Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 3:48 PM CALLER: MARK TACK CALLER ADDRESS: AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I live at South Mountain. I support the South Mountain Freeway. I think it needed to happen twenty years ago. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

May 25, 2013

ADOT Environmental Planning Group
1655 W. Jackson St.
Phoenix, Arizona 85007

Subject: Loop 202 South Mountain Freeway Study

Over 30 years ago, my husband and I saw a large model for housing developments south of South Mountain (Ahwatukee). The model showed a proposed new freeway. It was a selling point for the developers.

Over 20 years ago, at a planning and zoning meeting, my husband proposed a route for the freeway to connect with Interstate 10. Your representatives dismissed it as ludicrous. Today it is your "Preferred Alternative."

Over the last 20 years vehicular pollution has hurt EVERYONE. The congestion (bumper to bumper, stop and go) on downtown Interstate 10 has made it many times worse.

Now, what are you going to gain by another "study?" Who is doing the "studies?" How much money are they making? Can they use me, a retired industrial engineer? People who do "studies" have no incentives to stop.

1 Please, just build the freeway.

Donna Taddia

Donna Taddia

P.O. Box 578
4216 W. Carver Rd.
Laveen, Az. 85339

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Ron Tafoya Document Created: 6/26/2013 1:28:06 PM by Web Comment Form I wholeheartedly support the recommended construction of the Loop 202 using Pecos on the south, and the 59th Ave. alternative. I prefer to see it happens as soon as possible. My home is near Chandler Blvd. and 17th Ave. which is near one of the proposed exits. I am originally from the Los Angeles area where poorly planned transportation routes have taken a major toll on quality of life. Population expansion and development will continue in metro Phoenix. It will only get more expensive as time passes to deal with transportation infrastructure. This freeway can be added now, with relatively minimal impact to the environment and without excessive cost due to eminent domain (property acquisition). Those against this freeway have no argument. I live in the Ahwatukee Foothills and assert that my property values, quality of life, and convenience will all be enhanced as a result of the construction of this freeway. The 50 MPH speed limit on Pecos, which dead-ends at 27th Avenue is inconvenient. The community will still be relatively secluded, except with the added convenience of nearby major highway access. Failure to provide better access to and through this area will continue to box Ahwatukee into a corner and isolate it from downtown Phoenix. If L.A. is any indication of the future of this city, that commute will get much worse in the coming years, and providing 2 routes to and from downtown will help. Not to mention, those who commute from East to West Valley or vice versa would be able to avoid downtown altogether. There is a clear benefit to building this freeway. I support it, and would like to see the project expedited.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/12/13 INCOMING CALL TIME: 3:44 PM CALLER: PAUL TANDY CALLER ADDRESS: 20080 W. PINEWISH COURT, SURPRISE, AZ 85374 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5 6	Dong Tang Document Created: 6/2/2013 8:05:51 PM by Web Comment Form I have major concern regarding building the freeway by cutting ridges off the South Mountain, destroying parkland and disturbing wildlife. I would consider this highway a truck bypass largely since people live along the path will not benefit a lot from transportation convenience perspective. Actually I am troubled knowing that quite a number of houses and communities will be leveled to make room for the freeway. If such a freeway is really necessary for re-routing traffic, can we just make the current exiting path of US-85 a freeway instead?

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Biology, Plants, and Wildlife**	
3	**Purpose and Need, Truck Bypass**	
4	**Purpose and Need, Lack of Support**	
5	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
6	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:38:19 AM

From: lptanner1@yahoo.com [mailto:lptanner1@yahoo.com]
Sent: Saturday, May 11, 2013 11:28 AM
To: Projects
Subject: Build the South Mountain Freeway

I support building the South Mountain Freeway

Lawrence Tanner

Sent from Samsung tablet

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5 6 7	Rene Tanner — Document Created: 5/21/2013 9:21:17 PM by Web Comment Form The resources to build a freeway through South Mountain should be used on other projects including increasing the light rain, bus operations and making Phoenix a more livable city. Adding additional miles of freeway encourages urban sprawl and increases air pollution including carbon emissions, which are warming our planet.

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
3	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and 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 the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
5	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
6	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Air Quality**	Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth's climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related Greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth's atmosphere. Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-86). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions' impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project's emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-85), that greenhouse gas emissions from the proposed freeway would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 Code of Federal Regulations § 1502.22(b)].

Code	Comment Document

1

5049

MR. TASHQUINTH: In this EIS report, it has nothing to do with my people. In this EIS report, it says about the cultural significance. They don't understand the cultural significance of South Mountain to us and what it means to the -- to the Gila River Indian community. But not only to my community, but to the Salt River and to the Tohono O'oodham and to the Ak-Chin communities.

You see this basket here? This basket, my mother told me, you divide it into four. You divide it into four. And, in birth, you come to the opening. And you begin your journey into life by going through all the twists and turns. You learn how to walk, how to talk, how to feed yourself. You learn how to bathe.

You go through all of life like that, as a baby, as a youth, until you get down here to the bottom. At the bottom you start to go through all the twists and turns of life as a youth. You go through all of the difficulty. You get lost. You stumble around, and you try to figure out how to get out.

And, even into adulthood, you go through all of that. Down here at the bottom: The twists and turns of life.

You go through growing up as an adult, looking for a job, taking care of your families, taking care of yourself.

You get lost in here, those twists and turns, until you get to be an elder. When you become an elder, you come out to the outside on this side. You find your way back, all the

Page 29

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

way through here, until you come to the very center.

The center of this maze is Mawduc, South Mountain. To us, that's the center of the universe. That is where our creator, Siuuhu, he lives there, Elder Brother. He lives in that area. That's his house. He built this maze to get away from his enemies.

But in our way, we use this to show what life is about. That's our culture. That's our religion. That is our tradition. It's our way of life, what we call our -- what we say is our himduc.

That is the religious significance to us and our way, because he's our creator. Elder Brother is our creator. Elder Brother made us. That's why that mountain is very significant to us. We hold -- you know, to go up there and do ceremonies.

2 There are animals up there. There's the desert tortoise. There's the Gambel's quail.

There's vegetation up there that's still used as herbal medicines by our people, a root that's up there that's used to heal with: the greasewood, shegoi. Greasewood, that's used to heal. Drink it when you have a cold. Drink it when you're sick, like a tea. And you use that to help clear yourself.

3 There's a lot of places up there that are old prehistoric trails, where all the Hohokam used to go, our

Page 30

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
2	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Section 4(f) and Section 6(f)**	

Code	Comment Document

1 ancestors. Our ancestors walked up there and did their
2 ceremonies up there. That's the center of the universe for all
3 of us. That's where we come from.
4 Your -- If somebody wanted to go downtown and build
5 a freeway through St. Mary's Basilica downtown, all the
6 Catholics would get up, and they would be angry about it. They
7 would get mad about it and they would say, "No."
8 That is the same thing. We don't want that. We
9 don't want that freeway through there. We don't need that
10 freeway through there. Our people have been here for hundreds
11 and thousands of years.
12 When the forty-niners first came through here, our
13 people were the ones that helped find those forty-niners that
14 were lost. Our people went out with mercy patrol, with gourd
15 water, gourd canteens with water in them. They had corn and
16 melon, all these different things, looking for the forty-niners
17 that were lost out there in the desert.
18 And when they found them, they gave them the water
19 and told them, "Go. Go that way. Follow the mountains back
20 there. Follow, see where Mawduc is and the Camelback Mountain
21 and the Estrellas."
22 Below those mountains are our people, all along the
23 Gila River. Our people took care of them, helped them.
24 In 1847 the United States sent their first cavalry
25 patrol through here. And when they came through here, they

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document

1 asked Antonio Azul if they could trade horses with them so that
2 they could continue on to California. And he agreed, on a
3 handshake. On a handshake, he said, "Yes," and he traded
4 horses with them.
5 The Spanish garrison that was over in Tucson, they
6 wanted those horses. They tried to come and take it. They
7 wanted to take it away from us. Antonio Azul said, "If you
8 want those horses, come and get them. But you're going to have
9 to fight for them."
10 They never came back and got those horses because
11 Antonio Azul said, "I made a promise, on a handshake, that I
12 would take care of these horses for those white people that
13 went through here, came through here. And they'll be back, and
14 I'll give them back to them."
15 From that time on, our allegiance and our loyalty
16 was given to the United States of America. Our
17 great-grandfathers and our grandfathers, our fathers and our
18 brothers and our uncles fought alongside many of the white
19 people from the State of Arizona, when they fought in World
20 War I, World War II, Korea, Vietnam, all the way up to now, to
21 Iraq and Iran.
22 All over the world, our young men and women are
23 standing, side by side, with many of those people. We're all
24 a -- We're all a part of the -- We're all a part of the
25 Creator. We're all a people of the Creator. We're all

Code	Issue	Response

Code	Comment Document

1 children.
2 And we need to understand that nobody owns the
3 land, the way our elders told us. No one owns the land. The
4 land belongs to everyone. It was made and given to us so that
5 we can live in harmony and balance with all of the vegetation,
6 with the mountains, with the waters, and with all of the little
7 animals and all the birds in the sky. We live in harmony and
8 balance with one another and to take care of one another.
9 That's why we, as Akimel O'oodham and Pee Posh
10 people, we -- we are the caretakers of this land. That's what
11 we're supposed to be doing.
12 We don't want that freeway. We don't need that
13 freeway. They're not telling us about what the pollution is
14 going to do. They're not telling us about the toxins that's
15 going to come off of those tires after it rains. It's going to
16 pollute our waters that we're sitting on top of.
17 Our river doesn't run anymore because the people
18 that -- that are on the east side, those people are cutting --
19 cutting, to take the water away from us. That water was our
20 life. That water, the river, was what made us who we are. But
21 it's not running anymore.
22 The white man has come and is strangling us.
23 They're taking that water away from us. Now they want to
24 destroy our mountain that's sacred to us, but not only to us
25 but also to the Salt River, to the Tohono O'oodham, to the

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document

1 Ak-Chin community, to many of the tribes that are in the
2 surrounding areas. It's significant to them, in their ways,
3 too.
4 All we have is a little bit of strip of land, from
5 110th Avenue, Phoenix International Raceway, that corner along
6 the Salt River, all along to here, to South Mountain, all the
7 way towards Coolidge, all the way towards Casa Grande and
8 Maricopa and coming back around, back to the Estrellas, of all
9 the land we had. When we were strong, when we were a true
10 Nation, our land stretched from the headwaters of the Gila
11 River, outside the city of Silver City, New Mexico -- that's
12 where the Gila River begins -- all the way down to almost to
13 the Colorado River.
14 Many of our -- Many of our Hohokam relatives,
15 ancestors, their homes are up along the Mogollon Rim, all along
16 that way. They're up there because our land stretched that
17 far, all the way into Mexico.
18 When the Spanish first came, they called this whole
19 area Pima-eria Alta. Pima-eria Alta, the Northern First Ones.
20 We have relatives in Mexico. They are the Baja Pima-eria.
21 They are the Southern First Ones.
22 This is who we are, since the coming of the
23 European settlors, coming through here, stealing land from us,
24 lying to us, cheating us, just as they're doing now, telling us
25 lies and half-truths, what they really want, by either stealing

Code	Issue	Response

Code	Comment Document

1 or cheating from us, making bad deals with people who want
2 to -- think that money is good.
3 That time -- That's how we lost both of our lands.
4 That's how we lost this whole state.
5 But not only us, but all the rest of the other
6 tribes, too. The 21 tribes that are here in this state have
7 been reduced to small little pockets, reservations. And all
8 their traditional lands have been stolen from them.
9 All tribes are fighting. All tribes are trying to
10 stand up. All tribes are trying to take back what was theirs.
11 But it's hard because the white man will not listen to us. The
12 white man is too greedy. They're thieves and liars. So it has
13 been said, from a long time ago. But all tribes have dealt
14 with them. That's what they've come to find out.
15 We'll continue to fight. Those of us that are
16 against it, we'll continue to try and stop it, any way we can.
17 And, if all the other tribes in the outside understand, stand
18 with this, then, all together, we can make one last stand and
19 we can prevent the white man from coming through here and
20 taking what doesn't belong to them.
21 That's all I have to say.
22
23
24
25

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/24/13 INCOMING CALL TIME: 10:12 AM CALLER: GLENDA TATUM CALLER ADDRESS: 12718 WEST SOLA COURT, SUN CITY WEST, ARIZONA 85375 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am a voter, I live on the West side and I do support that freeway. It is a needed freeway, it is something that would help us connect to the east side from west side. I work in Chandler, so having to take the 10 and no other connection is really an inconvenience. I support that freeway and I look forward to that freeway construction. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Wednesday, May 22, 2013 10:56:29 AM

From: Nikki Taylor [mailto:tntaylor2001@gmail.com]
Sent: Monday, May 20, 2013 7:33 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 I am a Phoenix resident. I live in north Phoenix (district 2 85024 zip code), but my sister lives in Laveen. I visit her home often and would like the 202 to go through this area. Thank you.

Nikki Taylor

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:19 PM CALLER: NANCY TAYLOR CALLER ADDRESS: GILBERT, AZ PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling in support of the South Mountain Freeway. I feel it will help relieve some of the congestion that we now have on I-10 and the 101 that is all traffic and just trying to bypass to get to the other end of town or other side of the city. I live in Gilbert, Arizona and I definitely support it. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Freeway Project
Date: Monday, July 15, 2013 8:05:05 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Joe Taylor [mailto:jlt9@msn.com]
Sent: Sunday, July 14, 2013 10:50 AM
To: Projects
Subject: South Mountain Freeway Project

ADOT Loop 202 South Mountain Freeway Study

Where to join the 202 with I-10.

Resident Comment:

1 The most logical and practical and best plan for the overall long term city traffic flow is to join in the 202 at the 101W and I-10 interchange. Connecting the 202 to I-10 at 51st Ave
2 would cause extreme traffic congestion on that section of I-10, especially between 51st Ave and 101W which is an already over-crowded freeway section leading to more traffic accidents and deaths. Freight transport trucks attempting to by-pass Phoenix will be using this route heavily. The increase truck traffic this would cause on this section of I-10 will only add to the problem and more accidents.

Connecting the 202 to 101W and I-10 interchange will reduce traffic on I-10 between I-17 and 101W and provide an overall more seamless and safer freeway system with fewer accidents and traffic deaths. And isn't providing the safest freeway system for the parents and children traveling them the ultimate goal. Look at the big picture. Plan to reduce the congestion, not increase it.

Thank you.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Truck Bypass**	

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

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 Comment
Date: Tuesday, July 23, 2013 5:02:20 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Howard Teeter [mailto:hteeter@cox.net]
Sent: Tuesday, July 23, 2013 5:00 PM
To: Projects
Subject: Loop 202 Comment

1 2 3

I had high hopes that the GRIC negotiations would be successful but they appear to have fallen through.
At this point all I can ask is that the proposed route be moved or abandoned entirely due to the serious, detrimental
effects that it would have on the immediate community of Ahwatukee Foothills. The congestion, the pollution (noise
and air)and the added pressure of traffic and people would all contribute to the degradation of our neighborhoods,
our schools and our health. Neighborhood preservation must be a priority.
Our community abutting Pecos Road will suffer…which was never an issue at the time of inception, but is very much
an issue now. Thank you for listening.

Howard Teeter.
2719 E. Amberwood Dr.
Phoenix, Az 85048

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

Code	Issue	Response
1	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/13/13 INCOMING CALL TIME: 4:43 PM CALLER: SUSAN TELLER CALLER ADDRESS: 9122 W. HARBOR HILLS, SUN CITY, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Estudio de la Autopista
South Mountain
LOOP 202

2013

Reporte Del Impacto Ambiental
FORMULARIO DE COMENTARIOS

Comentarios Adicionales:

I've awated this freeway for a couple of decades or more. I believe this freeway has long been needed, specifically for rooting semi trucks out of the down town area. This freeway would give a second route to get from West PHX to Chandler or further sooth to Tucson.

I cannot believe that 10 or so more freeways have been built without any objections, and yet this freeway which is definitely needed has been put on Hold for decades because of a few people in Ahwatukee.

I live in Laveen and am all for building it, now, in my life time.

Let's get it done.

1 I like the 59th Ave Route

Arthur M. Telles
9439 S. 18 Ave
PHX AZ 85043
602-663-1939

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

PARA MÁS INFORMACÓN:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/9/13 INCOMING CALL TIME: 3:10 PM CALLER: MICHAEL TENNET CALLER ADDRESS: 26621 S. LAKEWOOD DRIVE, SUN LAKES, AZ 85248 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the planning and construction of the South Mountain Freeway. The freeway will reduce Downtown Phoenix traffic, including the tanker and boxcar trucks. This is a great way for moving traffic through Phoenix. It would be an excellent idea to help improve the economy.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 2:19 PM CALLER: MELINDA TERRINGTON CALLER ADDRESS: 113 E. LOBO DRIVE, PHOENIX, ARIZONA 85022 PHONE: 602-992-2473 EMAIL: **CALLER REMARKS/QUESTIONS:** I do believe that the Loop 202 of the South Mountain below Ahwatukee should be built. I've lived here my whole life and I've always thought there should be a freeway down there. I thought it should be built before Ahwatukee was expanded and built upon. Thank you and I do hope that the freeway will go through because I do think it would alleviate a lot of pressure in Central Phoenix. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	David Terry Document Created: 5/21/2013 7:41:13 PM by Web Comment Form From what I have heard this will benefit certain business interests that stand the most to gain and that more thought should be put toward the environmental impact that this might have on the area. Maybe an unbiased study should be conducted without the pressure of the monied interests involved before proceeding ahead with irreparable damage being done to the communities involved.

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1 2 3 4	Thomas Thaete Document Created: 7/23/2013 3:17:21 PM by Web Comment Form I am AGAINST the build of the Loop 202 South Mountain Freeway along Pecos Road. I am a resident of the Ahwatukee neighborhood and ask the ADOT to find a different or another alternative. This will take away from my hard earned property value; it is a destruction of well established neighborhood, churches, schools and local communities. regards tgt

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138 -47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Oppose Loop 202 South Mountain Freeway
Date: Tuesday, June 25, 2013 4:27:10 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: eltheiseno@gmail.com [mailto:eltheiseno@gmail.com] **On Behalf Of** Nicholas Theisen
Sent: Tuesday, June 25, 2013 4:21 PM
To: Projects
Subject: Oppose Loop 202 South Mountain Freeway

To whom it may concern,

1 I would like to express my formal opposition to the proposed 202 expansion project. The spending of public funds on a freeway around the south-side of South Mountain does not reflect the best interests of Arizona residents, and I believe in prioritizing public funds, it
2 does not currently warrant funding ahead of other public transportation options (expanded light rail, Tucson-Phoenix rail, etc).

The Regional Freeway System, approved by voters in 1985, reflected a need for expanded freeways that existed at the time. This has created substantial benefits for the community in Maricopa County, but it has also shaped our society in a number of negative ways. Unfortunately, population growth has followed the construction of the freeways, and rather than build up to take advantage of the many advantages urban density provides, Phoenix has grown ever-outward, to the detriment of more central communities. This has led to more cars
3 on the roads driving longer distances, and in turn dirtier air, and greater health problems. Current popular sentiment has turned, such that I believe a large portion of the population now wants to pull back from this course on which we have set ourselves.

"If you build it, they will come" is the general sentiment here. WE get to determine how we want to shape our society. If we want to create a society that commutes from Chandler to Avondale and vice versa, and expands ever-outward at the margins, then this plan makes
4 sense. If we want to further promote Arizona as a drive-through State, and bring more regional trucks onto our roads by making it easy to bypass Phoenix, then we will be well served by this freeway. OR we could instead invest our public funds in making Phoenix and
1 Maricopa County a destination. We could expand our light rail lines that have already sparked a tremendous amount of local development and given our citizens something to be proud of. Or we could connect our Capital City with our southern neighbor, Tucson, via a high-speed rail line, further reducing traffic on our freeways.

