Tolleson revenue. | Incorrequential reduction in Phoenia revenue. No reduction in Tolleson and Avondate revenue. | inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avandale sevenue. | Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avandals revenue. |
| traffic operations | Provides direct connection to Loop 101 and better occess to area west and north of study. | Frovides traffic benefits when compared to the No-Action Alternative. Does not provide level of benefit as W59 or W101 Alternatives. | Shifts motorists from arteriots to freeway for commuting trips. Provides best access to downtown. Musamizes performance of future 58 30 and Avenido 8to Salada projects. | Provides a direct Connection to Loop 202. Reduces pass-through hottic on \$1st Avenue in the Community. Reduces hattic on Chandler Soulevard in Aheatsize. |
| Regional support from Cities and Towns. | Not consistent with local plans. | Not consistent with local plans. | 7 resolutions passed supporting an alignment near 55th Avenue and apposing Loop 101. | Consistent with local plans. |
| including right-of-way, construction, and design | | | PREFERRED A | LTERNATIVE |

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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

Chapter 4 of the Draft EIS includes a substantial discussion of those elements of the environment most affected by the proposed freeway.

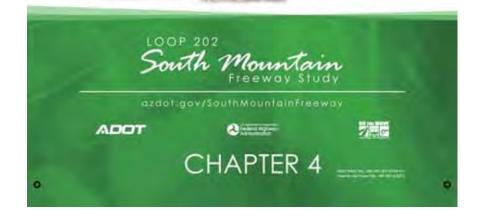
The Chapter 4 banners also contain information regarding applicable measures to avoid or reduce environmental impacts.

Alternative.

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.





Land Use

Land use issues examined in the Draft EIS considered effects on:

- 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.

| | Acreage of land use conversion | | | | | |
|------------------------|--------------------------------|-----------------|-----|-----|--|--|
| Land use | w | Entrers Section | | | | |
| | W101~ | W71 | W59 | E1 | | |
| Agricultural | 554-699 | 535 | 548 | 163 | | |
| Residential | 291-387 | 277 | 62 | 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 | 1,041 | 935 | 383 | | |

Total acreage in the study area is 55,400.

** Ranges of values: For fables throughout the Draft ES, 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

Miligation would include, but would not be limited to:

- For the WS9 and E1 Alternatives. ADOT and FHWA would coordinate with the Bureau of Land Management and Altona 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 Guality, 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 | FI |
|---|------|-----|-----|----|
| Would be consistent with local and regional planning objectives | | 0 | 0 | |
| Would be consistent with location depicted in local and regional plans | | | | |
| Would introduce visual and noise intrusions into existing neighborhoods | | 0 | | |
| Would bisect properties | (4) | | | |
| Would disrupt community character and cohesion | 0 | • | 0 | |
| Would Improve emergency vehicle response times | | 0 | • | |
| Would improve circulation on arterial streets by distributing traffic onto the region's transportation network, adding atternative routes, and local operational improvements | | • | • | |

Distinct Communities in the Study Area

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

Miligation would include, but would not be limited to:

- Providing alternative access for emergericy services.
- Using noise barriers, aesthetic treatments of structures, and landscaping to reduce
- Coordinating with affected jurisdictions to resolve impacts on local street circulation.
- Designating utility corridors to minimize impacts at planned relocations.









Environmental Justice

Environmental justice principles

address undue hardship and disproportionately high and adverse effects on low-income and minority populations.





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.
- + 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
- All populations, including protected populations. WOULD benefit from the proposed freeway through improved regional mobility and reduced local street traffic.

Female Head of Household Population Disabled Population



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

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 treeway 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
- · 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

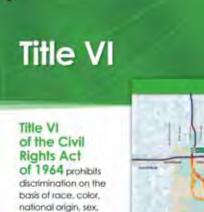
√ None required.

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Representative Impacts

Action Alternatives

age, or disability.

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 Atternative

- 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.



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.

| | Displacements | | | | | |
|----------------------|-----------------|-----|-----|-----------------|--|--|
| Property type | Western Section | | | Eastern Section | | |
| | W101 | W71 | W59 | El | | |
| Homes | 926-1,304 | 825 | 53 | 138 | | |
| Apartment units | 0 | 0 | 680 | 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 cangestian on the local street network may affect access to employment and housing.

Representative Mitigation

Miligation 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 displacees
- ✓ Offering relocation services and payments in accordance with eligibility.