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Lack of Support**	
3	**Purpose and Need**	The Southwest Loop Highway—the South Mountain Freeway predecessor—was integral to the Regional Freeway and Highway System approved by Maricopa County voters in 1985. Although other facilities were considered a higher priority early in development of the Regional Freeway and Highway System, the South Mountain Freeway has been included in every subsequent update. The same route was approved by the State Transportation Board in 1988. In 2004, Maricopa County voters approved Proposition 400, which was designed to fund completion of the remaining segments of the Regional Freeway and Highway System, including the proposed South Mountain Freeway (Final Environmental Impact Statement page 1-21).
4	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

The choice is ours, and I strongly urge ADOT to choose to invest in one of the latter options. Thank you for your consideration.

Regards,

Nick

--
Nick Theisen
nicholas.theisen@gmail.com
(602) 820-1182

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

Code	Issue	Response

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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. GOOD PRESENTATION ON MAY 21, 2013 AT PHX CONVENTION CENTER. PRETTY MUCH AGREE WITH PLAN AS PRESENTED (WE) (1) STRONGLY SUGGEST GIVEN PRESENT INDIAN COMMUNITY ATTITUDE THAT ANY CONNECTIONS NOW OR LATER GIVING ACCESS TO TRIBAL LAND BE PAID FOR ENTIRELY BY THE INDIAN COMMUNITY.

(2) CONSIDERATION SHOULD BE CONSIDERED FOR ADDING ADDITIONAL LANE(S) TO I-10 WEST BOUND FROM 59TH AVE AND FROM I-10 CONNECTION SOUTH FROM 202.

Optional

Name NORMAN & SANDRA THIELKING Email NONE

Address P.O. BOX 2000

City GLENDALE State AZ Zip 85311

Phone 623-815-4690 Fax NONE

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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives**	Federal law prohibits the denial of access to any community. Thus, traffic interchanges would be located along the freeway where it borders the Gila River Indian Community (see Draft Environmental Impact Statement page 3-51). Roadway connections on Gila River Indian Community land to the traffic interchanges would be the responsibility of the Gila River Indian Community, in coordination with appropriate jurisdictions.
2	**Design**	Construction of the proposed freeway would include widening along Interstate 10 to facilitate entrance and egress of vehicles between the two freeways. Additional information related to the Interstate 10 modifications can be found in Figure 3-26 on page 3-49 and Figure 3-29 on page 3-53 of the Draft Environmental Impact Statement. The design of the connection to Interstate 10 and the widening along Interstate 10 were developed in accordance with the Federal Highway Administration's Interstate System Access Informational Guide and has received an initial determination of operational and engineering acceptability from the Federal Highway Administration.

Code	Comment Document
1	Mary Thomas Document Created: 5/21/2013 6:15:36 PM by Web Comment Form I am an elder from the Gila River Indian community. My faith in our fellow human beings, remains strong, it has not been a pleasant journey. We have been subjected to neglect, fraud, stereotyping, out right cruelty since they discovered our homelands. We have given up so much and still give of ourselves to this great state and nation, all we ask in return is respect for our land..it is our survival.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202
Date: Wednesday, May 22, 2013 10:51:58 AM

From: kingbobthomas@gmail.com [mailto:kingbobthomas@gmail.com]
Sent: Tuesday, May 21, 2013 1:28 PM
To: Projects
Subject: 202

1 Hi. I support the 202. It would provide greater access. Thank you.

Pastor Bob Thomas
4907 west Maldonado Rd
Laveen Az. 75339
602-733-7317

Sent from my HTC EVO 4G LTE exclusively from Sprint

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2	Audra Thomas Document Created: 5/30/2013 10:08:45 AM by Web Comment Form I'm very much in favor of using the E1 Alternative, unless Gila River Indian Community and it's Members decide otherwise, and tying the freeway into Loop 101 using the W101 alternatives. In terms of system planning, and looking at the transportation facility from a regional perspective, tying it into L101 makes the most sense. I worry that utilizing either the W59 or W71 alternatives will pour additional traffic onto a facility not able to address it, and futher, will reduce the viability and attractiveness of the South Mountain Freeway as a transportation facility to those looking to move north/west and/or south/east.

Code	Issue	Response
1	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, W59 Alternative Versus W101 Alternative**	

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/13/13 INCOMING CALL TIME: 5:09 PM CALLER: ADA THOMAS CALLER ADDRESS: PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I would support building the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4169

MR. STOKEBRAND: I sent an e-mail to ADOT regarding just how I support the 202. It's much needed for the people living -- it will bring much needed funds to the City of Phoenix in terms of tax revenue and for all us citizens who leave Laveen and City of Phoenix to go to Goodyear, Avondale, and other cities. I will be a lot happier to keep those tax funds inside of our city for community centers, things of that sort. And I'm someone who lives close, within half a mile of the proposed freeway and I still support it just because it will make my life better, easier to get around the city, and alleviate some of the congestion on Baseline Avenue.

That's about it. The rest of it is pretty well documented, so I don't have anything else to add.

Thank you.

MR. THOMAS: My name is Jim Thomas. I live in Goodyear, Arizona. I work at Broadway and 40th Street, so I drive I-10 every day and the traffic is bad in the morning and it's horrible in the afternoon. I normally get to the office between 5:30 and 6:00 and it takes me 35 minutes, it's about 30 miles. In the evenings, it takes me at least 45 minutes, sometimes an hour to get home so this would be very helpful.

And I think, if they would take the bypass off of the 101 -- if you go down to 59th, you're just

1

Page 2

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 adding trucks and a longer length of I-10 that will
2 congest the traffic even more, so the faster you can get
3 them off I-10, the better off we will all be.
4 Other than that, I hope that they build it
5 quickly, you know, cause this would not take forever to
6 build.
7 Okay. Thank you very much.
8 MR. HUSTON: I just want to say that I am
9 in favor of the project and after I've reviewed all the
10 boards and the entire process, it seems to make sense
11 what they've narrowed it down to. I think, based on cost
12 alone, it seems like 59th is the best alternative. If
13 cost weren't a factor, I think some of the ones that go
14 further to the west would also be nice to help tie into
15 the west valley. It seems like a long time coming.
16 It seems like a great project. I think it
17 would be good for, not only our freeway system, but
18 putting people back to work. Overall I just think it
19 would be a really good thing for the community.
20 That's it.
21 MR. BAREHAND: My name is Harlan Barehand.
22 I'm from the Gila River Indian Community. I'd like to
23 thank ADOT for finally listening to us and not putting it
24 on the Reservation. I just got through seeing a video
25 next door; it was beautiful. I think it works out fine.

Page 3

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document
1 2 3	Sean Thomas Document Created: 7/12/2013 12:20:27 PM by Web Comment Form South Mountain is a sacred site and should not be desecrated in the name of progress. This freeway is unneeded, it's as if you are purposely destroying a beautiful park for nothing.

Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	
3	**Purpose and Need, Lack of Support**	

Code	Comment Document

1 EDITH THOMAS: My name is Edith Thomas.
2 I'm a member of the Gila Indian River community who just
3 happens to be also an archeologist.
4 I would like to bring several issues to
5 the attention of the DEIS regarding the archeology of
6 South Mountain. South Mountain is known to us. I am
7 Akimel O'Odham, Pima. I grew up within the Gila Indian
8 River community. I'm going to present two perspectives
9 based on my own personal experience based on the
10 traditions, him-dag, of my People. I'd also like to
11 present the archeological perspectives, which are also
12 based on the Akimel O'Odham.
13 South Mountain is a culturally significant
14 location for the members of the Gila River Indian
15 community. It is part of our songs. Our songs are
16 significant because it is a cultural perspective. Our
17 songs are part of our historical record. It's a
18 recording or a recounting of the history of our People
19 that dates back to over thousands of years ago. For our
20 People this is a factual account that is recorded within
21 the songs.
22 South Mountain is part of the migration
23 pattern of my People, so it is not just a mountain as the
24 non -- the non-members of the Gila Indian River community
25 may view it. It's not a mountain; it's a sacred site.

1

Page 4

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1 2	And that word "sacred" also has special meaning to us. It is not sacred in comparison to a church or to a religious aspect. "Sacred" means to us that it's part of who we are. It's where we derive from. It's where we originate. Everything is connected to us: The land, the plants, the animals. There is no differentiation between all of these things. They are not just objects. They are part of our whole life cycle, so to try to classify it as just a geological formation would not be accurate. What I'm trying to convey to you is that South Mountain is extremely significant to us. Muadag, South Mountain, is part of our story, part of who we are. Also, based on my archeological expertise, we have several archeological sites that were not cited within the DEIS report. There are artifact scatters on the surface. As an archeologist, it is well documented that when you have an artifact scatter, that's part of the community, there are significant remains underneath the surface of the ground. So when you have your maps or your location within the report, that was not shown. I would like to bring my concerns or point out that there needs to be further archeological investigations conducted by ADOT or for the DEIS because this was not represented accurately. This is significant Page 5 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
2	**Cultural Resources**	For protection from vandalism and desecration, archaeological sites are not shown on maps provided to the public. The Arizona Department of Transportation will continue to survey the proposed alternatives for archaeological resources. Any negative impacts on archaeological sites would be mitigated through excavations.

Code	Comment Document
3	1 to us because it is the historical and prehistoric 2 evidence of our ancestral remains. 3 Another issue that I have a concern about 4 is that because of the sacred designation, I guess you 5 could classify it as "sacred," we are not being treated 6 equally. I believe that, if this were possibly a sacred 7 site such as from Europe like the Vatican or something 8 comparable, that this would be held more in higher 9 significance to the rest of the population, but because 10 we are Native American and that we are indigenous, our 11 voices and our concerns are not being held at a higher 12 level than they are. 13 I'm hoping that all of my comments will be 14 taken seriously and be looked at professionally because I 15 felt that there weren't enough experts contributing to 16 this report where it didn't accurately depict the meaning 17 of what this location and the desecration that the 202 18 would do to our mountain and how it would impact our 19 community. 20 Thank you. 21 * * * * 22 23 24 25 Page 6 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
3	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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.

1 Since 1985 my husband & I have followed in ongoing saga of SMF. We have been "FOR" it from the beginning.

We do not understand how a few well funded & connected people have been able to drag their heels to put off the decision over & over. (This is our fifth meeting for input studies)

We NEED this freeway! No BUILD is NOT an option.

Please BUILD IT.

Optional

Name Bonnie Thompson Email BRT@BRTEFG.US

Address 5638 S 42ND AVE

City PHX AZ 85041 State ____ Zip ____

Phone 602 237 3337 Fax same

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

ADOT TRACS No.: 202L MA 054 H5754 01L • Federal-aid Project No.: NH-202-D(ADY) 13-180

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Public Involvement**	Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 6:21 PM CALLER: FORMER STATE REPRESENTATIVE MARK THOMPSON CALLER ADDRESS: 1429 E. WATSON DRIVE, TEMPE, AZ 85283 PHONE: 480-839-6979 EMAIL: **CALLER REMARKS/QUESTIONS:** I give my full support as a business owner in south Tempe, for the South Mountain Freeway expansion. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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.

1 No Action! Lakewood Owns Wells!

2 I am very Concerned how it is going to affect Lakewood and the Lake. The Wells were on the books before the Freeway. Also, I am concerned about the Water to the Lake @ Miralago where my Brother owns.

3 The Freeway on Pecos will severely affect Lakewood because reclaimed water will smell! Also, the Lago school is right on Pecos. It is going to hurt our Property Values! Lakewood already has ↑ crime

4 due to its proximity to the Freeway. Easy Access in and out.

Optional

Name Geri Thompson Email geri thompson@gtcallhome.com

Address 15830 S. 36 TH

City PHX State AZ Zip 85048

Phone 480 239 7589 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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Groundwater**	If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner would be compensated by drilling a new well according to state regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.)
3	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
4	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 12:20 PM CALLER: DAVID THOMPSON CALLER ADDRESS: 2405 WEST OLNE AVENUE, LAVEEN, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling in support of the Loop 202 freeway. Been hoping for it to be done for quite awhile now. I expect it will reduce traffic congestion along Baseline significantly. I know friends that live in the East Valley that have to come in through I-10 West 60 to get into Phoenix and some of them have commented that coming around Loop 202 would be faster for them. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/11/13 INCOMING CALL TIME: 6:06 PM CALLER: SANDRA THURSTON CALLER ADDRESS: 15970 W. JACKSON STREET, GOODYEAR, ARIZONA PHONE: 602-423-0027 EMAIL: **CALLER REMARKS/QUESTIONS:** And I'm glad you guys work for the freeway, for the 202. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comments in opposition to South Mountain Freeway
Date: Tuesday, May 28, 2013 12:20:37 PM

-----Original Message-----
From: Sierra Club [mailto:information@sierraclub.org] On Behalf Of Nancy Tierney
Sent: Tuesday, May 28, 2013 10:16 AM
To: Projects
Subject: Comments in opposition to South Mountain Freeway

May 28, 2013

Arizona Department of Transportation South Mountain Study Team
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

Dear South Mountain Study Team,

1 I am writing to express my opposition to the proposed South Mountain Freeway and to urge ADOT to select the No-Build Alternative.

2 3 The proposed freeway would cause more problems than it would solve, while providing only short-term congestion relief. As is evident by our numerous clogged roads and freeways, many of which have recently been built or widened, building more roads is not the answer. ADOT needs to instead focus on planning for and investing in long-term transportation solutions, including mass transit. The only way to effectively reduce congestion and mobilize people is by reducing the number of vehicles utilizing our roads, not by encouraging more to use them.

4 5 Despite the claims of the Draft Environmental Impact Statement, the South Mountain Freeway would worsen air quality in the region over time, increasing public health risks. More vehicles would introduce more pollution, aggravating conditions of asthma, cancer, and other diseases.

6 7 The freeway would also negatively effect our environment. South Mountain Park is the largest city park in our nation. It was set aside to protect resources and to benefit our communities. By blasting a freeway through a portion of this park, wildlife and habitat will be destroyed, movement corridors will be cut off, valuable public spaces will be lost, and more. This would set a terrible precedent by demolishing what should remain a protected area.

8 The freeway will also exacerbate urban sprawl and further burden Arizona's taxpayers. Its construction would continue ADOT's trend of forcing residents to remain vehicle-dependent while paying for infrastructure so that others can live farther and farther from a city center.

1 Please help protect our communities, our health, and our environment by selecting the No Action Alternative. Thank you.

Sincerely,

Ms. Nancy Tierney
101 N 7th St Unit 244
Phoenix, AZ 85034-1038
(602) 296-4900

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and 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 the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Health Effects**	
6	**Section 4(f) and Section 6(f)**	
7	**Biology, Plants, and Wildlife**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1, 2, 3, 4, 5, 6, 7	Tom Tillery Document Created: 7/15/2013 12:38:18 PM by Web Comment Form I just want to officially voice my objection for the following reasons: * The original proposed freeway was not as extensive as what is currently planned. This is much greater noise, pollution, congestion and therefore accidents than what the original residents (such as myself) had planned. * A bypass already exists in Case Grande. If this is inadequate, it would be less expensive to upgrade this system. * The study does not include Pima County, why? This area is still growing and has the higher growth potential. * A compromise to all parties would be to continue Pecos road connecting the West side of town - no Freeway.

Code	Issue	Response
1	**Traffic**	The alignment identified as the Preferred Alternative (W59 and E1 Alternatives) closely follows the alignment identified in the 1988 Environmental Assessment and Design Concept Report (see Final Environmental Impact Statement Figure 1-2 on page 1-6 and text on page 1-8 for more information). In 1988, the freeway was proposed as having three general purpose lanes in each direction with an open median for a future high-occupancy vehicle lane in each direction. This configuration is similar to the existing loop freeways. The current proposed freeway, as depicted in Figure 3-34 on page 3-58 of the Final Environmental Impact Statement includes constructing three general purpose lanes and a high-occupancy vehicle lane in each direction. With respect to the number of lanes and location, the proposed freeway has remained relatively the same.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
5	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
6	**Alternatives**	The Maricopa Association of Governments regional travel demand model does include Pinal County. The potential freeway users with origins or destinations in Pinal County are included in Final Environmental Impact Statement Figure 3-18, on page 3-36. They would represent 10 percent of the total freeway users.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Alternatives**	The study evaluated the concept of extending Pecos Road as a parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: A vote no for South Mountain Freeway-F.Y.I.
Date: Monday, July 15, 2013 10:45:34 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Thomas Tillery [mailto:tilleryt@gmail.com]
Sent: Monday, July 15, 2013 10:41 AM
To: Projects
Cc: Ann Tillery
Subject: A vote no for South Mountain Freeway

Hello,

I just want to officially voice my objection for the following reasons:

1
2 3 4
5
6
7

- The original proposed freeway was not as extensive as what is currently planned. This is much greater noise, pollution, congestion and therefore accidents beyond what the original residents had planned when they invested in their Ahwatukee property.
- A bypass already exists in Case Grande. If this is inadequate, it would be less expensive to upgrade this system.
- The study does not include Pinal County, why? This area is still growing and has the higher growth potential.
- A compromise to all parties would be to continue Pecos road connecting the West side of town - no Freeway.

Regards,
Tom Tillery

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

Code	Issue	Response
1	**Traffic**	The alignment identified as the Preferred Alternative (W59 and E1 Alternatives) closely follows the alignment identified in the 1988 Environmental Assessment and Design Concept Report (see Draft Environmental Impact Statement Figure 1-2 on page 1-6 and text on page 1-8 for more information). In 1988, the freeway was proposed as having three general purpose lanes in each direction with an open median for a future high-occupancy vehicle lane in each direction. This configuration is similar to the existing loop freeways. The current proposed freeway, as depicted in Figure 3-34 on page 3-58 of the Final Environmental Impact Statement includes constructing three general purpose lanes and a high-occupancy vehicle lane in each direction. With respect to the number of lanes and location, the proposed freeway has remained relatively the same.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
5	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.
6	**Alternatives**	The Maricopa Association of Governments regional travel demand model does include Pinal County. The potential freeway users with origins or destinations in Pinal County are included in Final Environmental Impact Statement Figure 3-18, on page 3-36. They would represent 10 percent of the total freeway users.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
7	**Alternatives**	The study evaluated the concept of extending Pecos Road as a parkway. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the proposed freeway, which would range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the Arizona Parkway would lack sufficient capacity to meet projected travel demand. The Arizona Parkway would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project's purpose and need. For these reasons, the Arizona Parkway was eliminated from further consideration.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I approve south mountain freeway.
Date: Monday, May 20, 2013 8:42:30 AM

From: na [mailto:taftsheffield@aol.com]
Sent: Friday, May 17, 2013 6:45 PM
To: Projects
Subject: I approve south mountain freeway.

5/18/13

1 Yes I agree the south mountain freeway should be built. I also support any freeway starting from AZ Casino/ Mcdowell rd extenteding to 202. This is not an argument or debate. Its what is needed no matter what some individuals may think. Consider the in domain law, Dot what are you waiting for.

Thanks
Tim

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comment on the South Mountain Freeway Loop 202 Draft Environmental Impact Statement.
Date: Friday, July 05, 2013 9:31:04 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Jeannine Maldonado [mailto:jeanninemal@me.com]
Sent: Friday, July 05, 2013 9:23 AM
To: Projects
Cc: Jeannine Maldonado
Subject: Comment on the South Mountain Freeway Loop 202 Draft Environmental Impact Statement.

ADOT,

I wish to comment on the South Mountain Freeway Loop 202 Draft Environmental Impact Statement.