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CHAPTER 4

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 1.5 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.

| | | Eastern Section | | |
|--|-----------------------------|-----------------|------------|-------------|
| | W101 | W71 | W59 | EI |
| Acreage of taxable land converted to a nontaxable base | 1,220-1,261 | 1,039 | 873 | 740 |
| Phoenix tax revenue reduction* | \$4,430,900- \$5,081,800 | \$4,325,900 | 55,104,300 | \$4,302,100 |
| Tolleson lax revenue reduction* | \$2,430,100- \$2,633,500 | \$0 | 50 | \$0 |
| Avandale fax revenue reduction* | \$273,900 | 150 | 50 | 50 |

^{*} Reduction of annual tax revenues attributable to land use convenion under existing condition

The annual reductions in tax base for the cities of Phoenix and Avandale 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 WIO) Alternative), however, represents a reduction between 14 and 17 percent annually.

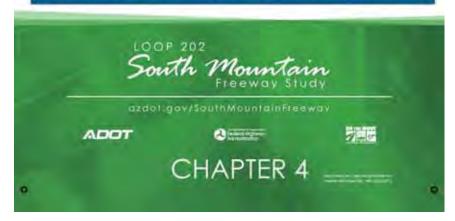
No-Build Alternative

- 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 treeway, 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

Miligation 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.

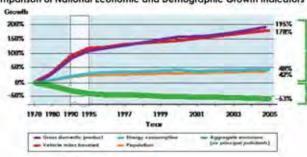


Air Quality

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 pollutarits 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.

Comparison of National Economic and Demographic Growth Indicators



Representative Impacts

Action Atternatives

- 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 afternatives 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 authors.

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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Criteria air poliutants:

carbon monoxide

particulate matter

Over the past

35 years, major indicators of economic or demographic growth have increased, while emissions of a privilegal air pollutants have been reduced by 47%.

sulfur dioxide

nitrogen diaxide

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

naphalerie

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 patential 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 GHGsparticularly carbon dioxide emissions—and to assess the risks to transportation systems and services from climate change.

Representative Mitigation

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Mitigation would include, but would not be imited 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.

with Mountain 2 ADOT CHAPTER 4

Noise

The noise impact of the proposed freeway on nearby noise-sensitive land uses (for example, residences) was evaluated to determine it 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.

Noise mitigation typically consists of placing a concrete or masonry wall, called a NOISE BARRIER, along a roadway. Noise barriers are usually the most feasible and cost-effective strategy for mitigating highway noise impacts.

Representative Mitigation

Miligation 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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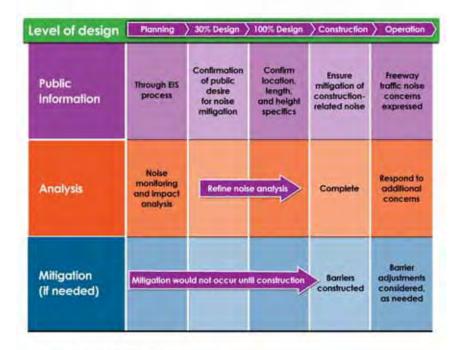
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CHAPTER 4

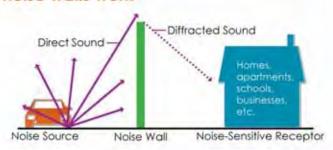
Noise Barrier Location Process

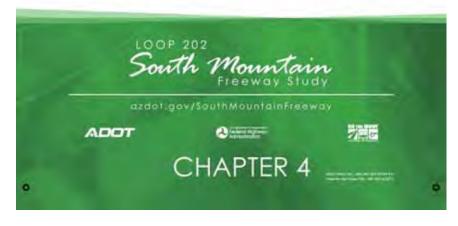


The determination of the location, length, and height of noise barriers requires multiple stages of modeling analysis and offers the public a number of apportunities to gather information and provide comments.



How noise walls work





Water Resources

Water resource issues examined in the Draft ES considered effects on surface water quality, irrigation conals, and access to groundwater supply. Other water resources, like floodplains, are presented in other

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 intigation canals would be subject to the potential for increased pollutant
- 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 confinue 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

Miligation 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 Poliution Discharge Elimination System (AZPDES) permit from ADEQ. The permit would outline construction limitations of discharge to not exceed water quality standards.
- ✓ Starm 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
- ✓ 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

outh Mountain









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 Acreages Affected | | | | | |
|------------------------|------------------------------|-----------------|-----|----|--|--|
| March Street | | Eastern Section | | | | |
| Floodplain | W101 | W71 | W59 | E1 | | |
| Sall River | 19 | 1172 | 53 | 0 | | |
| Union Pacific Railroad | 29-33 | 10 | 4 | 0 | | |
| TOTAL | 48-52 | 127 | 57 | 0 | | |

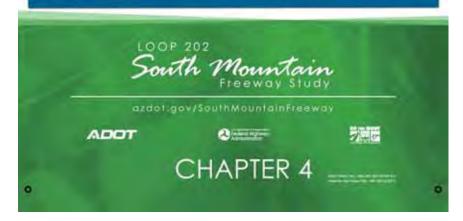
No-Build Alternative

- 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.



Waters of the United States

Such waters in the Study Area include ephemeral (temporary) washes, canal laterals (ditches), and the Salt and Gila rivers.



Clean Water Act (CWA)

SECTION 404

regulates the discharge of

rhedged or fill material into waters of the US.

administered by

US Army Corps of Engineers

SECTION 401

water quality associated with activities/construction of the proposed action into waters at the U.S.



Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

| | Western Section | | | Eastern Section |
|---------------------------------------|-----------------|-----|-----|-----------------|
| | W101 | W71 | W59 | El |
| Acreage of impact on waters of the US | 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

Miligation 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 dion 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 perm slipulates 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 miligation for unavoidable impacts to the aquatic environment.







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 | El |
| influence desi conditions are accounted to Little direct eff Any potential groundwater- an adverse eff Sand and gra | and soil condition gn and construct a commonly enco or in design and co fect on groundwo land subsidence level decline is un fect on the propo vel operations—s —would be affect | ion, but such contered and construction. ater levels, due to likely to have osed freeway, ome inactive. | Bedrock of granite and gneiss would be encountered through ridgelines on the west side of the South Mountains, resulting in difficult excavation conditions. Blosting may be required for removal. |

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

Miligation would include, but would not be limited to:

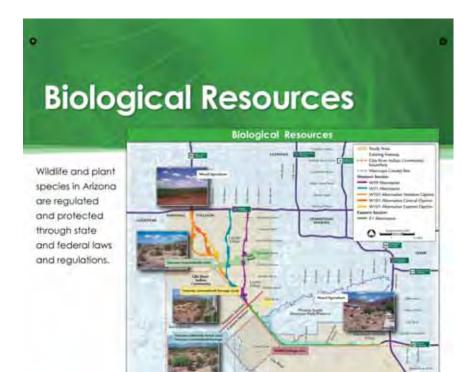
- If blasting is necessary for excavation, in-depth pre- and post-construction surveys, including photos and video, for all structures located within one-half mile of any blasting and/or heavy ripping activities would occur. Surveys would be done to ADO!
- Acquisition and relocations of sand and gravel operations would be in accordance with federal and state laws addressing compensation and relocation.
- Excavated slopes would be protected against erasion and rock fall.











Representative Impacts

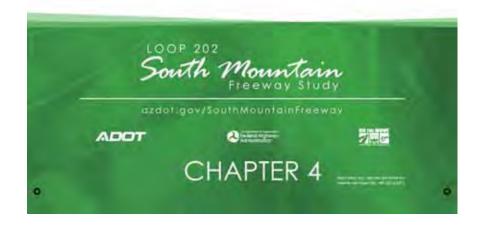
Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

| Western Section | | Eastern Section | |
|--|-------------------------------------|-----------------|---|
| W101 | W71 | W59 | E) |
| May affect foraging behavior of the Sonoran Desert population of bold eagles along the Salt River. | | | May affect the Sonoran desert tortoise through vehicular conflicts, displacement from construction. |
| | fect threatened species or their | | loss of food sources and cover habitat, and habitat degradation, |
| | ome wildlife mo | vement becaus | e of the physical barrier that would be |
| | | | the South Mountains and Sierra Estrella. |
| | cover areas, n | | d food resources for wildlife habitat |

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.



Biological Resources

Examples of species in the Study Area







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
- √ 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.







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 fraditional, 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 | | |
|--|---------------------|------|-----------------|------|-----|
| | | W101 | W71 | W59 | E1 |
| Archaeological sili | es | 2-3 | | 5 | |
| Roosevell Canal | Crosses | No | Yers | 7.03 | No. |
| | Affects eligibility | No | No | No. | No |
| Historic Southern Pacific Railroad | Crosses | Yes | Yes | Yes | No |
| | Affects eligibility | No | No | No | No |
| Historic Phoenix So Park/Preserve | with Mountain | No | No | No | Yes |
| Traditional Cultural South Mountains | Property- | No | No | No. | Yes |

All action afternatives would affect archaeological and historic resources.

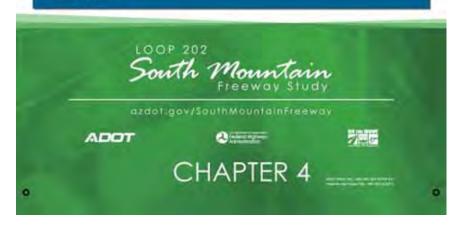
No-Build Atternative

- 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 rallroad.
- 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.