1 2 3 4 5

ADOT must desist from proposing to build 202 on Pecos Road. This proposed leg of the freeway will degrade the quality of life in Ahwatukee Village, disrupt wildlife and recreational use in South Mountain Park Preserve and destroy a Gila River Indian Community sacred site.

We bought our home in Ahwatukee Foothills because my daughter and I suffer from asthma and we place high value on the better quality of air in the area, in particular during the summer months. We treasure the relative quiet and small-town feeling of Ahwatukee Foothills, the easy access to quiet and scenic hiking trails in our backyard of South Mountain Park, the low-traffic roads near our schools and in our neighborhoods, and its proximity to our Gila River Indian Community neighbors, which affords us a scenic view of relatively undisturbed desert land in our daily commute.

But by building the South Mountain Freeway on Pecos Road and through South Mountain Park Preserve:

6 7

1) There will be a substantial increase in vehicle traffic in the Ahwatukee Foothills neighborhood and local arterial streets.
In addition, the proposed freeway will become the truckers route of choice.

2 8 9

2) The overall impact on the quality of life in the Ahwatukee Foothills area will suffer tremendously as sound walls cannot prevent the noise rising over due to elevation (upwards) in the Foothills.

10

3) Ahwatukee would have two elementary, one middle and one high school either immediately adjoining or within 1/8 of a mile of the proposed freeway. The air quality our children breathe will suffer permanent damage as the estimated 140,000 vehicles/day traverse the proposed freeway.

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Section 4(f) and Section 6(f)**	
5	**Cultural Resources**	
6	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 of the Final Environmental Impact Statement). The daily traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see phoenix.gov/streets/traffic/volumemap). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to access residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day).
7	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
9	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway,

(Response 9 continues on next page)

Code	Comment Document
5	4) Destruction of a portion of South Mountain Park Preserve, which the Gila River Indian Community view as a sacred mountain, is unacceptable.
3 4	5) The proposed routes through South Mountain Park Preserve will permanently damage native Arizona plants and wildlife.
11	6) Growing business opportunities is not a need for residents in Ahwatukee. We find there is already in place everything we need and want.
	In summary, I object to the building of the South Mountain Freeway on Pecos Road and through South Mountain Park Preserve as it will do permanent harm to our environment.
12 13	ADOT should seriously reconsider the alternative of building 202 through uninhabited parts of Maricopa.
	Jeannine Maldonado Timmes 410 E Brookwood Ct. Phoenix AZ, 85048
	Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
9 (cont.)		nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
10	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
11	**Purpose and Need, Lack of Support**	
12	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
13	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: comment on south mountain freeway loop 202 environmental impact statement
Date: Friday, July 05, 2013 8:38:51 AM

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov

-----Original Message-----
From: Francis Timmes [mailto:fxt44@mac.com]
Sent: Thursday, July 04, 2013 9:35 PM
To: Projects
Cc: Francis Timmes
Subject: Re: comment on south mountain freeway loop 202 environmental impact statement

ADOT,

A wish to comment on the south mountain freeway loop 202 environmental impact statement.

1 2 1) There will be a substantial increase in vehicle traffic in the Ahwatukee Foothills neighborhood and local arterial streets.
In addition, the proposed freeway will become the truckers route of choice.

3 4 5 2) The overall impact on the quality of life in the Ahwatukee Foothills area will suffer tremendously as sound walls cannot prevent the noise rising over due to elevation (upwards) in the Foothills.

6 7 3) Ahwatukee would have two elementary, one middle and one high school either immediately adjoining or within 1/8 of a mile of the proposed freeway. The air quality our children breathe will suffer permanent damage as the estimated
140,000 vehicles/day traverse the proposed freeway.

8 9 4) Destruction of a portion of South Mountain Park, which the Gila River Indian Community view as a sacred mountain, is unacceptable.

10 5) The proposed routes through South Mountain Park will permanently damage native Arizona plants and wildlife.

11 12 13 In summary, I object to the building of the south mountain freeway on pecos road.
I suggest you consider building the freeway through uninhabited parts of maricopa.

Sincerely,

frank timmes
410 e brookwood ct.
phoenix az, 85048

Code	Issue	Response
1	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 of the Final Environmental Impact Statement). The daily traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see phoenix.gov/streets/traffic/volumemap). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to access residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day).
2	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
4	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.
5	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
6	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Health Effects**	

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
9	**Cultural Resources**	
10	**Biology, Plants, and Wildlife**	
11	**Alternatives, Gila River Indian Community**	
12	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study. In addition, nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
13	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 6:39 PM CALLER: AARON TIMMONS CALLER ADDRESS: 15393 WEST MONTECITO AVENUE, GOODYEAR, ARIZONA 85395 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the 202, Loop extension, South Mountain freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain
Date: Wednesday, May 22, 2013 10:49:40 AM

From: Jenn Tingwald [mailto:jennifertingwald@gmail.com]
Sent: Tuesday, May 21, 2013 4:56 PM
To: Projects
Subject: Loop 202 South Mountain

To Whom it May Concern:

I am writing to inform you of my support of the Loop 202 South Mountain project that is currently pending.

As a resident of South Phoenix (on the boarder of Laveen- off of 51st Avenue and Ellwood) I strongly support this initiative, even though I know that it will literally place a freeway in my back yard. As a home owner and business owner, this project is imparative to the vitality of the southwest valley.

Please, continue moving forward this project. The revenue it will bring to this area is badly needed, and the ability to connect to the rest of the city will vastly improve our way of life.

Sincerely,

Jennifer Tingwald

--

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: South Mountain Study Team
Date: Thursday, May 02, 2013 9:39:24 AM
Attachments: image002.png

From: Jason.Tollefson@Microchip.com [mailto:Jason.Tollefson@Microchip.com]
Sent: Thursday, May 02, 2013 9:27 AM
To: Projects
Subject: South Mountain Study Team

Hi South Mountain Team,

1 As a Foothills Club West resident I am opposed to the Pecos alignment in entirety.

2 I would support an alignment that is 1-2 miles south on the Gila River Reservation.

3 I do not support the Pecos alignment for the following reasons:
4 5 Pollution
Traffic Noise
Truck Noise
6 7 Crime
Loss of Bike way
8 Increased traffic density in community
Increased accidents

Thanks,

MICROCHIP
Jason Tollefson
Sr. Product Marketing Mgr.
MCU16 Division
480•516•9078 (c)
480•792•7717 (o)
Jason.Tollefson@microchip.com
Skype: jasontollefson

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

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Gila River Indian Community**	
3	**Air Quality**	
4	**Noise**	
5	**Noise**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
6	**Neighborhoods/ Communities**	While the City of Phoenix Police Department reported in 2005 that it did not have any statistics specific to crime adjacent to freeways, the Police Department did note that, based on its experience, there does not appear to be a correlation between crime rates and freeways. See Final Environmental Impact Statement sidebar on page 4-21.
7	**Traffic**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
8	**Traffic**	In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City study found no adverse effects on the local street system from the proposed freeway (see Appendix 3-1 in the Final Environmental Impact Statement). The daily traffic volume on 17th Street in 2011 was approximately 4,500 vehicles per day just north of Pecos Road (see phoenix.gov/streets/traffic/volumemap). With the proposed freeway in place, an additional 4,000 vehicles day would use 17th Avenue to access residences west of 17th Avenue. The total daily traffic would be well below the capacity of a two-lane road (approximately 15,000 vehicles per day).

Code	Comment Document

5008

1 MR. TOLLEFSON: I'm Jason Tollefson. So
2 I think the one thing after talking with several of
3 the project team members that stands out in my mind
4 is that there is no replacement for recreation on
5 Pecos. So currently there's a lot of people that go
6 out all week long on Pecos Road riding bikes and
7 jogging, whatever, and there's no alternative once
8 this project happens. So that's a pretty big concern
9 for me because I use that and lots of people I know
10 use that.
11 A second overall concern is noise. And I
12 saw that the plan currently is to raise the freeway
13 from the current grade. And talking with one of the
14 planning engineers, he noted that that actually
15 increases noise level. So I understand the way to
16 try and mitigate that is a wall, but my location and
17 my house is such that if the freeway's additionally
18 raised and then there's a wall, it's going to have a
19 severe obstruction to my view from my home, and also
20 concerns me with the noise. The fact that it's that
21 much higher and could transmit over to my house,
22 which we already get Pecos noise, and this will
23 probably be more.
24 And then I guess the last concern is
25 truck noise. I believe that this freeway will be

Page 17

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Traffic**	The study has considered concepts for parallel multiuse paths; however, the main line of the proposed freeway would not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added during the final design phase through coordination with the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Visual Resources**	For most of the alignments of each of the action alternatives, the proposed freeway would be elevated above the natural grade of the surrounding land. This elevated profile would allow noise to carry farther, creating noise impacts at greater distances from the freeway. Depressing the profile of the freeway below grade might reduce traffic noise levels adjacent to depressed sections. However, it would be necessary to also construct at-grade noise barriers to achieve noise reduction goals at receiver locations adjacent to depressed freeway sections (see page 4-99 in the Final Environmental Impact Statement). This strategy would reduce visual impacts associated with high noise barriers on elevated freeways, but would entail ground-level noise barriers and their associated interference with views. Thus, with either approach to noise reduction, views of nearby mountains could be disrupted. The specific impacts would depend on the geometrics of the height of any noise barriers constructed, the intervening topography, and the distance of the barriers from the residences in question.
4	**Noise**	As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
5	**Noise**	Noise barriers are designed to provide a substantial reduction in noise levels along freeways, but do not and cannot eliminate noise from passing into nearby neighborhoods. Just because noise can be heard does not mean that noise barriers are ineffective. Even at the levels considered "acceptable" by the Arizona Department of Transportation Noise Abatement Policy and Federal Highway Administration regulations, noise is still readily audible and can be heard for some distance from the freeway.

(Responses continue on next page)

Code	Comment Document

7

8

9

1 used quite a bit as a bypass to Phoenix, and so
2 that's going to bring just additional noise 24/7.
3 It's one thing to have commuter noise, you know,
4 which -- which goes down in the evenings, but truck
5 noise is something that I think won't cease because
6 truckers are trucking 24/7. So that's -- those are
7 my concerns and hopefully they're taken into
8 consideration.
9 So I just want to make it clear that I'm
10 not opposed to a freeway, but I'm opposed to the
11 current alignment of the freeway. I noticed during
12 the selection process there were lots of
13 alternatives. Of course some of them are very
14 difficult because they involve the Indian
15 reservation, but I oppose that.
16 And the last thing I'd like to add to
17 that is it really doesn't -- in my opinion, it
18 doesn't help this community as much as it helps the
19 communities outside of this community because it
20 helps the people on the west side get to the east
21 side, and the people on the east side get to the west
22 side, but it really doesn't benefit us who live here
23 that much.
24 We already have easy access out to the
25 freeway, and personally I'm willing to do the commute

Page 18

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
6	**Noise**	The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60. Air quality and noise modeling for the Draft and Final Environmental Impact Statements used this forecast truck traffic (see Final Environmental Impact Statement pages 4-68 and 4-100, respectively). Noise mitigation is designed for this predicted noise level, including the noise from trucks.
7	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
8	**Alternatives, E1 Alternative**	
9	**Purpose and Need, Lack of Support**	

Code	Comment Document

1 to the west side and take some additional time
2 because I really have no reason to be out there. All
3 my business is in the east and downtown area, so
4 those are my comments.
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: SouthMountain Freeway Construction
Date: Wednesday, July 17, 2013 2:07:52 PM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Bob Toloskiewich [mailto:bobtolo@cox.net]
Sent: Wednesday, July 17, 2013 12:19 PM
To: Projects
Subject: SouthMountain Freeway Construction

I am a member of Phoenix Mountains Preservation Council (PMPC) and Preserving Arizona's Resources and Children (PARC) and am writing to express my opposition to the proposed South Mountain Freeway.

1 2 The proposed route would run through South Mountain Park and would result in three ridges being leveled with the removal of 4 million cubic yards of earth in order to accommodate this 10 lane thoroughfare. We, the citizens of this valley, are very protective of our parks and we, the citizens, were not asked if we approved of this alignment.

3 4 5 I am also concerned about air pollution in the South Mountain area. The freeway route sits in a natural valley, one where air pollution is already a significant problem. The addition of this truck route would increase the air pollution significantly. We are already in danger of losing over a billion dollars in federal funding due to poor air quality. More trucks in this valley is not what we need.

6 7 8 I believe that a freeway should be built along the path of US85. No parklands would be destroyed, no homes and businesses would have to be leveled and relocated, and it would keep the large polluting trucks out of the valley.

I implore you to do what you can to stop the construction of this freeway through South Mountain Park.

Sincerely,

Bob Toloskiewich

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

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Design**	The proposed freeway would be eight lanes wide, not ten lanes. See Figure 3-34, on Final Environmental Impact Statement page 3-58.
3	**Public Involvement**	No public vote was held as part of the Draft Environmental Impact Statement review process. Members of the public were encouraged to participate and submit their comments on the Draft Environmental Impact Statement during the 90-day comment period. The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' Regional Freeway and Highway System 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.
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
6	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
7	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The State Route 85/Interstate 8 Alternative was evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
8	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Thumbs up to S. Mountain loop 202
Date: Thursday, July 18, 2013 10:41:39 AM
Attachments: image001.png

Thank you,
Matthew Eberhart
Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-2060
azdot.gov
ADOT Communications

From: Krone McMogulson [mailto:4daylive@gmail.com]
Sent: Thursday, July 18, 2013 10:40 AM
To: Projects
Subject: Thumbs up to S. Mountain loop 202

1 Let's build a better Arizona. Let's build the South Mountain 202 loop.

Thanks
Tom

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: I oppose the $2.6B-wasting, sprawl-enabling, pollution-increasing Loop 202 extension
Date: Tuesday, July 23, 2013 1:42:17 PM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

From: Tom [mailto:goodgnus@gmail.com]
Sent: Tuesday, July 23, 2013 1:39 PM
To: Projects
Subject: I oppose the $2.6B-wasting, sprawl-enabling, pollution-increasing Loop 202 extension

1 2

I do not trust the dishonest Draft EIS which critically ignores the well-documented dynamic of induced demand.

3 4 5 6

As a cyclist, motorist and valley resident since 1996, Phoenix does NOT NEED more freeways. This kind of development post housing boom and in a down economy is a waste of money. Driving in the Phoenix Metro area is easy, too easy. It discourages smart development, alternative transportation and pollutes our valley. The valley has gone downhill since 1996 in my opinion. We're an urban sprawl hell.

Thank you,

-Tom
Mesa, AZ

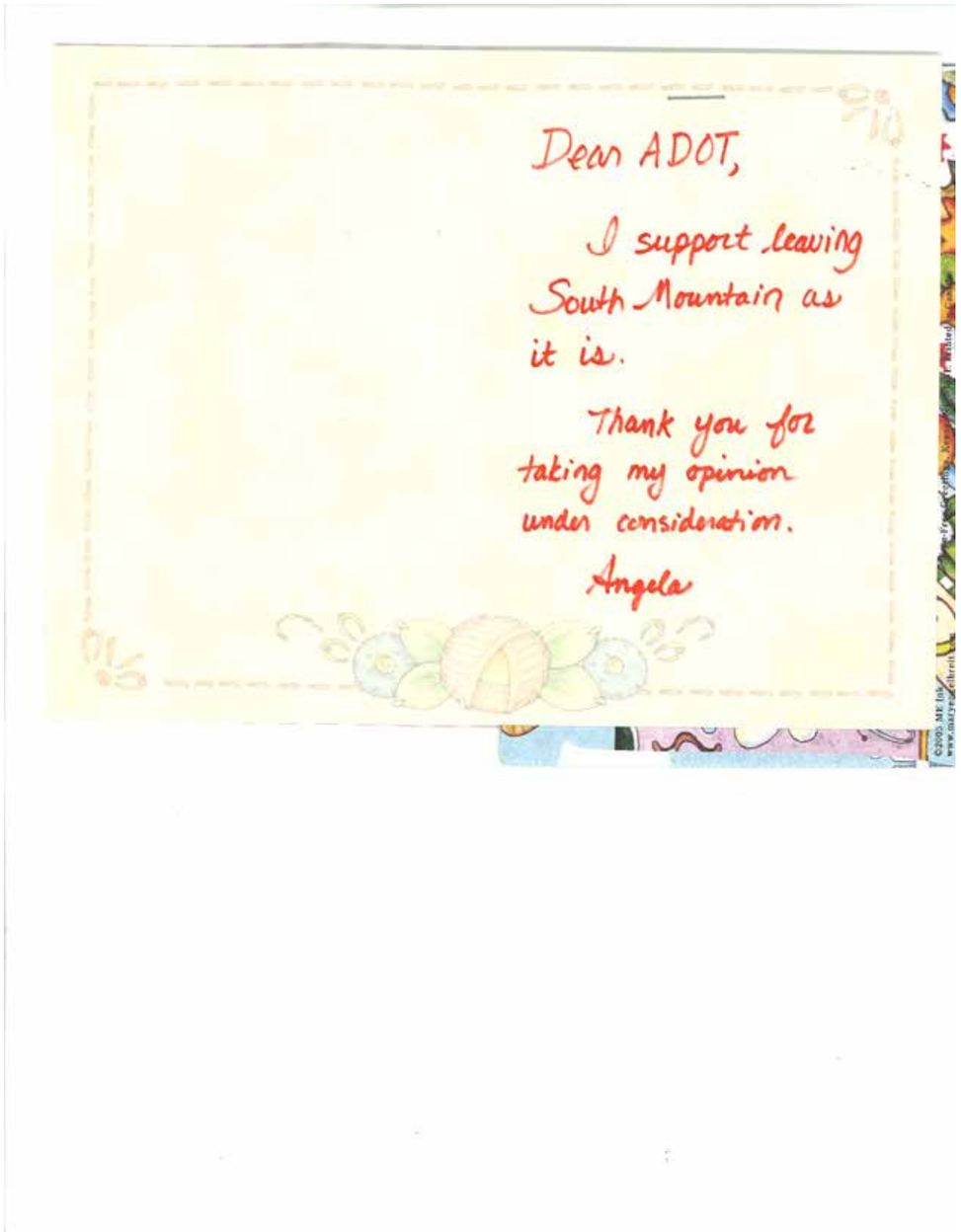
Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended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

Code	Issue	Response
1	**Secondary and Cumulative**	Induced travel and induced growth are addressed under subheadings of those names on Draft Environmental Impact Statement pages 4-170 through 4-174.
2	**Secondary and Cumulative**	The proposed freeway is a response to existing and anticipated travel demand in the metropolitan Phoenix area. It is not meant to increase travel beyond that expected to be generated from existing and anticipated population and employment growth and related land development. It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line, commuter rail service) would likely lead to changes in travel behavior, which, in turn, would lead to increased use of the particular system. Improvements made to a given transportation system are meant to attract new users (see Final Environmental Impact Statement pages 4-170 through 4-174). If this were not a primary goal, the improvements would be neither effective nor warranted. For the proposed action, a goal is to attract users of other segments of the Regional Freeway and Highway System and the local arterial street network, now and in the future, to the proposed action to optimize, in part, the entire regional transportation system (as outlined in the proposed action's purpose and need in Chapter 1).
3	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
4	**Purpose and Need**	The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced 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 freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)
5	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
6	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed action would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document
1	

Dear ADOT,

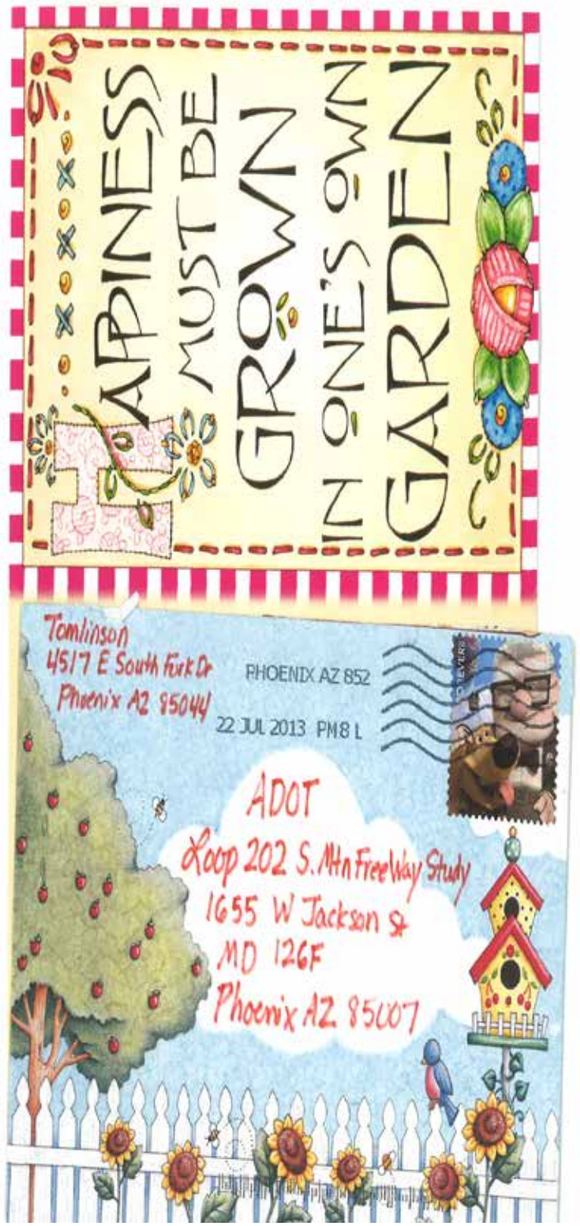
I support leaving South Mountain as it is.

Thank you for taking my opinion under consideration.

Angela

Code	Issue	Response
1		Comment noted.

Code	Comment Document



Code	Issue	Response

Code	Comment Document
1	Heather Tommasi Document Created: 7/24/2013 8:40:05 PM by Web Comment Form Please approve the loop 202 freeway. It will improve so many lives and the economy. Let's finish this! :)

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Document Created: 7/16/2013 7:16:35 PM by Web Comment Form You are proposing to link the new 202 to Interstate 10 at about 51st Avenue. I am sure this is the easiest place to place the junction in terms of acquiring right-of-way. It is an area whose citizens will offer little resistance to eminent domain. The problem with this alignment and subsequent junction is that it will create one of the worst bottlenecks that Arizona has ever seen. The expansion of interstate 10 to accommodate the huge number of westbound trucks that will choose this route to avoid the center of Phoenix will need to be immense. I have already seen how you folks join routes: Exhibit 1: the junction of northbound 51 to westbound 101- a nasty little bottleneck. Exhibit 2: the junction of the westbound 101 to northbound I-17-another unfortunate piece of bottleneck engineering. A more sensible alignment (albeit more problematic and costly) would be to join the 202 to the existing 101and avoid that already congested corridor of Interstate 10 between 51st and 99th Avenues. I know, this makes way too much sense. Thanks for listening. Frank Tonis Associate Broker HomeSmart Real Estate.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

Jerry Tooley

Document Created: 6/19/2013 9:01:44 PM by Web Comment Form

1 This proposal does not cover even half of the impact this extension of Loop 202 will have on the population in Ahwatukee and surrounding area. The air quality will be severely impacted. The noise generated by the traffic will be trapped in the residential area by the mountain.

2

3 There is no reason to construct this freeway. It will be simply a truck by-pass. Very few people in the Ahwatukee area will benefit from this.

4 Those who feel the freeway will benefit them when commuting to their work should consider moving closer.

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Noise**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. As discussed in the Noise Analysis Technical Report prepared for the Final Environmental Impact Statement, the proposed South Mountain Freeway was modeled in the latest version of the Traffic Noise Model (version 2.5). This is a three-dimensional model that factors in elements of the proposed freeway using x, y, and z coordinates. The model did account for the elevations of the freeway, nearby homes that may be elevated above the road, and any recommended barriers between the homes and freeway. This is the same procedure and same model used for other freeway projects in the Phoenix metropolitan area and across the country.
3	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Purpose and Need, Lack of Support**	

Code	Comment Document

4354

1 children with the status quo, using the exorbitant
2 right-of-way freeway paid the landowners the highest
3 buildout cost. The Arizona legislature has done that
4 to us.
5 Nor should we ignore the many deaths, semi
6 rollovers, and the expensive public responders to the
7 many and frequent crash freeway accidents.
8 Now, what we need is safe, efficient, useful,
9 sustainable, affordable, state-of-art regional
10 connective transportation.
11 And even considering a fast train, high-speed
12 elevated train, from Tucson to Phoenix around this
13 Broadway Curve as a viable alternative.
14 MANUEL TOPETE: And I live in Laveen, 51st
15 and Baseline. And I can't wait for this to happen. As
16 simple as that.
17 My only regret is I won't live to see it.
18 Just I wish it was already done. I think you should
19 also hear this, aside from all this bad.
20 KARIN GRAY: I have been a resident of
21 Ahwatukee for over ten years, moved here from Texas,
22 and absolutely love South Mountain. One of the reasons
23 I moved to that area was to have access to all 15 miles
24 of the Nation Trail, from one end to the other on South
25 Mountain, the biggest city park in the United States.

1

Page 11

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

Document Created: 6/16/2013 11:41:18 AM by Web Comment Form

To whom it may concern:

1 It thoroughly disgusts me your idea to degrade the value of properties in the Ahwatukee area by insisting in building the Loop 202 project. It is preposterous that after developing this area
2 as a quiet residential zone and 20 something years planning this road to benefit a few at best, you still vow to disrupt our tranquil lives by building such a monstrosity so close to our homes. I suppose that I don't have to reiterate my opposition to such a project, but I will go further than that. If you insist on building this road, you will lose another taxpayer from the state because I will move from Arizona. I will also tell you that around this area there are
3 many people sharing my sentiments in regards to the project and moving from the state if this venture ever comes to fruition.

Sincerely,

Jose A. Torres

Code	Issue	Response
1	**Acquisitions and Relocations**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Acquisitions and Relocations**	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.

Code	Comment Document

From: Jose Torres
To: Projects
Subject: Loop 202 Project
Date: Sunday, June 16, 2013 9:42:56 AM

To whom it may concern:

1 2 3

It thoroughly disgusts me your idea to degrade the value of properties in the Ahwatukee area by insisting in building the Loop 202 project. It is preposterous that after developing this area as a quiet residential zone and 20 something years planning this road to benefit a few at best, you still vow to disrupt our tranquil lives by building such a monstrosity so close to our homes. I suppose that I don't have to reiterate my opposition to such a project, but I will go further than that. If you insist on building this road, you will lose another taxpayer from the state because I will move from Arizona. I will also tell you that around this area there are many people sharing my sentiments in regards to the project and moving from the state if this venture ever comes to fruition.

Sincerely,

Jose A. Torres

Code	Issue	Response
1	**Acquisitions and Relocations**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values. A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
2	**Neighborhoods/ Communities**	While the E1 Alternative is adjacent to the largely residential areas of Ahwatukee Foothills Village (to the north), a freeway has been planned in this location for many years (see Final Environmental Impact Statement pages 4-17 and 4-21). Where existing residential uses are adjacent to the proposed freeway, noise mitigation would be implemented according to the Arizona Department of Transportation policy (see Final Environmental Impact Statement page 4-91).
3	**Acquisitions and Relocations**	There is no evidence that the proposed facility would cause people to leave the area. The regions' benefits would remain, and improved access to residences and businesses would make them more desirable.

Code	Comment Document
1	Gerardo Torres Document Created: 7/1/2013 12:45:38 AM by Web Comment Form Why is map 16 missing off-ramp and on-ramps? It's missing off/on-ramps southbound on lower buckeye and northbound on Broadway. It really would not make sense to have to drive a mile and wait for another stoplight. Especially people driving north from Broadway. This would create a jam of people coming north from broadway and people going north on lower buckeye. Thanks!

Code	Issue	Response
1	**Design**	The interchanges at Broadway Road and Lower Buckeye Road have been designed as half-diamond interchanges due to the future State Route 30 traffic interchange that is planned to connect to State Route 202L in this location. A full diamond interchange would create potential weaving issues with the addition of the system ramps from the future State Route 30 traffic interchange.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: LOOP 202
Date: Wednesday, May 22, 2013 10:55:03 AM

From: Mary and Dallas [mailto:dmtousley1@cox.net]
Sent: Monday, May 20, 2013 4:50 PM
To: Projects
Subject: LOOP 202

Ref: Loop 202 South Mountain Freeway

1 2 3 Please let it be known that we as property and home owners in the Ahwatukee Foothills do strongly oppose this freeway in this area. It will become a Truck Route for all trucks adding pollution to this area. Especially, Mexican trucks using this route which will add pollution due to their diesel fuel mixtures regarding sulphur. Chemical spills are another great concern.

4 Plus all the homes that will have to be destroyed disrupting many families.
Again I would like to appeal to you to NOT build this freeway in this area.

Thank you

Dallas & Mary Tousley
16035 S. 13th Place
Phoenix, AZ 85048
480-460-8770

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

Code	Issue	Response
1	**Purpose and Need, Truck Bypass**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Trucks**	
3	**Hazardous Materials**	
4	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/15/13 INCOMING CALL TIME: 11:09 AM CALLER: ANDREA & ANDREW TOWN CALLER ADDRESS: 517 W. KNOX, CHANDLER, AZ 85225 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** We do support the new highway. Thank you and have a good day.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW:
Date: Monday, May 20, 2013 8:32:37 AM

From: tom townsend [mailto:tomjt1944@yahoo.com]
Sent: Saturday, May 18, 2013 5:28 AM
To: Projects
Subject:

1 2

i am against the 202 using pecos road, any reasonable person would opt for a more southern route meeting the west 101

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

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

4249

kind of crap won't be happening anymore.
Thanks.
Thanks for typing.
THE FACILITATOR: Good afternoon. I'd like to introduce the 2:00 to 4:00 p.m. panel, with the Arizona Department of Transportation, Brock Barnhart, with the Federal Highway Administration, Director Moreno, and with the Arizona Department of Transportation, Brent Cain.
Our next speaker is Richard Tracy, Sr.
Mr. Tracy, you now can pick up the microphone.
MR. TRACY: Can I have about five minutes to catch my breath?
THE FACILITATOR: Most certainly.
MR. TRACY: It wasn't always this way, you know. I just lived here 43 years too long.
THE FACILITATOR: Welcome, Mr. Tracy, you have three minutes.
MR. TRACY: All right. Thank you very much. It was quite difficult for me to come here. It's been difficult for me to attend meetings all over the Valley and send letters, and disappointing when nobody pays any attention to it. I hope this is -- okay, as I say, it was difficult to come here.

Page 65

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1 THE FACILITATOR: Before you start, I'm
2 going to reset your clock so you have a full three
3 minutes.
4 MR. TRACY: Fine. Thank you. And it was
5 difficult to go to many meetings around the Valley,
6 because I spoke for such things as having the stadium
7 in the middle of the community. It's over on the
8 outskirts. I spoke against people who wanted to have
9 the light rail to the Mormon Temple rather than to
10 the stadium where 20 or 30 people congregate and
11 spend three or four hours going and coming from
12 events.
13 The selfish people in this community are
14 their worst enemy. We've had a lot of projects fail,
15 and this is going to be another one. We have a
16 traffic jam at 60 and 10. A continuation of 60
17 across to Avondale will relieve that traffic jam. A
18 highway on the other side of South Mountain will give
19 the casinos another opportunity to destroy our
20 economy.
21 I have prepared a number of things that I
22 would like somebody that's in authority to review.
23 They don't only deal with the 202; they deal with the
24 whole community. Because you're not just deciding
25 what's going to happen out there, you're deciding

1

Page 66

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives**	The alternative proposed by the commenter is similar to the U.S. Route 60 Extension and Interstate 10 Spur alternatives evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-12 of the Final Environmental Impact Statement.

Code	Comment Document

1 what's going to happen at Washington and Central. We
2 have a large area between Baseline and Washington
3 Street that should be rejuvenated. The
4 transportation should be available. When I went to
5 school, I had the subway, I had buses. There are
6 people here who cannot work because they don't have a
7 car. It's an absolute necessity. 110 degrees.
8 But the 202 is important to the people who,
9 for example, recommend that we go with the light rail
10 out to the trailer park area instead of to the west
11 side where there are people jammed up in the morning.
12 I ask for a fair review of this. Believe me, when it
13 comes to corruption, Phoenix has led the nation. And
14 this is another attempt by certain people to gain
15 what should be given to the populace. As I say, the
16 west side and the south side of Phoenix should be
17 built up so we have decent transportation, so people
18 like me don't get COPD.
19 I thank you for your opportunity to do
20 something constructive for a change. The hockey
21 stadium out in the middle of Glendale is going to go
22 bankrupt. It's a threat to people who can't afford
23 it. It should be in Scottsdale, but ASU took that
24 property for their own benefit. They could have put
25 that Windsong anywhere in the County --

Page 67

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
2	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and 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 the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
3	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 THE FACILITATOR: Thank you, Mr. Tracy.
2 MR. TRACY: -- the middle of Scottsdale,
3 which should be -- our population area should be the
4 arena. Thank you.
5 THE FACILITATOR: Thank you. If you have
6 additional feedback, we really encourage you to go
7 next door and speak with a court reporter.
8 Thank you, Mr. Tracy.
9 MR. TRACY: Thank you.
10 THE FACILITATOR: Our next speaker is Stan
11 Hemry.
12 MR. HEMRY: Hello.
13 THE FACILITATOR: Welcome, Mr. Hemry. You
14 have three minutes.
15 MR. HEMRY: All right. Thank you. On this
16 Environmental Impact Statement, I didn't see an
17 inclusion of it about the ecosystem that's in that
18 area and the watersheds coming from both the western
19 range of the South Mountains, and off the Estrella
20 Mountains, and I'd like to see more of that. I want
21 to know what systems will be impacted when a, you
22 know, like a carbon emitting bisection of that area
23 takes place. And there's no animal studies done as
24 to the migration patterns of the animals.
25 So I think this study is probably

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document

4422

1 MR. TRACY: I am Richard Tracy, 2238 South
2 Cottonwood Street in Mesa, Arizona. I have been a
3 resident here for 43 years, lived in an area within a mile
4 of the Black Canyon, and it contributed to the fact that I
5 have HOPD now -- COPD. I'm sorry. It's like H. But I'm
6 on 24-hour oxygen as a result of living too close to the
7 freeway.
8 The 202 Extension is just a pie-in-the-sky
9 idea of some Las Vegas and Phoenix people who wish to
10 create more casinos, various other economic advantages.
11 It's a highway to nowhere. It will not reduce the
12 congestion we have on our roads. It may -- important
13 place is what they call the curve or the bend between
14 Route 60 on 10 and into Washington Street. And that
15 traffic could be relieved with a road that would continue
16 60 into Phoenix. There are many, many roads off of that
17 Baseline alignment that would be served. The community
18 along Baseline should be rejuvenated.
19 There's no doubt in my mind the selfish
20 interests did such things as making sure that the light
21 rail went to the unnecessary Mormon temple rather than to
22 the stadium. They fought efforts to put the stadium for
23 the Cardinal football team in the center of the community.
24 As a result, people are traveling three and four hours to
25 get to and from when they have a sporting event, which is

Page 8

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
3	**Alternatives**	The alternative proposed by the commenter is similar to the U.S. Route 60 Extension and Interstate 10 Spur alternatives evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-12 of the Final Environmental Impact Statement.

Code	Comment Document

1 totally unnecessary.
2 Chasing the hockey group out to Glendale
3 rather than putting it in Scottsdale, again, was a selfish
4 effort by certain leaders, the same people who now are
5 trying to get the 202 rather than a very useful road that
6 would go from 10 over to the 59th Avenue would relieve the
7 traffic, would relieve the effort in downtown Phoenix
8 which has everybody routed through the small area of
9 Washington or McDowell. It's a plan for the future to
10 have a freeway in the alignment between Baseline and
11 Broadway.
12 I have many articles that I'd like to
13 submit. And one of them, of course, is the fact that
14 Phoenix leads the nation in scams. And anytime there's
15 been a fraud on a large scale, Phoenix has been the
16 leader. We are last in the educational support. We're
17 last in helping people who need help.
18 The community is divided between the very
19 rich and the very poor, which is not a healthy situation.
20 But it has existed, and it's perpetuated by outfits like
21 John Birch Society and today the Tea Party and various
22 other interests rather than a blended community which
23 would help everybody. We don't have that here, and it's
24 unfortunate.
25 I was fortunate. I went to college and

Page 9

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document

4 5 6

1 school. I didn't need a car. I could use the bus. And
2 people all over this country that have many advantages
3 that we don't have here for our average middle class
4 citizen. And this particular road will deprive us of a
5 road and light rail where it's really needed, where it
6 would really help.
7 And I appreciate this opportunity. It was
8 difficult, in my condition, to come down here. But I'm
9 glad I did, and I appreciate the young lady being so
10 patient. Thank you.
11 Can I put this with my material?
12 MR. FRANKLIN: All right. Now, this is a
13 speech that I was going to have for the room, but I
14 just -- I have to go and run, so...
15 Good afternoon, Panel. My name is Ross
16 Franklin. That's R-o-s-s, F-r-a-n-k-l-i-n. And I'm a
17 resident of Laveen, Arizona. I appreciate you letting us
18 all speak in front of you today. You will hear much
19 emotional testimony today regarding the impact of building
20 the Loop 202 western loop connector. I will stick to the
21 facts and leave the emotion to others.
22 Over the past 15 years, the population of
23 Laveen and Southwest Phoenix has doubled. The EIS
24 projects that number to more than double again over the
25 next 25 years. While new highways like the Eastern

Page 10

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
4	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and 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 the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
6	**Alternatives**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.

Code	Comment Document
1 2 3 4	Richard T Tracy Document Created: 7/24/2013 9:52:05 PM by Web Comment Form If The extnsion of 202 was inportant to traffic and clean air it would not have needed millions of PR and twenty years to build. My fear is each group make it impossible to develope a stainable community.We needed a stamium and it ended up ten miles from the center. Same the Arena. Things fail here because of prtty greedy inconsistent leadership. The 202 extention is not as important as a rail line from Tucson or Mexico to Vages. It is not going to benefit any one but the highway builders and the casinos. Light rail from Baseline to Washington St and extra Lanes I- 10 where 60 joins it will save lives money and jobs. 202 will gice us fewer jobs and tourists. Damage a Park that will grow in importance as the population grows. From an COPD family please reduce not increase auto use with sprawl.

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and 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 the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
3	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.

Code	Comment Document

Richard T. Tracy, Sr.
Attorney and Counselor at Law

2238 S. Cottonwood
Mesa, AZ 85202-6388

Licensed in States of
Arizona, Ohio and New York
Telephone 480-839-1153

Mr. Timothy M. Hogan, Esq.
Arizona Center For Law
In the Public Interest.
202 E. McDowell Rd. Ste 153
Phoenix, Az. 85004-4533

January 2,,2012
MORE COUNTY BAIT AND SWITCH
The Promise of Beneficial Transportation
Pending Threat of Continued Urban Sprawl

Dear Mr. Hogan:

I was pleased to have attended the gathering to honor you for the years of dealing with extremist political groups, Others share your frustrations. We have community leaders that value money more than public health and corruption is ignored. Transportation far exceeds the County frauds connected with the Criminal Tower or the Fiesta Bowl both being white washed. The Court Tower will continue to control the Justice system for the next fifty years. Avoiding intermediate City Civil Courts that distribute traffic and a chance of justice locally.