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. If does not include land already in or committed to urban development or water storage.

Unique formland is land other than prime formland that is used for production of specific high-value food and fiber crops, Examples of such crops include citrus, free nuts, alives, fruits, and vegetables...

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

| San San | Western Section | | | Eastern Section |
|---|-----------------|-----|-----|-----------------|
| Impact | W101 | W71 | W59 | El |
| Acreage of converted prime and unique formlands* | 827-863 | 583 | 588 | 154 |

"The acreages of farmland convenion 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 formland by the proposed freeway would be inconsequential, although some remnants of formland would likely remain indefinitely.

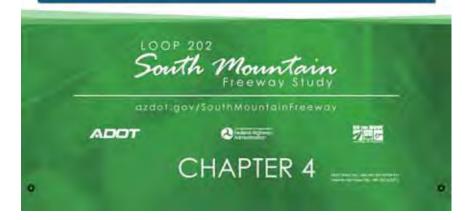
No-Bulld Alternative

- 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

Miligation would include, but would not be limited to:

- Coordinating with affected property owners to provide access, it possible, for farms
 equipment between divided agricultural parcels.
- Purchasing remaining farm parcels considered too small to be farmed either economically or functionally.



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:

| and the same of th | Western Section | | | Eastern Section |
|--|-----------------|-----|-----|-----------------|
| Impact | W101 | W71 | W59 | E1 |
| Disturbance of high-priority hazardous materials sites* | 1 | 1 | 5 | 0 |

^{*} High-priority sites are those with high potential for releasing hazardous materias into the soli or groundwater. Examples of high-priority sites include current service stations, bulk fueling ferminals, or known sites with a release that has not been remediated (cleaned).

No-Bulld 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 spile.
- Removing any existing aboveground storage tanks or underground storage tanks in accordance with Arizona laws and regulations.

South Mountain

azdot:gov/SouthMountainFreewa







CHAPTER 4

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 | | | Eastein Section |
|--|---|--|--|
| W101 | W71 | W59 | E1 |
| reeway would be vis Views from the devel would not change. The W71 Alternative visits and second s | is, new traffic interchange lible from residences and a loped areas of the W101 a would have slightly greate innea residential develope | ural areas. nd W59 Alternatives impacts to views | The proposed freeway in and around the South Mountain would alter the views of the natural settings. |

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:

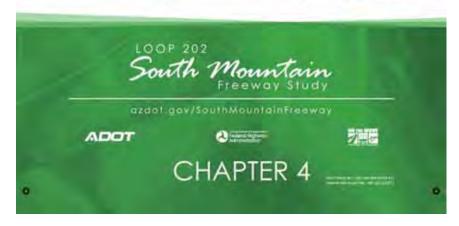
- Using plants to screen views both of the road and from the road.
- Clustering or grouping plant material in an informal pattern to break up the linear form
 of the freeway.
- Blending retention basins and their landscape treatments into their natural surroundings.
- Using earth colors for overpasses, 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:











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:

| | Action Alternatives | | | | |
|-----------------------------|---------------------|---------------|---------------|--|--|
| Impact | 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

| Thomas | No-Build Alternative |
|-----------------------------|----------------------|
| Impaci | gallam per year |
| Regional energy consumption | 4,223,000,000 |

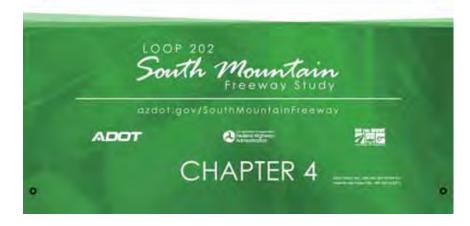
Among the action alternatives, operational energy use is essentially about the same and all action alternatives are projected to result in less fuel consumption than the No-Build Alternative.

40M GALLONS LESS FUEL PER YEAR



Representative Mitigation

No miligation is proposed.



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
- √ 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
- \checkmark 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







outh Mountain







ă.

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.

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.

Onsite excavation can generate required fill.



Local sand and gravel operations can be a source of fill.





Representative Impacts

Action Alternatives

impacts from the action alternatives would include, but would not be limited to:

| The state of the s | Western Section | | | Eastern Section | |
|--|-----------------|------|-----|-----------------|--|
| Impact | W101 | W71 | W59 | E1 | |
| Amount of fill material needed (million cubic yards) | 1.0-4.0 | 0.25 | 3.8 | 6.2 | |

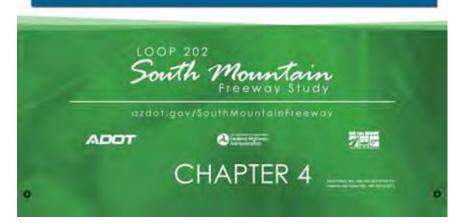
No-Build Alternatives

 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-turnished material sources must obtain environmental clearance for use on ADOT projects.