The County had purchased the Baseline Justice Center property for eleven million dollars so the construction downtown was for the State Bar Association to preserve the 1950 court system and its mandatory Rent a Judge ADR program that makes small civil cases into big ones. Just another County Bait and Switch of Tax funds like proposition 400 is turning out to be.

1 I find it hard to believe that the past legislature may have given us a key to a better, healthier life style with the passage of SB1525. City infill, public transport and walking to work or school, to replace blight from more Urban Sprawl. Add to that, the Republic printed Steven Betts My Turn article," Inward development," December 10. That gives hope of user friendly cities. The "20-Year Transit Plan Progresses." article of 23rd Audit General summary fails to reveal Prop.400 has been hijacked by,"investors" and Metropolitan Business Plan partners. The lack of documentation (accountability) and that light Rail ridership has exceeded expectation is true.

The Republic and ADOT still promote the 1960 growth agenda as does the city of Mesa. Normal residential evolution failed to develop because Historic preservation and NIMBYs dominated planning. Families were forced to the outskirts where developers profited. The article by Mr. Betts the local Chair of Urban Land Institute is enclosed. Most of that information was included in my letter to Senator Barbara Boxer, Federal Transportation Chairperson sent after Governor Brewer rejected the Western auto emissions standards. Copies enclosed, I will not repeat the issues. The toll from Pollution increases, includes me with COPD and my daughter, disabled for five years. Many middle aged people on twenty four hour oxygen. The American Lung Arizona branch has documented the work/medical cost.

The Maricopa County Transportation program, Proposition 400 if off track, aided by EPA in more ways than one. Prop.400 emphasized balance transportation methods, Freeways we had but Public Transit near 5%, The recession has been used as an excuse to stop Light Rail going north on 19th Avenue to Dunlap by 2012,Metro Center promised for 2017 and 79th Avenue, 2119. No effort to consider the true population growth south of the original route projected in 2003. The East Valley growth was ignored in 2007. Millions from Federal Stimulus, Transportation and various earmarks followed in 08 and more than offset the local Sales Tax Revenue shortfall. That was not used to further plans to move people or to reduce pollution. Just the opposite, car pool no longer stressed.

There was money for Sound Walls, HOV lanes, art. Loop 303 for sprawl, Rebuilding the city of Mesa, studies and more studies, Something like the shortest distance to the greatest population compromised for Church or Temple locations, to please NIMBY groups. Rebuild Mesa where ten to twelve million dollars is being spent to increase the distance people will travel with road closings around the Fiesta Mall. Thirty five millions to purchase white elephants. Eventually increase the distance for Light Rail if it is built eight to ten miles to the growth areas. Gilbert and Queen Creek, Chandler, ASU and Gateway Airport.

Tax discrimination has kept multi million dollar vacant properties downtown for decades. That affects adjoining properties. Phoenix did not benefit from the recent billion dollar public construction . Just the opposite, it causes the public to avoid downtown. Retail and entertainment adds staggered hours, distributes traffic loads as it did years ago.

2 ADOT is being pressured to continue new Freeway lanes though downtown Phoenix as they do now, except for the Loop 202 extension proposed in 1960. that will also preserve their midtown course. Greedy small town mentality that the highway go through the town center. Route 60 over Rt 10 to Avondale via a Baseline Rd. alignment would relieve congestion into town for less than what is proposed, end congestion. TPC studies do not benefit the public, the taxpayers who suffer delay. Metropolitan Business Plan partners and the investors are planing more urban sprawl., Nationally

Code	Issue	Response
1	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

freeways are being converted to Rail. light or Commuter. Such Infill would solve our problems. Four dollar a gallon gas changes things.

The MAG Transportation Policy Committee is not on the public's side. Legal promises broken, conflict of interests ignored, corruption, no accountability and breach of Fiduciary duty all apparent in the past few years. Ignoring our pollution offenses all of seven months last year, yet ADEQ proposes to weaken the Clean Air standards. The Maricopa Association of Governments and ADOT are abandoning their public obligation to provide balanced transportation. See prop.400 summary, all funds were to be used. They plan no reduction of auto traffic, our major contributor of ozone along with road dust .TPC is submitting programs that would limit future Public Transportation to rubber tired vehicles. The," investors" even ASU wants Toll Roads to off set tax cuts.

Hearing on various transportation issues will take place soon and will mean nothing without the prospect of action like that filed December 2009 against EPA. (Bahr v Jackson) The EPA has found the 5% PM 10 reduction is inadequate to protect the health of residents of Maricopa County. MAG, mostly small town officials want more sprawl, less Light Rail in large cities, $10 rush hour Toll fees in spite of failures nationwide. Gas prices go up but some businessmen want to end the tax on gasoline rather than an increase to cover road maintenance.

Note the recent T.P.C. Summary seeks to satisfy," Stakeholders" investors, not to fulfill their obligation to existing residents promised in the passage of Proposition 400. Now with less that twenty miles completed MAG is setting Metro adrift. The Governor's Transportation Oversight Committee Chairman, Roc Arnet, also Chairman of the East Valley Improvement Committee was a cheerleader for the tracks to the dead end at the Mesa Mormon Temple, not Gilbert or San Tan.

3 That TPC Summary calls for widening I-10, adding H.O.V. lanes on I-10 between I-17 and I-60 with the implementation of a local express lane system to provide additional capacity along I-10 (That is code for private Toll Roads at public expense). What they call sustainable transportation is non-sustainable residence support. The extension of Loop 202, a 22 mile road to nowhere was planned in 1960. Now mainly for casinos operated from Los Vegas, will kill our economic future.

The small map shows projected population in the pre 2004 campaign material, That stated,"By 2007, nearly 150 miles of Freeway will be complete. Now is the time to look at the next round of transportation investments." That give the impression that public transportation was ending workers daily ordeal of traffic delays. Note the TPC Summary last paragraph does not address the public need or traffic congestion but rather the, "difficulty of developers in assembling various land parcels." Infill in south Phoenix would reduce congestion, there is our hope for the future.

When the 2007 scoping took place to determine the future course of Light Rail as stated above only Central Mesa was discussed and considered. Projected growth did not occur, Mesa's Conservatives rejected progress. Gilbert's population increase, 83% and Queen Creek San Tan area went from 4.400 in 2000 to over 30,000, Gateway and ASU plus the Fiesta Area with its College and Hospital presented the obvious need for the Light Rail that would serve the South East Valley best. Drawing from both east and west. Main Street to Power would add eight or nine miles and about twenty minutes and draw very little from the east or north. Mesa business view, let them drive 5 or 10 miles. Who will pay to operate that branch, Mesa's debts are climbing.

Metro approved Light Rail to Mesa Drive, a location so lacking potential riders that almost immediately the need to extent from the Temple to Gilbert Road became vital. Five hundred thousand dollars bought that commitment from Metro Light Rail. Downtown Mesa property owners have hit the lottery, Several million for environmental adjustment, Thirty-five million for property that has had little value, now being negotiated and failing businesses subsidized during two years of Construction. The substandard older homes and buildings had been housing for thousands undocumented, mostly construction workers families. Wealthy property owners moved to Gilbert or new Lehi. Mesa is said to have twenty thousand homes vacant or in foreclosure but millions of dollars has been provided by congress to start construction of Tempe style housing along the Light Rail track. Being built without a University or employment opportunity nearby like Tempe.

I enclosed material that reveals the deception and explains the problems and promise of increased health hazards. Election promises are contracts. Because of Media confusion and public apathy we have no community leaders demanding enforcement. The press supports sprawl, most people feel it is no use trying to buck the system. Major employers representatives and professionals are enlisted to keep people from objecting unless that is what the powers that be want at the time.

I hope that your office and the Sierra Club will intercede and provided the public mass transit as promised for Maricopa County, with truly Happy New Years. Urban sprawl has caused waste and driven up costs the middle class and small business. Public interests are not considered.

Very truly yours

Richard T. Tracy,Sr.

CC Sandra Bahr

Code	Issue	Response
3	**Purpose and Need, Old Plan or Use of Old Data**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Phoenix must look to inward development

12-10-11

In this post-recession environment, much is being made about great forces of change — population and demographic shifts, economic drivers, environmental concerns — that will dramatically reshape community building for the rest of the century.

MY TURN
STEVEN BETTS
Urban Land Institute

In this time of change, it is critical to anticipate how the impact of urban design and development will meet expectations of Valley residents for livability, amenities, flexibility and choice.

This much is clear: Where we've been is not where we are headed.

How much of the anticipated population growth for the U.S. will be happening in Greater Phoenix? Is Phoenix appealing to talented workers? Does Phoenix have an adequate supply of housing that is both affordable and close to jobs? And, how can future development help position Phoenix as being progressive and innovative for the 21st century?

Research from the Center for Neighborhood Technology tells us that in the Phoenix metropolitan area, residents in outer communities (where the majority of Valley residents live) spend more than 45 percent of their income on housing and transportation alone. Most drive more than 18,000 miles per year for work and errands, and most have seen their auto gas costs double, even quadruple, since 2000. This is simply not a sustainable growth model.

Building the Phoenix metropolitan region in a way that conserves land and energy, de-emphasizes auto dependency, and enhances the natural environment is critical to our region's success. Less new construction and a greater emphasis on reusing and adapting existing space is our future. We need to do a better job of developing inward, utilizing parcels already benefiting from municipal services and infrastructure.

Phoenix must build the region in a way that conserves energy and land, enhances the natural environment and de-emphasizes auto dependency. This is critical to our future. ROB SCHUMACHER/THE REPUBLIC

Seventy-five years ago, the Urban Land Institute was founded to research, analyze, and encourage responsible patterns for long-term urban growth, and explore what constitutes sound real-estate development projects and practices.

For the Urban Land Institute Arizona, December 14, 2011, is a new starting point — a date to think ahead about what's to be accomplished for the next 75 years. As ULI founder J.C. Nichols once wrote, "An intelligent city plan ... does not forget the greater needs of tomorrow in the press of today. It is simply good, practical sense."

Whether we've learned from the past will be measured by how much of what we build remains relevant, appealing and worth preserving in 75 more years.

Steven A. Betts is chairman of the Urban Land Institute, Arizona District Council.

Code	Comment Document

MAG Transportation Director Eric Anderson's press release of October 8, 2011 spoke nothing of MAG joining in a plan that replaces the objectives and funding of Prop.400. The Metropolitan Business Plan means more sprawl less funding for clean air. Note funding committed all sources. Now MAG TPC is using that to fund Toll Roads, fringe development and doubling I-10. And extending Loop 202. Funds for Light Rail committed areas but are personal piggy banks for some. Clean Air and Sunshine was what made Phoenix, not pie in the sky developments scams. Dirty air and dirty politics may destroy it.

Anderson on MAG on not funding what was promised:

MAG Transportation Director Eric Anderson's press release of October 8, 2011 spoke nothing of MAG joining in a plan that replaces the objectives and funding of Prop.400. The Metropolitan Business Plan, means more sprawl less funding for clean air.

MAG Director Eric Anderson"Some Valley freeway projects will be delayed up to five years by a sharp downturn in revenues prompted in part by the recession, regional transportation officials say.

Proposition 400, approved by Maricopa County voters in 2004, imposed a countywide half-cent sales tax for 20 years to fund regional transit projects - freeways, streets, buses and light rail. The tax expires in 2025.

However, revenues are now expected to be $2.2 billion, or 24 percent, lower than projected for the remaining 15 years of the program, according to the Maricopa Association of Governments, a coalition oflocal governments that serves as a planning agency for the Greater Phoenix area. The regional transit plan is overseen by MAG.

When Prop. 400 was implemented, MAG projected $14.6billion in revenues through the life of the program. The new projection is $8.7 billion.

While the effect on transit programs is still being reviewed, MAG has determined that at least 11 Valley freeway projects will be delayed. It is too early to say whether they will be eliminated entirely from the current 20-year plan. Completion of those projects would require an extension of the program for an extra five years and a new Error! Hyperlink reference not valid. source - potentially including another voter-approved ballot initiative.

"I would expect, following the pattern of Prop. 400, by sometime after 2020, there would be a move to renew that tax source. Conceivably, it could happen sooner than that," said the MAG Director.

Read more: http://www.azcentral.com/news/election/azelections/articles/201111 0/08/20 III 008maricopa-county-proposition-400- funds-shortage.html#ixzz 1 hncyR 1 AO

Sample Ballot

Proposition 400

If approved by the voters of Maricopa County, Proposition 400 would continue the one-half cent sales tax for 20 years, through December 31, 2025. This sales tax would be used for construction of new freeways, widening of existing freeways and highways, improvements to the arterial street system, regional bus services and other special transportation services, and high capacity transit services such as light rail, bus rapid transit and express buses. All projects to be funded from the proposed sales tax are specified in the Maricopa Association of Governments (MAG) Regional Transportation Plan.

Regional Transportation Plan

Utilizing input from the community, the MAG Transportation Policy Committee developed the Regional Transportation Plan (the Plan). The 22-member committee included elected officials and representatives from cities and towns across the region, the business community, the Arizona Department of Transportation, Maricopa County, the freight industry, transit, and the Citizens Transportation Oversight Committee.

The Regional Transportation Plan includes $15.8 billion in proposed projects, taking into account all regional funding sources. About half of the funding, $9 billion (based on 2002 dollars and including $500 million set aside for interest expense) would come from the passage of Proposition 400.

Mesa Republic 12/10/11

After a campaign to give Phoenix Mesa Gateway Airport an internationally identifiable name I made efforts to get to plans for the Light Rail at Sycamore and Main Street to go south to the Airport or San Tan. I spoke again to the Gateway Board made up mostly of the Mayors of the surrounding cities that are involved. The Chairmen that day was Mesa Mayor Scott Smith. He did not seem receptive at all. I then went to the Board of the Maricopa Association of Governments and guess what Mayor Smith was also the Chairman and no more receptive. The same was true at the Mesa City Council meeting.

You see at completion of Loop 101 the sleeping downtown Mesa business and property owners awoke. The highway no longer ran through their Main Street, there was no business. It was in the newly developed Fiesta and Val Vista areas. That started efforts and publicity to attract the public downtown. Keep the Light Rail going east not south where there had been a population explosion over the past ten years.

Richard T. Tracy, Sr. Mesa 480-839-1153

Code	Issue	Response

Code	Comment Document

TPC Meeting Summary

Update on the Southeast Corridor Major Investment Study

The TPC heard an update on the Southeast Corridor Major Investment Study. The purpose of the study is to examine the existing transportation investments proposed for the Southeast Corridor, which primarily encompasses the Interstate 10 corridor from Central Phoenix to the East Valley. These investments include widening of Interstate 10; reconstruction of the traffic interchange connecting I-10, State Route 143 and 48th Street; connection improvements to the US-60 (Superstition Freeway) and the Interstate 17 (Black Canyon Freeway) traffic interchanges; construction of an additional HOV lane on I-10 between I-17 and US-60; and implementation of a local express lane system to provide additional capacity along I-10. The Arizona Department of Transportation is currently completing an Environmental Impact Statement for the I-10 corridor within the study area.

Along with reviewing these investments and other parallel facilities, the Southeast Corridor Major Investment Study will study the travel demand between the East Valley and Central Phoenix to identify the potential for alternative transportation mode strategies to accommodate demand, along with freeway widening scenarios.

Staff reported that the consultant conducting the study has developed and analyzed three "bundles" of more than 25 different transportation alternatives. The bundles include a basic mobility bundle ($350 million investment), peer competitive bundle (systems common in peer regions, a $2.8 billion investment), and transit focus bundle ($5.1 billion investment).

Sustainable Transportation – Land Use Integration Study

Staff provided an update on the Sustainable Transportation – Land Use Integration Study. The study was launched in 2010 and includes a market analysis and research of best practices for sustainable transportation. Staff noted that one issue is that many people interpret the words "sustainable transportation" differently, with definitions ranging from traffic demand reduction to mode choice to the environment. Eight factors typically found when measuring sustainable transportation performance include a neighborhood street network, housing and employment density, mixed-use neighborhoods, regional accessibility (especially job centrality and concentration), frequent/convenient transit service, demand management/incentives, transit-oriented development (including mixed income housing), and demographics.

Staff noted that a focus group found the existence of obstacles that make infill development a higher risk than fringe development in the Valley. These include parking availability and zoning laws, as well as difficulty for developers in assembling various land parcels. The focus group expressed interest in bus options, and suggested the region take a hard look at "rubber tire" transit options. Additional observations based on stakeholder input were that mobility solutions are needed throughout the region, but that limited parts of the region can support transit oriented development and high capacity transit in the near term. Next steps will include identifying mobility priorities, modeling various scenarios, and developing policies, with an eventual outcome of recommended policies, investments, and pathways.

Mag interest is Urban Sprawl not modern Clean Rail.

Code	Issue	Response

Code	Comment Document

Agenda Item #5

MARICOPA ASSOCIATION OF GOVERNMENTS INFORMATION SUMMARY... for your review

DATE:
November 9, 2011

SUBJECT:
Update on the Southeast Major Investment Study

SUMMARY:
The fiscal year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, was amended in March 2010 to include $300,000 to conduct the Southeast Corridor Major Investment Study. On May 17, 2010, the MAG Regional Council Executive Committee selected HDR, Inc. to conduct the study.

The Arizona Department of Transportation (ADOT) is in the process of completing an Environmental Impact Statement (EIS) for the widening of Interstate 10, the Maricopa Freeway, between the SR-51/SR-202L/Red Mountain "Mini-Stack" and SR-202L/Santan-South Mountain "Pecos Stack" traffic interchanges. The subject of this EIS is an environmental clearance that would allow the reconstruction of the Interstate 10/SR-143/48th Street traffic interchange, connection improvements to the US-60/ Superstition Freeway and the Interstate 17/Black Canyon Freeway traffic interchanges, construction of an additional high occupancy vehicle (HOV) lane between Interstate 17 and US-60, and implementation of a local-express lane system to provide additional capacity along Interstate 10 that could accommodate more than 400,000 vehicles per day. ADOT is in the process of wrapping up this EIS and proposes obtaining a Record of Decision (ROD), the final action in the EIS process, in early 2012.

Presently, the Regional Freeway and Highway Program of the MAG Regional Transportation Plan provides approximately $650 million for an initial phase of the project between 32nd Street and SR-202L/Santan-South Mountain Freeways. The remaining sections of the project, from 32nd Street to SR-51/SR-202L/Red Mountain Freeway, is estimated to cost $850 million and is presently identified for implementation in the fifth phase of the Regional Transportation Plan.

During the course of the EIS, questions have been raised by MAG member agencies about the investment being made in this corridor and the need for alternate transportation options, in addition to widening Interstate 10 and improving the system traffic interchanges, to accommodate the growing travel demand between the East Valley and Central Phoenix. In response, MAG began developing the Southeast Corridor Major Investment Study for these purposes. The work program for this Study has the following tasks:

- Review of all transportation investments proposed for the Southeast Corridor, including those proposed along other parallel facilities, such as SR-101L/Price Freeway and SR-202L/Red Mountain Freeway;
- Study of the travel demand shed between the East Valley and Central Phoenix to identify the potential for alternative transportation mode strategies to accommodate demand in addition to freeway widening scenarios;
- Consultation with project stakeholders on the project's findings and recommendations; and

Code	Issue	Response

Code	Comment Document

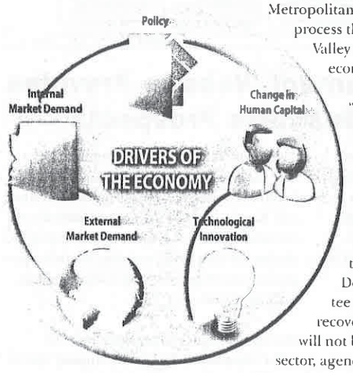
r-MAGAZine

Quarterly Newsletter Focusing on Regional Excellence

November 2011—January 2012 Vol. 16: No. 4

MAG Launches Metropolitan Business Plan

With the Valley just beginning to climb out of one of the most significant economic downturns in U.S. history, the Maricopa Association of Governments (MAG) and economic development leaders from across the region have launched a Metropolitan Business Planning process that will move the Valley toward a more secure economic future.



"We have experienced tens of thousands of foreclosures in the Valley, and the pain isn't over yet," said Litchfield Park Mayor Thomas Schoaf, who chairs the MAG Economic Development Committee (EDC). "The region's recovery from the recession will not be driven by a single sector, agency or individual. A collaborative approach is needed to make dramatic changes in our economy."

Mayor Schoaf said MAG is coordinating with a range of stakeholders to develop a business plan that will help put the region back on the path to prosperity. In August, MAG was selected by the Brookings Institution as one of only a handful of pilot cities to participate in a collaborative partnership to develop a Metropolitan Business Plan. Other partners in the project include the Greater Phoenix Economic Council (GPEC), Arizona State University, the Thunderbird School of Global Management, Maricopa Community Colleges, and the Arizona Commerce Authority.

"Not only are we tapping into some of the brightest minds in our region, the value of working with Brookings is that they can help us identify new opportunities through their connections with best practices around the country," said MAG Chair and Tempe Mayor Hugh Hallman. "This will help us leverage key assets to better compete in a global economy," he said.

Mayor Hallman pointed out that the effort will build upon the hard work that has already taken place in the region, including incorporating economic development plans already underway.

"We are relying on the expertise of our partners in economic development and on our regional leaders to identify the actions necessary for revitalizing our economy," said Hallman. "The great advantage of this project is that it gives us a chance to work together instead of in our individual silos to create a unified economic development strategy."

GPEC President and CEO Barry Broome said he is excited about the partnership, agreeing that it is time to change the way we think about economic development.

"If we want to transform Greater Phoenix into a world-renowned region of excellence, we need a shift in

Continued on page 10

INSIDE *this issue*

Message From the Chair 2
Voices From the Council 3
MAG Moment: Helicopter Tour 3
Regional Profile: Mayor Barney 4
Online Mapping Tools 5
Domestic Violence Conference 6
Utah Transit Tour 8
Metro Business Plan (continued) 10
Greater Phoenix Rising Website 11
Calendar 12

MARICOPA ASSOCIATION of GOVERNMENTS

Code	Issue	Response

Code	Comment Document

Mr. Robert Forrest
Metro Light Rail, Suite 1300
101 North 1st Ave.
Phoenix, Az 85003

2238 S Cottonwood St
Mesa, Az. 85202

Dear Mr. Forrest:

TRANSIT PARTS CONSIDERED SEPARATELY
COUNTY TOTAL EPA SCORE, POOR, WHY?

May 27,May 26,count back to December19 before you can find a good air day in Maricopa County. Once known for its clean air, a respiratory cure center and laid back life style, is now a place compared to Los Angles. Urban sprawl. Traffic delays, smog-obscuring view.. The EPA and Federal Departments of Transportation, free of local influences are guilty of betraying their obligation to the residents. They give lip service to anti pollution measures but support federally funded projects that contribute to poor planing of a community, waste, traffic jams, accidents and increased pollution.

The Light Rail is badly needed where there are young families, working middle class and college students. Light Rail's goal to reduce traffic instead is being diverted to a retirement area. First stop Mesa Dr. along mostly abandoned Main Street to the Cemetery, large park across from the LDS Temple, Historic single family home districts. They want it, because it's almost free. All local funds are going to redevelop east of Mesa Drive that is where the Mormon Community of Lehi is being reborn.,

The future plan after 2016 is to extend to Gilbert Road a trailer park area on the north, mostly vacant six-month a year. Growth and traffic jams are miles to the South. Help would come to finance a connection between the two major airports, but to go east to Power Rd. then south, would add nine miles and at least twenty minutes to the trip and maybe twenty years before completion.

The East Valley at the last census has grown to over a million people. Mainly in the Gilbert, San Tan, Queen Creek, Chandler areas. Only a small percentage reside north of Route 60. Mesa Main Street died when Route 60 moved south and residents resisted change. Mesa has ten thousand homes empty or in foreclosure. The ADOT Citizens Overview Committee and MAG Chairman, the Mesa Mayor, are both strong Mormon leaders ignore the facts. And public interest. Suggest people can drive five to ten miles to Light Rail. EPA and Metro have a responsibility to get traffic off the road on to rail, but for five years only Mesa Central Main was considered.

The Maricopa Association of Governments are controlled by Developers, it encourages only Urban Sprawl, not infill and we have thousands of empty newer buildings, they and people are not a developers concern, only buying BLM land, building and making a profit. ADOT is planning roads for the developers into 2024. Travel time, empty buildings pollution all increase, as do no-burn days. The community already so spread out the two car families have grown to three or four with teen agers. Excessive travel demands, costs and blight are not a concern of County Planners.

Light Rail should go south from Sycamore to the Fiesta Mall area with its Hospital and College campuses, dozens of empty buildings and locations for apartments. Actual, not just potential riders. Then through Gilbert southeast ending near Mesa Gateway Airport and San Tan Village. ADOT's plan a twenty four lane road west of Tempe that could become a Toll Road. More about that in the attached addition to go with the Exhibits and articles.

Very little is done to get express buses between cities except for the West Valley to Downtown Phoenix and that did provide results. There is very little effort to get the single driver of the road. Proper placement of Light Rail and extending Rt. 60 just does not fit the powers to be plan for this large county that is run like a hick town by people who remember it as it was, do not know how it could be. It is clear to an impartial observer that there is not sufficient passenger prospects for Light Rail at Central Mesa and there is not enough room for proper traffic movement in Central Mesa, but then drivers will avoid going there, the public and private investment wrote it off when Freeways developed south then north. Its common the greedy take from the needy around here.

Sincerely

Richard T. Tracy, Sr.

Code	Issue	Response

Code | Comment Document

PURPOSE OF STUDY

1. Identify a transit alternative that increases efficient access to employment opportunities throughout the Central Phoenix/East Valley region for City of Mesa residents.
2. Identify a transit alternative that provides improved travel times in a congested environment over local bus.
3. Identify a transit improvement

THE SCOPING PROCESS

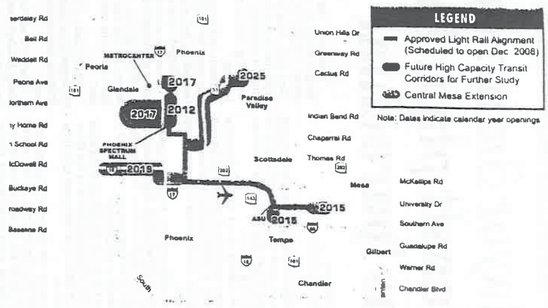
aug 2007

What is it. Why do it?

Scoping is a study process designed to inform the public, interested groups and participating agencies about the proposed project, potential alternatives under consideration, and issues for public and agency review and input. The main goal is to encourage the active participation of the community and public agencies early in the decision-making process. It provides the public an opportunity to communicate issues and concerns to help develop alternatives before considerable resources have been expended.

The scoping process defines the alternative routes and alignments that will be examined in the study, identifies potential impacts that

FIGURE 1: REGIONAL TRANSPORTATION PLAN TRANSIT CORRIDORS



Mesa wrangles with how to pay for light rail

2002

1.1-mile segment's cost ranges from $20M to $40M

BY JASON EMERSON
TRIBUNE

Pressured to move along with plans to build about a mile of light-rail line on the city's western border, Mesa officials have yet to figure out how to pay for it.

The project moved forward last week when Valley leaders on the Regional Public Transportation Authority voted 6-1 to begin looking for an engineering firm to build the system. Mesa Mayor Keno Hawker cast the dissenting vote.

While Hawker, who represents Mesa on the authority, favors building a 1.1-mile seg- ... Tempe border to the East Valley Institute of Technology at Longmore and Main Street, said he wants his full council to vote on it, he wants to know how much it will cost and he wants to know who will run the rail system.

"I would like to see some of those (questions) answered," Hawker said Monday. "And I'm not going to move forward on my vote until I'm sure the council is supportive," he said.

The City Council will discuss the light-rail project at 7:30 a.m. Thursday in the council chambers, 57 E. First St. A formal vote is expected sometime during the next two months, said City Manager Mike Hutchinson.

Plans call for 20.3 miles of rail to run from 19th Avenue and Bethany Home Road in Phoenix through downtown Tempe, ending about a mile into Mesa. Total cost is estimated at about $1 billion.

Some officials worry that if Mesa backs out of the project, it would wreak havoc with the schedule.

"It would probably cause a delay," said Jack Tevlin, Phoenix's deputy city manager.

Tevlin points to the project's lengthy environmental study, which was done based on a 20.3-mile system. If the track is shortened because Mesa backs out, a new study might have to be done, he said.

Tevlin met with each Mesa City Council member in late March to extol the merits of light rail.

"Phoenix realizes that without us, they'll have to redesign the project," said Mesa City Councilman Bill Jaffa.

Others are concerned that if Mesa backs out, Tempe may shorten its segment. Instead of extending the track to Mesa's border, which currently is planned, Tempe may cut costs and stop the rail at McClintock Road or Mill Avenue, officials said. Tempe Mayor Neil Giuliano could not be reached for comment.

'I would like to see some of those (questions) answered. And I'm not going to move forward on my vote until I'm sure the council is supportive.'

KENO HAWKER
Mesa mayor

Mesa is being asked to commit up to $40 million to build its segment at a time when the city is facing a $33 million revenue shortage for fiscal year 2002-03.

In the past, Hawker has estimated the system would cost Mesa $40 million, but Monday he revised his estimate to $30 million. The new number is based on the information that Mesa's segment will be 1.1 miles instead of 1.5 miles, Hawker said. Wulf Grote, the project director, has said Mesa's share will be about $20 million.

Some federal money might be available to reduce Mesa's cost, Tevlin said. The federal government is expected to pay about half the cost of building the system.

Code | Issue | Response

Code	Comment Document

Report of Bob Hazlett MAG Senior Engineer 10-19-11 on
Managed Lanes(Toll Road) to MAG Transportation Committee

Lanes Network Study will look at the concept of priced managed lanes or placing a toll on HOV lanes. He stated that there are four phases to the project, with the first phase underway.

Mr. Hazlett stated that the study will evaluate future HOV needs, the viability of managed lanes, and legislative and institutional requirements. He said that stakeholders includes representatives of MAG member agencies, the Arizona Department of Transportation, and the Federal Highway Administration.

Mr. Hazlett stated that managed lanes are dedicated lanes for one or more user groups. He said that HOV lanes in this region are managed lanes. Mr. Hazlett stated that managed lanes can be high-occupancy toll (HOT) lanes, express lanes, express toll lanes, or value priced lanes. He said that names and branding vary by region and reflect different strategies. Mr. Hazlett noted that there are more than 130 managed lanes facilities in the United States, and he added that once the HOV lanes on Loop 101 are completed, the MAG region will have the fourth largest managed lanes network in the country in terms of lane miles, behind Los Angeles, San Francisco, and Seattle. Mr. Hazlett remarked that the evolution of the region's freeway system since 1985 is a remarkable achievement.

Mr. Hazlett stated that 12 projects in the country currently use price managed lanes, and the Managed Lanes Network Study consultant identified where they are being contemplated. He noted that some are express toll lanes where you must stay in the lane and cannot weave in and out. Mr. Hazlett stated that one of the more ambitious projects is in the Dallas area, where Interstate 635 will be double decked. He explained that the top lanes will be the existing lanes and the bottom lanes will be managed lanes. Mr. Hazlett stated that truck-only toll roads are being considered in Atlanta and New Jersey.

Mr. Hazlett then addressed the lessons learned from SR-91 in Orange County, California, considered the granddaddy of managed lanes, constructed in 1996. He said that it was the first managed lane facility to use value pricing and the first fully automated toll facility in the United States. Mr. Hazlett stated that SR-91 is in an area with few competing routes, and it introduced the concept of variable pricing for tolls. He said that toll setting is an ongoing process; they review the data monthly and set the tolls, with a goal of keeping traffic moving. Mr. Hazlett stated that the toll amounts vary and the peak hour toll is about $10.

Mr. Hazlett stated that SR-91 was a public-private partnership, and as a result, a lot of codicils were added that made it difficult for Orange County to do a lot of planning. He said that a buy-back by Orange County was necessary to overcome a restrictive non-compete clause contained in the lease, for example, CALTRANS could not add any lanes on nearby freeways that would compete with SR-91. Mr. Hazlett stated that SR-91 generates about $45 million in revenues annually.

Mr. Hazlett then addressed lessons learned from Interstate 95 in Miami-Dade County, Florida. He said that the project converted 21 miles of single HOV lanes to dual HOT lanes. Mr. Hazlett stated that drivers previously could enter or leave the lanes at any time, but once the lanes were converted, drivers could enter or exit only through dedicated points. From this it was learned that a good

An Increased effort to create Congestion has been apparent, No real effort to promote car pools, use public transportation or stagger hours etc. in recent years, Congestion is good for Toll Road business, Light Rail and Express Bus or extending Route 60 over I-10 bad.

Code	Issue	Response

Code	Comment Document

MESA REPUBLIC
WEEKEND, JANUARY 15, 2011 mesa.azcentral.com Z11 SECTION M

End of the rail line is 'no-man's land'

2 team on MLK tribute

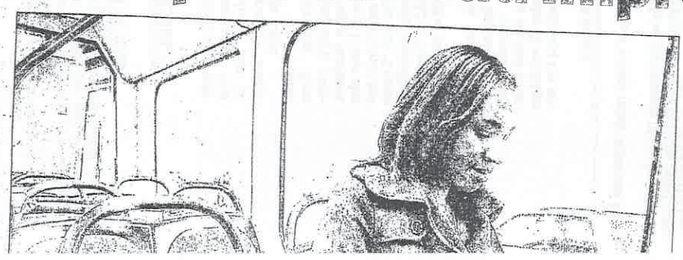
Mesa father and daughter fear future generations won't grasp King's messages.

MESA NEWS
Z11 WEEKEND » JANUARY 15, 2011 3

Mesa rail stop leaves bad impression

Plan to extend light rail gives city 2nd chance to help business, views

By Jim Walsh
THE REPUBLIC | AZCENTRAL.COM



West Mesa's assortment of boarded-up fast-food restaurants, an abandoned supermarket, run-down motels and unattractive trailer parks didn't exactly impress a woman from Ohio riding the Metro light rail for the

Drive stations.

In each case, Metro plans to build the stations east of the intersection, combining functionality with the best potential for economic development, he said.

"Economic development was certainly one of the primary considerations," Limmer said.

He said the Sycamore Station now serves as mainly an access point for commuters because it is at the end of the rail line, with

Code	Issue	Response

Code | Comment Document

Cold, dry weather contributing to bad air quality

DIRTY AIR
Continued from B1

themselves outdoors. The ADEQ says the air could get bad enough to make Saturday a high-pollution advisory day.

The advisory, and predictions about more to come, are based on air-monitoring data and weather forecasts.

This is a La Niña year, meaning equatorial waters in the eastern Pacific Ocean are colder than usual.

That leads to a dry, cool winter in the western United States — the exact conditions which trap winter-dust pollution in the Phoenix area.

"We anticipate a dry, stagnant weather season, and expect to see a high number of high-pollution advisories. There is a potential for a record year," county Air Quality Department spokeswoman Holly Ward said.

When winters are warm and wet, rain and wind washes away the brown cloud.

But when high-pressure ridges settle in, air is trapped. In summer, an air bubble as high as 10,000 feet collects ozone. But in the winter, cooler air drops the bubble below 5,000 feet.

"It's like a lid on top, the air doesn't mix," said Paul Iniguez, a meteorologist with the National Weather Service in Phoenix.

"Long term, we are trending toward a lot more high-pressure ridges holding over the Valley, trapping the high pollution in," said ADEQ spokesman Mark Shaffer.

The period between Christmas and New Year's Day is expected to be the worst of it, Shaffer said.

That's because the most severe pollution this week has come from fine particles, called PM-2.5 because they are smaller than 2½ micrometers in diameter. Smoke is a key contributor and with many people home for vacation, more home fires will be burning.

But the county faces another longer-term challenge from coarse, PM-10 dust, which is as large as 10 micrometers, or one-seventh the width of a human hair.

This fall, the U.S. Environmental Protection Agency told local officials that regional plans to reduce PM-10 by 5 percent were inadequate and would be rejected next month.

That starts a lengthy process that jeopardizes some federal-transportation funding, and ultimately could result in all such funds being withheld from local projects.

Next month, the county is set to clamp down on one source of the 73,000 tons of coarse dust that blows through the Valley: off-road vehicles.

Off-road vehicle fans could face stiff fines next year if a proposed county ordinance takes effect to limit driving in certain areas.

On Wednesday, the Maricopa County Board of Supervisors set for Jan. 12 a public hearing to change existing law.

The county bans all off-road driving on unmarked trails in unincorporated areas, but the new rules impose increasing fines, rather than cite first-time violators with a misdemeanor. Fines would start at $100 and climb to $250.

The proposed law says: "Vehicles in operation on either unpaved public or private properties in the unincorporated areas of Maricopa County shall remain on roads or highways."

Off-road enthusiasts can drive on unpaved trails only when they have written permission from a private landowner, or on public lands where trails are clearly marked by signs or on official websites.

Private-property owners are allowed to drive their off-road vehicles on their properties, but only if they limit the dust they kick up, apply for a dust permit or otherwise comply with other county dust-pollution laws.

The county also plans to tweak a separate law that regulates parking on unpaved lots in urban parts of the county. Violators could face fines starting at $50 and climbing to $250.

The county Air Quality Department has not issued any violations under the existing off-road vehicle law, enacted in 2008.

Law enforcement agencies have been tapped to warn off-roaders to not drive during high pollution days.

Likewise, in the last two years, the county has issued no citations under its leaf-blower or fireplace ordinances, but has warned 16 and 27 violators, respectively, said Ward.

County inspectors rely on calls from the public to enforce bans on wood-burning, leaf-blowing and off-road driving, Ward said.

Ward encourages the public to visit www.cleanairmakemore.com to check on current health advisories and anti-pollution restrictions or report violations.

Code | Issue | Response

Code	Comment Document

RICHARD T. TRACY, SR.
2238 S. COTTONWOOD ST.
MESA, AZ 85202

Mountain Study Team
ADOT MD 126F
1655W Jackson St.
Phoenix, Az 85007

July 21,2013

Dear Study Team:

1 My big concern is the High way to nowhere 202 Extension will waste $2 billion, which could solve problems in the south east Valley of Phoenix.

2 Extending Rt. 60 over and west to 59th Ave. Light Rail to the San Tan Area via Fiesta mall and Alma School Road. where people who will pay for the system live.

3 And most important the start of RT I-11.

We will be left out if we get money for 202 and the try to get money for I –11 Tucson to Vegas. Other states will claim it is their turn after we get
What would be needed to satisfy the road builder. Rail is our future not more freeways. Just like Solar but we have people fighting to keek coal.