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:

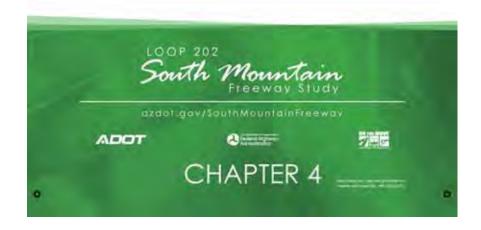
| | Western Section | | | Eastern Section | | |
|------------|---|---|-----------------------|---|--|--|
| | W101 | W71 | W59 | E) | | |
| Secondary | Growth in traffic, population, and related effects would occur with or without the proposed freeway, resulting in increased congestion. Impacts on biological resources, water resources, air quality, cultural resources, land uses, community character, and economic conditions would occur. 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. | | | | | |
| Complative | The proposed free growth as establish last 25 years. The minimal contributions are contributed in the contribution of the co | way would accur in an hed in local jurisdiction bution to overall traffic | urbanizing area plann | ed for continued urban divities for as many as the we both positive and | | |

No-Bulld Atternative

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

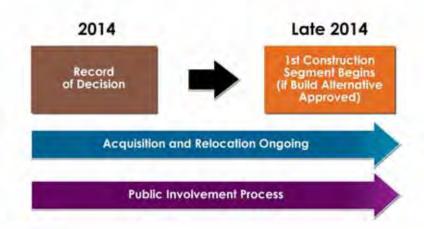
Project-specific miligation measures proposed to address direct impacts would also provide reductions in overall secondary and cumulative impacts.



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.
- Right-of-way process information can be obtained by speaking with an ADOT Right-of-Way representative or calling 602-712-7316.
- 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.





Section 4(f) Overview



Section 4(f) of the U.S. Department of Transportation Act of 1966 generally:

recreation area, wildlife and waterfowl refuge, or historic site unless it can be shown that there is no prudent and feasible atternative to that use and that the project includes all possible planning to minimize harm to the resource.

Section 4(I) applies to projects that receive funding from or approval by an agency of the U.S. Department of Transportation.

What are Section 4(t) 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

0

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.













ADOT





CHAPTER 5 _

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 fiving 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 localises where a particular community has historically gone—and is known to go today—to perform traditional cultural practices.

South Mountain

asastaav/SouthMountpittleewo







Section 4(f) Outcomes

Representative Impacts

Action Alternatives

| Western Section | | tion | Eastern Section | |
|--|-----|-----------|---|--|
| W101 | W71 | W59 | E1 | |
| Would not use any Section 4(f) resources. | | y Section | 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

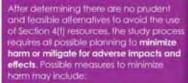
No immediate impacts would occur, but transportation-related planned development (nonfederally funded) could contribute to future impacts.

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?



- alignment/design modifications or adjustments.
- miligation 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 multiuse 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.

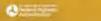
CONCLUSION:

After extensive consideration of a multitude of design options (i.e., lutinoling, bridging), the study feam determined avoidance of the mountains WOULD NOT be prudent and legislate as defined under Section 4111.

South Mountain

azidat gay/SouthMountgintreeway







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 Scoping letters sent to 252 federal tribal leaders during (10) interviews state, and local agencie 2000 presentations to neighborhood ogency scoping meeting groups, homeowners associations, agency representatives chambers of commerce, village planning committees, trade associations, etc. 25 public meetings Study information provided through: stakeholder progress Study videos, including Visual meetings held since July 2001 to discuss; simulation, newsletters (print and - Alternatives electronic), fact sheets. frequently asked questions, and informational postcards Conceptual designs - Environmental impacts Citizens Advisory Team meetings - Communications and public involvement of the proposed action Interviews, briefings, news releases, comment forms, Internet survey - Project website, email address, and hotline 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.



How Public Comments are Incorporated into the Study

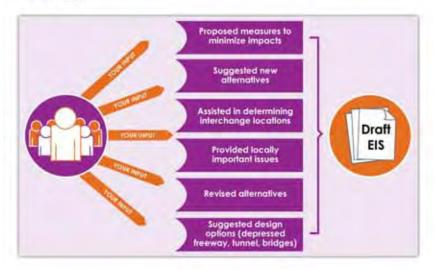


Public comments obtained throughout the study are analyzed to identify:

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.



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.











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 feam 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
- Ahwatukee Foothills
 Gila River Indian Village Planning Commun.

 • Gila River Indian
- Ahwatukee Lakewood Community, District 7* Homeowners Association + Glla River Indian
- Arizona Forward Association
- Arizona Public Health
 Cottonfields Homeowners
 Phoenix Mountains Association
- Arizona Trucking Association*
- Arlington Estates
- Calabrea Homeowners Association Association
- Chandler Chamber of Commerce*
- · City of Avondale
- · City of Chandler*
- · City of Tolleson*

- Gila River Indian Chamber of Commerce Community, District 4*

 - Community, Elderly Concerns Group*
 - Association
 - East Valley Partnership*
 Sierra Club
 - *Estrella Village Planning *Silverado Ranch Committee
- Homeowners Association *The Foothills Homeowners Association*
 - Foothills Reserve
 - *I-10/Pecos Road
 - Landowners Association Southwest Valley
 - Kyrene Elementary School District

- Laveen Citizens for Responsible Development
- Community, District 6* Laveen Village Planning Committee
 - + Maricopa County Farm Bureau
 - . Mountain Park Ranch Homeowners Association
 - Preservation Council

 - Homeowners
 - South Mountain Village Planning Committee
- Homeowners Association *South Mountain/Laveen Chamber of Commerce*
 - Chamber of Commerce
 - United Arizona Dairymen*

* previous member organizations

Since 2001, over 60 SMCAT meetings have been held.



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 Draff 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



602.712.7006



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.

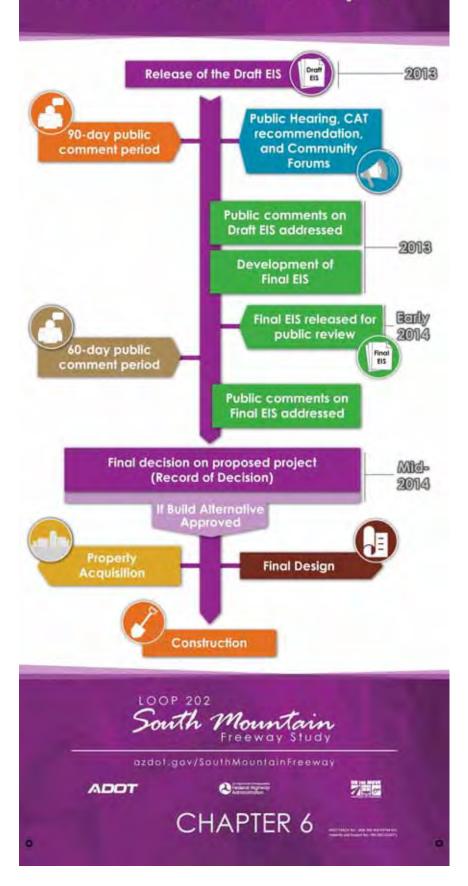


Community Forums

- 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, emailed to the e-newsletter subscribers, and published in the newspaper and local publications.



What are the Next Steps?



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?





- 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

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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 and Agency Input (Scoping)

Purpose and Need Alternatives Alternatives Alternative Alternative

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.



Important Elements in the NEPA Process

Completion of the NEPA process generally involves 8 integrated steps:

| | Steps | Outcomes | | |
|------------------------------------|---|--|--|--|
| DEV | Public and Agency Input (Scoping) | Ensures that agencies and the public: • understand the purpose of the project. • agree with the content, methodologies, and process, Collect valuable information from stakeholders on key issues. | | |
| ELOP P | Purpose and Need | 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. | | |
| UBLIC | Development of Alternatives | Identifies a full range of alternatives; including No-Build Alternative, Identities alternative modes: configurations, and locations or alignments. | | |
| ANDA | Evaluation of Alternatives | Provides technical information for comparison of alternatives, and potential environmental, physical and/or social impacts of the proposed action. | | |
| DEVELOP PUBLIC AND AGENCY OUTREACH | Selection of the Preferred Alternative | identifies Preferred Alternative based on the alternatives screening process, environmental impacts assessment, and stakeholder input. | | |
| Y OC | Draft ElS | Describes the impacts of alternatives, documents methods used to evaluate impacts, and discusses potential mitigation measures, identifies the Preferred Alternative, DES available for public comment. | | |
| JTREA | Final EIS | Describes the comments received on the DEIS, FHWA's responses and changes made, identifies the Recommended Alternative, FEIS available for public comment. | | |
| CH | Record of Decision | Identifies the Selected Alternative and why it was selected, specifies the "environmentally preterable 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
- · engineers
- social scientists
 documentation professionals
- legal experts
- real estate professionals



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 ElS.