4 My enclosed items tell the truth about the proposed extenuation of 202 on or near Pecos Road. The editorials on the other hand has a lot of false information. The so call South Mountain Freeway will not help relieve traffic. The vote on Prop 400 was to help move people with mass transit. Those people did not keep their promise. the Indians do

5 not want their land made like Rt. 101 for the benefit of the Los Vegas investors. Look at the shacks years later, Some investors have held options on the proposed area and for years. We have too many casinos already. They have damaged the Scottsdale economy. Now wreck Chandler with 202.

The Light Rail did not progress for years because Maricopa Association of Governments is not moving traffic but rather edges of Cities. What MAG and East Valley movers and shakers want and what we need are set out in their Minutes of meetings. The Metropolitan Business Plan will create more blighted areas like those referred to by the citizens in the makeover question of the Feb .16th Mesa Republic article. South Phoenix is the largest area in need of a makeover. Investors gladly accept Government tax credits but develop out side the cities. Areas north and west were to have light Rail by this time. Instead money was held back for projects they call

6 Progress but leaves out our main industry Tourism. Road and home building can not take its place for long. We have the sun but pollution hides it and people do not come back when its hard to breath and every thing is twenty miles away, Not organized like Denver for example or San Degas.

Sincerely
Richard T. Tracy Sr.

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	Federal regulations stipulate that an environmental impact statement shall "rigorously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations § 1502.14; see Final Environmental Impact Statement page 3-1). All alternatives were screened using a multidisciplinary set of criteria. Nonfreeway alternatives were considered (see Final Environmental Impact Statement pages 3-3 through 3-6). Among other things, the study took into account improving existing freeways, improving or expanding other travel modes, strategies to reduce travel demand, and 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 the Maricopa Association of Governments, the South Mountain Freeway would be part of the Regional Freeway and Highway System. Other transportation improvements such as mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway. As noted in the Final Environmental Impact Statement (see page 3-60), the proposed freeway would provide opportunities to enhance operation of future mass transit improvements.
3	**Alternatives**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
4	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). By 2035, east- and westbound motorists on Interstate 10 between State Route 101L (Agua Fria Freeway) and State Route 202L (Santan Freeway) are expected to experience stop-and-go driving for over 3 hours every day. This is for a distance of nearly 30 miles. A new freeway in the Study Area would distribute commuters over an additional freeway facility. As a result, the duration of stop-and-go traffic on the region's freeways would be reduced.
5	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Air Quality**	

Code	Comment Document
8 7 1	SEEK FUNDS FOR BETTER FUTURE roads and rail. These traditional means of traversing vast expanses of d sound almost old-fashed in an era when informa- gallops across the ether. But there's nothing retro ut a new interstate highway ween Phoenix and Las Ve- , or a proposed passenger- line from Tucson to Phoe- . Both of these ideas move zona beyond old-fashioned ions that can hold back ngress. One offers an alternative to traditional reliance on cars personal transportation, the other facilitates oppor- ities for international trade t have been sublimated to ncerns about illegal activity at the border. Consider the passenger-rail line between the state's two largest metropolitan areas. The drive on Interstate 10 from Tucson to Phoenix takes an hour and a half to two hours. Increased traffic from population growth will slow things down. Arizona Department of Transportation planners say the trip will take five-and-a-half hours by midcentury even if the entire stretch of road is widened to three lanes in each direction. That represents lost time and productivity, as well as increased air pollution. It also projects an image of a backward state that failed Planning 101. These are not the kind of messages Arizona should send to those looking to invest or move here. As part of a three-year, $6.3 million study, ADOT narrowed the possible rail routes to three, with a final recommendation expected by the end of the year. All three have stations at international airports in Phoenix and Tucson, and all connect with transit in the urban areas. No funding has been identified. The options include public, private or a combination of sources. Money is also a missing piece on another important proposed infrastructure improvement: Interstate 11 from Phoenix to Las Vegas. This new highway is an important part of Arizona's awakening to a new age of increased international trade and commerce. A north-south route connecting Mexico and Canada through Arizona has long been discussed. This Canamex corridor has great potential to help the state take advantage of our proximity to Mexico, Arizona's top trading partner and a nation with a growing middle class. In addition to facilitating trade, a report from transportation officials in Arizona and Nevada says an I-11 between the growing metro areas of Phoenix and Las Vegas would keep up with anticipated growth and enhance economic development. It also sets up what could be a very lucrative "Southwest Triangle" with Los Angeles. A north-south interstate alternative between California and Texas would bring a variety of economic opportunities to Arizona. Planning is still preliminary, but a key component — the new Hoover Dam bypass bridge — is in place. What's more, Congress has designated a general route through Arizona as I-11. This is a critical first step. Arizona's delegation needs to actively pursue funding for both of these projects. They are not pork or earmarks. They are investments. Both prepare Arizona to embrace a more prosperous future.
	Report: Valley-Vegas interstate vital for commerce Sean Holstege Republic | azcentral.com A major interstate highway st be built between Phoenix d Las Vegas to keep up with e region's rapid population owth and to facilitate global trade, says a report released jointly Friday by transportation officials in Arizona and Nevada. The 105-page report offered justification for constructing an Interstate 11, a multibillion dollar project to improve the link between the two metropolitan areas. The report sets the stage for preliminary route, design and environmental studies ahead of any decision to build I-11, the nation's most ambitious interstate project in a generation. As envisioned, the project would convert U.S. 93 into a four-lane divided highway from Las Vegas to Wickenburg, taking advantage of the new Hoover Dam Bypass bridge. From Wickenburg, planners envision the freeway eventually heading south into area west of the Hassayampa River and connecting with Interstate 10, about 40 miles from downtown Phoenix. From there, it would loop southwest, through Rainbow Valley, before rejoining I-10 near Casa See INTERSTATE 11, Page B3 This is long overdo, Rail will move traffic and at night freight. There will be no need for I-10 expansion, ADOT and investors want it and must people do not understand or care. The whole the use of fighting is the attitude here. Infill good for Phoenix DO to solve the gridlock at rush hours. urban sprawl, Tom, 2002- build Rio Overall

Code	Issue	Response
7	**Secondary and Cumulative**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
8	**Alternatives**	The alternative proposed by the commenter is similar to the U.S. Route 60 Extension and Interstate 10 Spur alternatives evaluated for the proposed project. The reasons these alternatives were eliminated from further study are presented on page 3-12 of the Final Environmental Impact Statement.

Code	Comment Document

THE AIR WE BREATHE

A POLITICAL TUG-OF-WAR OVER CLEAN AIR

IT'S REGULATION FEARS VS. HEALTH CONCERNS

By Shaun McKinnon
The Republic | azcentral.com

In February 1998, the Governor's Air Quality Strategies Task Force delivered to Gov. Jane Dee Hull a thick report recommending actions that could reduce levels of ozone, carbon monoxide and dust particulates in metropolitan Phoenix.

Some of the recommendations were enacted, such as requiring cleaner-burning gasoline during the winter months and cleaner-burning fireplaces in new homes. Other ideas were rejected, such as a pollution tax to pay for dust reduction or limits on gas-powered landscaping equipment.

Nearly 14 years later, the task-force report remains the last attempt to address air quality in Arizona with comprehensive, forward-looking proposals.

Since then, state and local agencies have acted almost exclusively

See REGULATION, Page A6

Sterling Stokes, 12, has asthma and must take care to keep her air passages open. The Queen Creek child is

REPUBLIC SPECIAL REPORT
Why the air matters to everyone.

TODAY: Arizona has mostly failed to take air quality into account when dealing with growth, development.
» The EPA is a four-letter word for many in Washington, D.C. **A6**
» Rundown of the seven-part series. **A7**

MORE ONLINE: Read the full series and learn more about air qual-

Freeway

Continued from Page B1

tribe's requirements to qualify the petition, tribal elections officials said.

For tribe members who wanted no freeway, it was a victory, but it may be short-lived.

The action comes as the Arizona Department of Transportation nears a July 24 deadline for public comment on its environmental study on the $2 billion, 22-mile extension of Loop 202. That study says that the Laveen-to-Chandler freeway is vital to regional mobility and that the only option is to cut through South Mountain Park.

"I'm glad it's over and done with, because now, we can work on protecting the mountain," Lori Riddle, an activist who wants no freeway, said after last week's decision.

ADOT expects to finish the environmental work and seek federal approval to build the freeway next year.

The study recommends building the freeway, including cutting a 280-foot notch in the mountain, and favors among three options a 59th Avenue alignment in the West Valley.

Activists with Protecting Arizona's Resources and Children, a group established to oppose the South Mountain Freeway, have gathered enough money to hire experts to challenge ADOT's study. They've said they will sue to stop the freeway. But those who favored moving it think such hopes are deluded.

"I don't think anybody can stop that freeway going through the mountain," petition backer Joseph Perez said.

"To me, this is an historic travesty, not because of the freeway but because tribal government refuses to listen to individual people who want change."

Nathaniel Percharo, a tribal landowner and petition organizer, called the outcome a "done deal" and a "heartbreak."

"It makes you a little discouraged. If you talk to 1,500 people, and they want a recount, that's something to look at," he said, referring to the number of tribe members who signed petitions calling for a second vote in a year on the freeway.

In 2012, a plurality of tribal voters favored no freeway over the planned Pecos Road alignment or landowners' goal of a route roughly half a mile to the south.

Tribal spokeswoman Zuzette Kisto issued a statement, saying: "The community will continue to work with all the interested parties, both within the tribe and outside the tribe, to ensure that the Loop 202 process is brought to the best possible conclusion for the community."

The tribe has not taken a formal position on the options in the environmental impact statement. In statements or in meetings leading up to the decision, tribal government officials did not document the basis for rejecting the signatures.

The tribe launched an investigation after reports that petition gatherers suggested the state would pay each tribe member $2,000 if the freeway was built. Some tribal landholders were paid $50 for entering an agreement with Perez's development firm, Pangea Development Co. LLC.

Tribal police were asked to determine whether the electioneering was clean.

They issued a report, but the findings were never released. Last week, tribal-election staff said that 20 people said they didn't remember signing the papers.

An additional 173 were deemed fraudulent, without evidence or explanation.

Perez and others said the elections office gave supporters two voter lists, one 1,000 names longer than the other, and in February determined they had enough valid signatures. Pangea and the landowners asked the Bureau of Indian Affairs to intercede, but the BIA wrote back that the issue was an internal matter between the tribe and its members.

No-build activists, such as Riddle, say the tribal government is upholding tribe members' views by holding fast on the 2012 referendum.

Last week's drama on the reservation sent ripples throughout the region.

For Laveen-area residents eager to get heavy truck traffic off local streets, the no-vote ruling ends decades of uncertainty.

In Ahwatukee Foothills, the reaction was more mixed.

"This is not a positive thing for the southern part of my district. It just isn't," said Phoenix Councilman Sal DiCiccio, who has worked to move the freeway onto tribal land.

A Billion Dollar Highway to Be Where, Vegas wants more casinos and tiny Free development

The Tucson to Vegas rail is best no Freeway

Code	Issue	Response

Code	Comment Document

Richard T. Tracy, Sr.
Attorney and Counselor at Law

2238 S. Cottonwood
Mesa, AZ 85202-6388

Licensed in States of
Arizona, Ohio and New York
Telephone 480-839-1153

Mr. Timothy M. Hogan, Esq.
Arizona Center For Law
In the Public Interest.
202 E. McDowell Rd. Ste 153
Phoenix, Az. 85004-4533

January 2,,2012
MORE COUNTY BAIT AND SWITCH
The Promise of Beneficial Transportation
Pending Threat of Continued Urban Sprawl

Dear Mr. Hogan:

I was pleased to have attended the gathering to honor you for the years of dealing with extremist political groups, Others share your frustrations. We have community leaders that value money more than public health and corruption is ignored. Transportation far exceeds the County frauds connected with the Criminal Tower or the Fiesta Bowl both being white washed. The Court Tower will continue to control the Justice system for the next fifty years. Avoiding intermediate City Civil Courts that distribute traffic and a chance of justice locally.

The County had purchased the Baseline Justice Center property for eleven million dollars so the construction downtown was for the State Bar Association to preserve the 1950 court system and its mandatory Rent a Judge ADR program that makes small civil cases into big ones. Just another County Bait and Switch of Tax funds like proposition 400 is turning out to be.

I find it hard to believe that the past legislature may have given us a better, healthier life style with the passage of SB1525. City infill, public transport and walking to work or school, to replace blight from more Urban Sprawl. Add to that, the Republic printed Steven Betts My Turn article," Inward development," December 10. That gives hope of user friendly cities. The "20-Year Transit Plan Progresses." article of 23rd Audit General summary fails to reveal Prop.400 has been hijacked by,"investors" and Metropolitan Business Plan partners. The lack of documentation (accountability) and that light Rail ridership has exceeded expectation is true.

The Republic and ADOT still promote the 1960 growth agenda as does the city of Mesa. Normal residential evolution failed to develop because Historic preservation and NIMBYs dominated planning. Families were forced to the outskirts where developers profited. The article by Mr. Betts the local Chair of Urban Land Institute is enclosed. Most of that information was included in my letter to Senator Barbara Boxer, Federal Transportation Chairperson sent after Governor Brewer rejected the Western auto emissions standards. Copies enclosed, I will not repeat the issues. The toll from Pollution increases, includes me with COPD and my daughter, disabled for five years. Many middle aged people on twenty four hour oxygen. The American Lung Arizona branch has documented the work/medical cost.

The Maricopa County Transportation program, Proposition 400 if off track, aided by EPA in more ways than one. Prop.400 emphasized balance transportation methods, Freeways we had but Public Transit near 5%, The recession has been used as an excuse to stop Light Rail going north on 19th Avenue to Dunlap by 2012,Metro Center promised for 2017 and 79th Avenue, 2119. No effort to consider the true population growth south of the original route projected in 2003. The East Valley growth was ignored in 2007. Millions from Federal Stimulus, Transportation and various earmarks followed in 08 and more than offset the local Sales Tax Revenue shortfall. That was not used to further plans to move people or to reduce pollution. Just the opposite, car pool no longer stressed.

There was money for Sound Walls, HOV lanes, art. Loop 303 for sprawl, Rebuilding the city of Mesa, studies and more studies, Something like the shortest distance to the greatest population compromised for Church or Temple locations, to please NIMBY groups. Rebuild Mesa where ten to twelve million dollars is being spent to increase the distance people will travel with road closings around the Fiesta Mall. Thirty five millions to purchase white elephants. Eventually increase the distance for Light Rail if it is built eight to ten miles to the growth areas. Gilbert and Queen Creek, Chandler, ASU and Gateway Airport.

Tax discrimination has kept multi million dollar vacant properties downtown for decades. That affects adjoining properties. Phoenix did not benefit from the recent billion dollar public construction . Just the opposite, it causes the public to avoid downtown. Retail and entertainment adds staggered hours, distributes traffic loads as it did years ago.

ADOT is being pressured to continue new Freeway lanes though downtown Phoenix as they do now, except for the Loop 202 extension proposed in 1960. that will also preserve their midtown course. Greedy small town mentality that the highway go through the town center. Route 60 over Rt 10 to Avondale via a Baseline Rd. alignment would relieve congestion into town for less than what is proposed, end congestion. TPC studies do not benefit the public, the taxpayers who suffer delay. Metropolitan Business Plan partners and the investors are planing more urban sprawl., Nationally

ommuter. Such Infill would solve our problems. Four

ittee is not on the public's side. Legal promises
, no accountability and breach of Fiduciary duty all
ollution offenses all of seven months last year, yet
ards. The Maricopa Association of Governments and
to provide balanced transportation. See prop.400
no reduction of auto traffic, our major contributor of
rograms that would limit future Public Transportation
U wants Toll Roads to off set tax cuts.
will take place soon and will mean nothing without
2009 against EPA. (Bahr v Jackson) The EPA has
protect the health of residents of Maricopa County.
awl, less Light Rail in large cities, $10 rush hour Toll
o up but some businessmen want to end the tax on
aintenance.
to satisfy," Stakeholders" investors, not to fulfill their
e passage of Proposition 400. Now with less that
adrift. The Governor's Transportation Oversight
of the East Valley Improvement Committee was a
Mesa Mormon Temple, not Gilbert or San Tan.
10, adding H.O.V. lanes on I-10 between I-17 and I-
ane system to provide additional capacity along I-10
xpense). What they call sustainable transportation is
sion of Loop 202, a 22 mile road to nowhere was
d from Los Vegas, will kill our economic future.
ulation in the pre 2004 campaign material, That
ill be complete. Now is the time to look at the next
the impression that public transportation was ending
TPC Summary last paragraph does not address the
"difficulty of developers in assembling various land
ongestion, there is our hope for the future.
determine the future course of Light Rail as stated
considered. Projected growth did not occur, Mesa's
ation increase, 83% and Queen Creek San Tan area
y and ASU plus the Fiesta Area with its College and
ht Rail that would serve the South East Valley best.
to Power would add eight or nine miles and about
or north. Mesa business view, let them drive 5 or 10
's debts are climbing.
e, a location so lacking potential riders that almost
nple to Gilbert Road became vital. Five hundred
Metro Light Rail. Downtown Mesa property owners
ental adjustment, Thirty-five million for property that
failing businesses subsidized during two years of
and buildings had been housing for thousands
ilies. Wealthy property owners moved to Gilbert or
nd homes vacant or in foreclosure but millions of
construction of Tempe style housing along the Light
ployment opportunity nearby like Tempe.
ption and explains the problems and promise of
contracts. Because of Media confusion and public
g enforcement. The press supports sprawl, most
. Major employers representatives and professionals
that is what the powers that be want at the time.
o will intercede and provided the public mass transit
opy New Years. Urban sprawl has caused waste and
ess. Public interests are not considered.

yours

y,Sr.

Code	Issue	Response

Code	Comment Document

Mr. Robert Forrest
Metro Light Rail, Suite 1300
101 North 1st Ave.
Phoenix, Az 85003

2238 S Cottonwood St
Mesa, Az. 85202

Dear Mr. Forrest:

TRANSIT PARTS CONSIDERED SEPARATELY
COUNTY TOTAL EPA SCORE, POOR, WHY?

May 27,May 26,count back to December19 before you can find a good air day in Maricopa County. Once known for its clean air, a respiratory cure center and laid back life style, is now a place compared to Los Angles. Urban sprawl. Traffic delays, smog-obscuring view.. The EPA and Federal Departments of Transportation, free of local influences are guilty of betraying their obligation to the residents. They give lip service to anti pollution measures but support federally funded projects that contribute to poor planing of a community, waste, traffic jams, accidents and increased pollution.

The Light Rail is badly needed where there are young families, working middle class and college students. Light Rail's goal to reduce traffic instead is being diverted to a retirement area. First stop Mesa Dr. along mostly abandoned Main Street to the Cemetery, large park across from the LDS Temple, Historic single family home districts. They want it, because it's almost free. All local funds are going to redevelop east of Mesa Drive that is where the Mormon Community of Lehi is being reborn.,

The future plan after 2016 is to extend to Gilbert Road a trailer park area on the north, mostly vacant six-month a year. Growth and traffic jams are miles to the South. Help would come to finance a connection between the two major airports, but to go east to Power Rd. then south, would add nine miles and at least twenty minutes to the trip and maybe twenty years before completion.

The East Valley at the last census has grown to over a million people. Mainly in the Gilbert, San Tan, Queen Creek, Chandler areas. Only a small percentage reside north of Route 60. Mesa Main Street died when Route 60 moved south and residents resisted change. Mesa has ten thousand homes empty or in foreclosure. The ADOT Citizens Overview Committee and MAG Chairman, the Mesa Mayor, are both strong Mormon leaders ignore the facts. And public interest. Suggest people can drive five to ten miles to Light Rail. EPA and Metro have a responsibility to get traffic off the road on to rail, but for five years only Mesa Central Main was considered.