.9

Room #3: Public Statements

- Provide a 3-minute verbal comment to the panel of study team members (speakers must register).
- · Listen to public comments.



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.

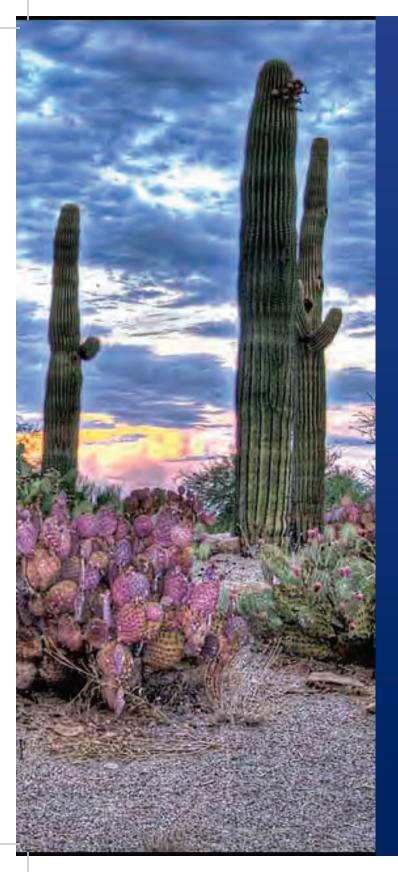
- Register all speakers are required to register by either calling the hotline in advance of the hearing or by signing up at the Speaker Registration table.
- Order of Speakers Speakers will be called forward based on the order in which they sign up.
 - To accommodate as many speakers as possible, individuals who have spaken already at the hearing will be placed at the end of the list.
- 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.
- Verbally summarize written comments Speakers are encouraged to summarize written comments rather than read them in full.
- 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.
- Cannot yield firme 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.
- Formal 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 Draff EIS must be postmarked by July 24th, 2013.



| Appendix L: ADO | JI KIGHT-OT-Wa | iy mandouts | |
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FOR MORE INFORMATION: Mary Ann Naber

Federal Preservation Officer Federal Highway Administration Phone 202-366-2060 Email MaryAnn.Naber@dot.gov



Section 4(f) At a Glance



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.

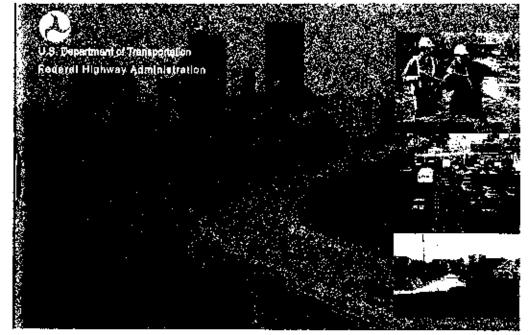
What is a "feasible and prudent" alternative?

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.



ACQUISITION

ACQUIRING REAL PROPERTY FOR FEDERAL AND FEDERAL-AID PROGRAMS AND PROJECTS

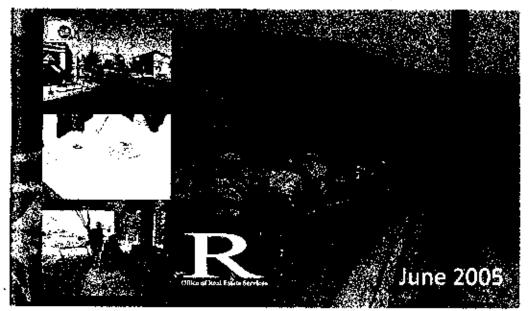


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INTRODUCTION

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

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 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.

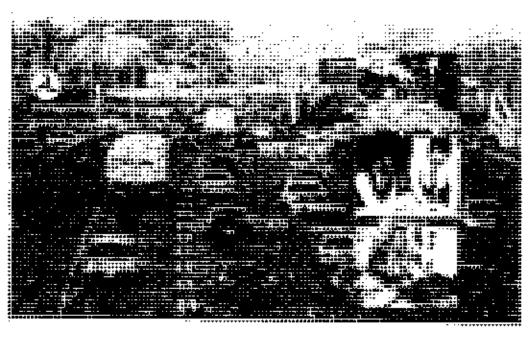
The information is provided to assist you in understanding the requirements that must be met by agencies, and your rights and obligations. If you have any questions, contact your agency representative.

Additional information on Federal acquisition requirements, the law and the regulation can be found at www.fhwa.dot.gov/realestate

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RELOCATION

YOUR RIGHTS AND BENEFITS AS A DISPLACED PERSON UNDER THE FEDERAL RELOCATION ASSISTANCE PROGRAM

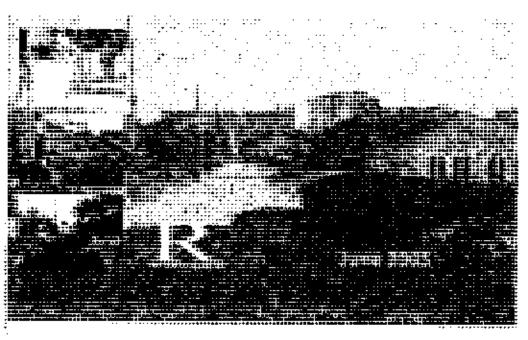


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INTRODUCTION

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

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.

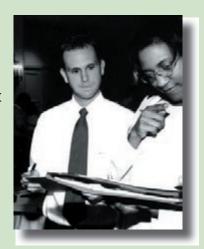
If you are eligible for Last Resort Housing, your relocation counselor will thoroughly explain the program to you.

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

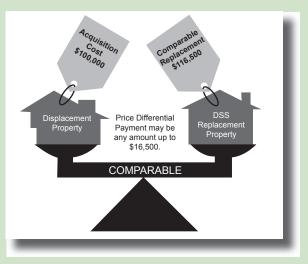
Example A: Assume the Agency purchases your property for \$100,000. After a thorough study of available comparable residential properties on the open market, the Agency determines that a comparable replacement property will cost \$116,500. If you purchase a DSS replacement property for \$116,500, you 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.



| Agency Computation of Maximum Price Differential Payment | Cost of Comparable Replacement Acquisition Price of Your Property Maximum Price Differential Payment | \$116,500 - 100,000 \$ 16,500 |
|--|--|---|
| Example A | Actual Cost of Replacement Property (Same Purchase Price as Comparable) Acquisition Price of Your Property Price Differential Payment | \$116,500 - 100,000 \$ 16,500 |
| Example B | Actual Cost of Replacement Property Acquisition Price of Your Property Difference Price Differential Payment You Are Responsible for This Amount | \$125,000 - 100,000 \$ 25,000 \$16,500 \$8,500 |
| Example C | Actual Cost of Replacement Property Acquisition Price of Your Property Price Differential Payment Payment is Based on Actual Cost | \$114,000 - 100,000 \$ 14,000 |



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.

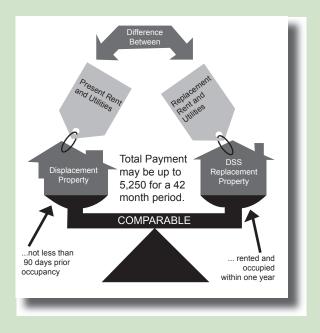
The rental assistance payment will be paid in a lump sum unless the Agency determines that the payment should be paid in installments. You must rent and occupy a DSS replacement dwelling within one year to be eligible.

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 | Rent You are Currently Paying | \$500 |
|-------------------------------|---|-------------------------------|
| Computation of Maximum Rental | Plus Cost for Utilities You are Paying | <u>+150</u> \$650 |
| Assistance Payment | Rent for a Comparable DSS Dwelling Estimated Cost for Utilities | \$600 <u>+175</u> \$775 |
| | Difference (\$775-650=\$125) x 42 months Maximum Rental Assistance Payment | \$5250 \$5250 |
| Example A | Actual Rent for DSS Replacement Property Plus Estimated Cost for Utilities | \$650 <u>+175</u> \$825 |
| | Difference (\$825-650=\$175) x 42 months Rental Assistance Payment | \$7350 \$5250 |
| Example B | Actual Rent for DSS Replacement Property Plus Estimated Cost for Utilities | \$575 <u>+165</u> \$740 |
| | Difference (\$740-650=\$90) x 42 months Rental Assistance Payment | \$3780 \$3780 |

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 rightof-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

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.

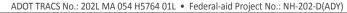
When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

It is helpful to ADOT to receive comments on:

- A particular alternative, environmental impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

| Comments must be received or postmarked by July 24, 2013 | | |
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| 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 or mailed to: ADOT Loop 202 South Mountain Freeway Study, 1655 W. Jackson Street, MD 126F, Phoenix, AZ 85007











Draft Environmental Impact Statement

COMMENT FORM

| Additional Comments: |
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ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)







Reporte Del Impacto Ambiental

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, cúal 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 201 | .3 |
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| 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 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)









Reporte Del Impacto Ambiental

FORMULARIO DE COMENTARIOS

| Comentarios Adicionales: |
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