The Maricopa Association of Governments are controlled by Developers, it encourages only Urban Sprawl, not infill and we have thousands of empty newer buildings, they and people are not a developers concern, only buying BLM land, building and making a profit. ADOT is planning roads for the developers into 2024. Travel time, empty buildings pollution all increase, as do no-burn days. The community already so spread out the two car families have grown to three or four with teen agers. Excessive travel demands, costs and blight are not a concern of County Planners.

Light Rail should go south from Sycamore to the Fiesta Mall area with its Hospital and College campuses, dozens of empty buildings and locations for apartments. Actual, not just potential riders. Then through Gilbert southeast ending near Mesa Gateway Airport and San Tan Village. ADOT's plan a twenty four lane road west of Tempe that could become a Toll Road. More about that in the attached addition to go with the Exhibits and articles.

Very little is done to get express buses between cities except for the West Valley to Downtown Phoenix and that did provide results. There is very little effort to get the single driver of the road. Proper placement of Light Rail and extending Rt. 60 just does not fit the powers to be plan for this large county that is run like a hick town by people who remember it as it was, do not know how it could be. It is clear to an impartial observer that there is not sufficient passenger prospects for Light Rail at Central Mesa and there is not enough room for proper traffic movement in Central Mesa, but then drivers will avoid going there, the public and private investment wrote it off when Freeways developed south then north. Its common the greedy take from the needy around here.

Sincerely

Richard T. Tracy, Sr.

Code	Issue	Response

Code	Comment Document

MESA REPUBLIC
WEEKEND, JANUARY 15, 2011 mesa.azcentral.com Z11 SECTION M

End of the rail line is 'no-man's land'

NORTH

2 team on MLK tribute

Mesa father and daughter fear future generations won't grasp King's messages.

Mesa rail stop leaves bad impression

Plan to extend light rail gives city 2nd chance to help business, views

By Jim Walsh
THE REPUBLIC | AZCENTRAL.COM

West Mesa's assortment of boarded-up fast-food restaurants, an abandoned supermarket, run-down motels and unattractive trailer parks didn't exactly impress a woman from Ohio

Drive stations.

In each case, Metro plans to build the stations east of the intersection, combining functionality with the best potential for economic development, he said.

"Economic development was certainly one of the primary considerations," Limmer said.

He said the Sycamore Station now serves as mainly an access point for commuters because it is at the end of the rail line, with

Code	Issue	Response

Code	Comment Document

Code	Issue	Response

East Valley Tribune | eastvalleytribune.com

CENSUS DATA

Suburban population explodes in A

By Howard Fischer
CAPITOL MEDIA SERVICES

The suburbs are where the action — and the growth — is.

New figures Thursday from the U.S. Census Bureau show that the areas just outside the state's major cities grew far faster than the long-established communities they surround. In fact, if the trend continues, they could overwhelm them.

Consider the case of Prescott Valley. The area was not even a city until 1978.

As of last April 1, when the government did its official decennial count, there are 38,822 people living there, 60 percent more than at the time of the 2000 census.

By contrast, Prescott, one of Arizona's first cities, exceeds its rapidly growing suburb now by barely more than 1,000.

In the southern part of the state, Sahuarita, incorporated in 1994, has ballooned in the last decade by a factor of close to six, to 25,259.

And Tucson? It managed less than a 7 percent growth in the entire decade, with its official population now at 520,116.

The pattern also shows that the farther out you go from the central cities, the faster the growth.

In the East Valley area of Maricopa County, Chandler, for example, grew by about a third. Gilbert shot up by 83 percent. And Queen Creek ballooned from 4,400 in 2000 to more than 25,000 now.

Figures show the farther you are from cities the faster the growth

That is not surprising as there is more available land.

But there may be limits in how far people whose jobs still are likely in the major cities are willing to drive: Florence, further down the road from those East Valley cities, managed to grow by only 47 percent during that same period.

Census numbers released last December said there were 6,392,017 people living in Arizona last April 1. That does not include another 20,683 people who are considered Arizona residents but living overseas.

That final statewide tally also showed that the annual estimates done by the federal government overstated the population increase.

The figures released Thursday provide the first look not only at where and how Arizona grew but also the change in the state's overall demographics.

Arizona is nowhere close to becoming a "majority minority" state. Hispanics still make up less than 30 percent of the population. But the Census Bureau reports that the growth in the number of those who identify themselves as Hispanic is close to three times that of other groups.

Looking at the population by race, the figures show that more Arizonans are refusing to put themselves into a single category.

While the percentage who say they are of two or more races is still small — just 3.4 percent — that is up by 49 percent from the same time a decade earlier.

A total of 73 percent of Arizonans list themselves as being white alone. Another 4.6 percent said they are American Indian, 4.1 percent are blacks, 2.8 percent Asians — and 11.9 percent who said on their census forms they were some other race.

also showed fast growt
have and Yavapai cou
The loser in all of th
be southern Arizon
Pima County's decad
decade growth just 1
cent. And Greenlee Co
tually lost population.
Less clear is how the
patterns will affect cong
nal representation.
The statewide numb
nounced last Decembe
large enough to entitle
na to a ninth member
U.S. House of Represent
Here, too, the requirem
the Independent Redist
Commission is to craft di
with equal population.
Given the rapid grow
Maricopa and Pinal cou
it is likely that new distri
be carved out of existin
hat, the
the lin
see that
nt.
e redis
manag
virtuall
be two n
s from
t given
rowth i
uge pop
re — it
raw two
ts that
opulatio
n.

OUR VIEW

Mesa, Chandler doing work necessary to land jobs

3-23-11

Arizona lost a higher percentage of jobs than most states during the recession. But the Southeast Valley is turning that around.

Major job-creation announcements have been made in recent weeks, including Intel's $5 billion plant in Chandler that will employ 1,000 and First Solar's $300 million factory in Mesa that will employ 600.

These are quality jobs in growing industries, the kind that create spinoff work for local suppliers and spread economic benefits across the Southeast Valley.

First Solar [illegible] acres with an option for 100 more on the former General Motors Desert Proving Ground. Its location — at Elliot and Signal Butte roads, northwest of Phoenix-Mesa Gateway Airport — is significant. The factory could serve as a catalyst for similar development in an area that is projected to become one of the state's largest employment centers.

First Solar could one day employ 4,800 people on the site, making it slightly larger than Boeing's Mesa campus and the city's largest private employer.

Future phases will be [illegible] size. But the solar industry is rapidly expanding in the Southwest, and unlike other factories in the region, the Mesa plant is not simply assembling components that were manufactured overseas.

It will have the capability to turn a raw piece of glass into a finished product in 2½ hours, a state-of-the-art process that will likely involve significant research and development. That should boost the demand for highly skilled engineers and create additional opportunities to partner with researchers at [illegible] have gone anywhere to build its plant. Competition from New Mexico and Texas was particularly fierce.

Yet, unlike several years ago, when Southeast Valley cities gave away millions of dollars to encourage retail development, Mesa snagged the plant without offering tax breaks or other traditional incentives.

It didn't need them. Company officials said they chose the city because of its location, its shovel-ready site and its willingness to expedite the construction process [illegible] er-chip manufacturing lines.

That doesn't come by accident.

Chandler and Mesa spent years planning for these uses, conducting engineering studies, granting land entitlements and setting cash aside to widen roads and extend water and sewer lines. They were ready to strike when opportunity came their way.

It's been said many times on these pages that cities should use this economic slowdown to prepare for when [illegible]

Code	Comment Document

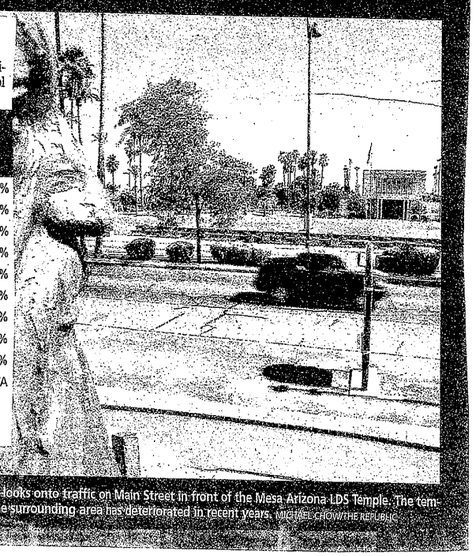
WEEKEND, JUNE 25, 2011 A GANNETT COMPANY Z11 SECTION M

DOWNTOWN MESA

CHURCH LEADERS ACTIVE IN LIGHT-RAIL PLANNING

MORMON ARCHITECT AND OTHER CHURCH LEADERS SEE TRANSPORTATION LINK AS A WAY TO SHAPE THE FUTURE OF THE NEIGHBORHOOD NEAR TEMPLE.

PAGE 3



A statue at Pioneer Park looks onto traffic on Main Street in front of the Mesa Arizona LDS Temple. The temple was built in 1927. The surrounding area has deteriorated in recent years. MICHAEL CHOW/THE REPUBLIC

Free and r

These are the totcts who are eligible for free and ngram & School Breakfast Progran

SCHOOL DISTRICT	PERCENT CHANGE 2008-2010
Apache Junction	12.4%
Chandler	52.9%
Gilbert	34.3%
Higley	26.9%
J.O. Combs	46.5%
Kyrene	42.3%
Mesa	10.8%
Queen Creek	43%
Tempe Elementary	7.7%
Tempe Union	N/A

Source: Arizona Departments

With a group of MajorsSmith Mesa Mayor met with President Obama June 19,2011, Smith referred to our air as "dusty. 'Federal Bureaucracies stifling investment". With Trailer Parks in citiy centers, these developers get help building on the city edges.

"It's a little unnerving when the president looks at you right across the table and says, 'Scott, tell me what's happening in Mesa'," Smith said.

Smith used the opportunity to tell Obama that overreaching federal bureaucracies are stifling local investment.

As one example, he cited the Valley's long battle with federal bureaucrats who have threatened sanctions over our dusty air.

Code	Issue	Response

Code	Comment Document

VALLEY METRO

ValleyMetro.org · 101 N. First Avenue Suite 1100 Phoenix, AZ 85003
T 602.262.7433 F 602.523.6099 TTY 602.251.2039

March 8, 2011

Mr. Richard T. Tracy, Sr.
2238 S. Cottonwood
Mesa, AZ 85202

Dear Mr. Tracy:

Thank you for your inquiry on the LINK bus route. According to your recent correspondence, I have provided the information that you are seeking. The Mesa Main Street route travels between Superstition Springs Transit Center and the Sycamore Station on Main Street to meet the light rail service.

"Cost of operation including equipment purchase for the first year of operation of the double buses for the Main Street Route. I would also like to receive the cost of operation and riders for the period of August 2010 and January 2011."

Equipment purchase: Each bus costs $756,305 for a total of 10 buses and will operate for an average of 10 years each.

December 28, 2008 - June 30, 2009: 187,291 miles x $5.25* per mile = $983,277
July 1, 2009 – June 30, 2010: 362,187 miles x $5.11* per mile = $1,850,775
August 2010 - January 2011: 152,293 miles x $5.30* per mile = $807,153
*These figures are based on fiscal years as that is when rate costs change.

Ridership 2010	Average Daily Passengers
August	1,238
September	1,174
October	1,127
November	1,315
December	1,218
January 2011	1,361

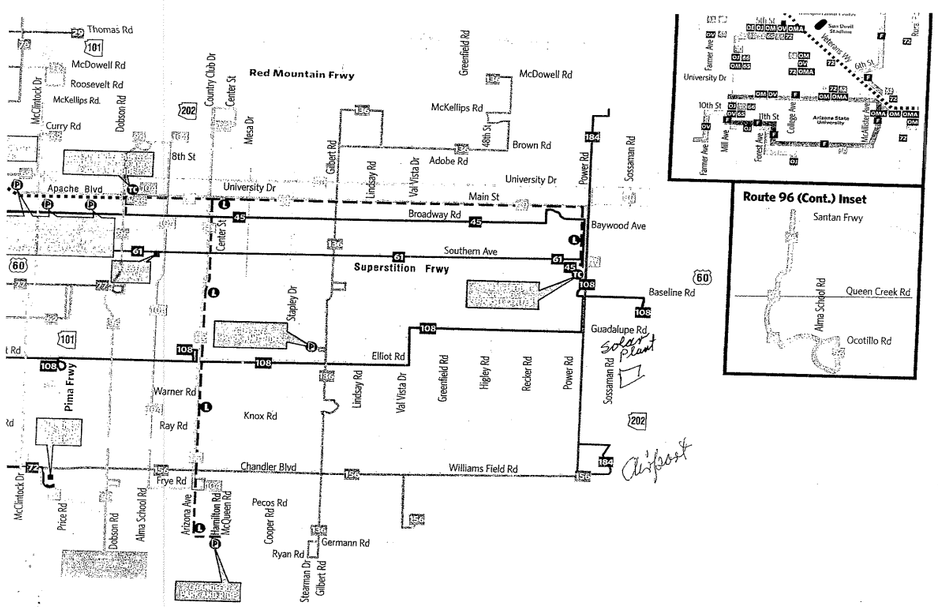
We hope that you find this information helpful.

Sincerely,

Susan A. Tierney
Public Information Officer

Code	Issue	Response

Code	Comment Document



Code	Issue	Response

Code	Comment Document

are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Jodi Sorrell, City of Mesa, 600 SE Sixth Street, Mesa, AZ 85211 (Telephone 480-644-5541) at least 48 hours in advance of a meeting in order for METRO and the City of Mesa to make the necessary arrangements.

In addition, a scoping meeting will be held for governmental agencies as shown:

Tuesday, Aug. 21, 2007 at 10:00 a.m.
METRO

involvement will be provided throughout the study process as discussed in the Public Involvement section of this document.

This scoping information booklet has been developed to provide information about the scoping process itself, the background information leading to the need for the study, the project development process, the initial alternatives being considered, the environmental impact and financial analysis processes, and opportunities for public involvement. METRO and the City of Mesa welcome your participation to help identify important issues and to bring fresh ideas and suggestions to our attention. We encourage

FIGURE 1: REGIONAL TRANSPORTATION PLAN TRANSIT CORRIDORS

Mesa wrangles with how to pay for light rail

1.1-mile segment's cost ranges from $20M to $40M

BY JASON EMERSON
TRIBUNE

Pressured to move along with plans to build about a mile of light-rail line on the city's western border, Mesa officials have yet to figure out how to pay for it.

The project moved forward last week when Valley leaders on the Regional Public Transportation Authority voted 6-1 to begin looking for an engineering firm to build the system. Mesa Mayor Keno Hawker cast the dissenting vote.

While Hawker, who represents Mesa on the authority, favors building a 1.1-mile segment from the Tempe border to the East Valley Institute of Technology at Longmore and Main Street, said he wants his full council to vote on it, he wants to know how much it will cost and he wants to know who will run the rail system.

"I would like to see some of those (questions) answered," Hawker said Monday. "And I'm not going to move forward on my vote until I'm sure the council is supportive," he said.

The City Council will discuss the light-rail project at 7:30 a.m. Thursday in the council chambers, 57 E. First St. A formal vote is expected sometime during the next two months, said City Manager Mike Hutchinson.

Plans call for 20.3 miles of rail to run from 19th Avenue and Bethany Home Road in Phoenix through downtown Tempe, ending about a mile into Mesa. Total cost is estimated at about $1 billion.

Some officials worry that if Mesa backs out of the project, it would wreak havoc with the schedule.

"It would probably cause a delay," said Jack Tevlin, Phoenix's deputy city manager.

Tevlin points to the project's lengthy environmental study, which was done based on a 20.3-mile system. If the track is shortened because Mesa backs out, a new study might have to be done, he said.

Tevlin met with each Mesa City Council member in late March to extol the merits of light rail.

"Phoenix realizes that without us, they'll have to redesign the project," said Mesa City Councilman Bill Jaffa.

Others are concerned that if Mesa backs out, Tempe may shorten its segment. Instead of extending the track to Mesa's border, which currently is planned, Tempe may cut costs and stop the rail at McClintock Road or Mill Avenue, officials said. Tempe Mayor Neil Giuliano could not be reached for comment.

'I would like to see some of those (questions) answered. And I'm not going to move forward on my vote until I'm sure the council is supportive.'

KENO HAWKER
Mesa mayor

Mesa is being asked to commit up to $40 million to build its segment at a time when the city is facing a $33 million revenue shortage for fiscal year 2002-03.

In the past, Hawker has estimated the system would cost Mesa $40 million, but Monday he revised his estimate to $30 million. The new number is based on the information that Mesa's segment will be 1.1 miles instead of 1.5 miles, Hawker said. Wulf Grote, the project director, has said Mesa's share will be about $20 million.

Some federal money might be available to reduce Mesa's cost, Tevlin said. The federal government is expected to pay about half the cost of building the system.

Code	Issue	Response

Code	Comment Document

Cold, dry weather contributing to bad air quality

DIRTY AIR

Continued from B1

themselves outdoors. The ADEQ says the air could get bad enough to make Saturday a high-pollution advisory day.

The advisory, and predictions about more to come, are based on air-monitoring data and weather forecasts.

This is a La Niña year, meaning equatorial waters in the eastern Pacific Ocean are colder than usual.

That leads to a dry, cool winter in the western United States — the exact conditions which trap winter-dust pollution in the Phoenix area.

"We anticipate a dry, stagnant weather season, and expect to see a high number of high-pollution advisories. There is a potential for a record year," county Air Quality Department spokeswoman Holly Ward said.

When winters are warm and wet, rain and wind washes away the brown cloud.

But when high-pressure ridges settle in, air is trapped. In summer, an air bubble as high as 10,000 feet collects ozone. But in the winter, cooler air drops the bubble below 5,000 feet.

"It's like a lid on top, the air doesn't mix," said Paul Iniguez, a meteorologist with the National Weather Service in Phoenix.

"Long term, we are trending toward a lot more high-pressure ridges holding over the Valley, trapping the high pollution in," said ADEQ spokesman Mark Shaffer.

The period between Christmas and New Year's Day is expected to be the worst of it, Shaffer said.

That's because the most severe pollution this week has come from fine particles, called PM-2.5 because they are smaller than 2½ micrometers in diameter. Smoke is a key contributor and with many people home for vacation, more home fires will be burning.

But the county faces another longer-term challenge from coarse, PM-10 dust, which is as large as 10 micrometers, or one-seventh the width of a human hair.

This fall, the U.S. Environmental Protection Agency told local officials that regional plans to reduce PM-10 by 5 percent were inadequate and would be rejected next month.

That starts a lengthy process that jeopardizes some federal-transportation funding, and ultimately could result in all such funds being withheld from local projects.

Next month, the county is set to clamp down on one source of the 73,000 tons of coarse dust that blows through the Valley: off-road vehicles.

Off-road vehicle fans could face stiff fines next year if a proposed county ordinance takes effect to limit driving in certain areas.

On Wednesday, the Maricopa County Board of Supervisors set for Jan. 12 a public hearing to change existing law.

The county bans all off-road driving on unmarked trails in unincorporated areas, but the new rules impose increasing fines, rather than cite first-time violators with a misdemeanor. Fines would start at $100 and climb to $250.

The proposed law says: "Vehicles in operation on either unpaved public or private properties in the unincorporated areas of Maricopa County shall remain on roads or highways."

Off-road enthusiasts can drive on unpaved trails only when they have written permission from a private landowner, or on public lands where trails are clearly marked by signs or on official websites.

Private-property owners are allowed to drive their off-road vehicles on their properties, but only if they limit the dust they kick up, apply for a dust permit or otherwise comply with other county dust-pollution laws.

The county also plans to tweak a separate law that regulates parking on unpaved lots in urban parts of the county. Violators could face fines starting at $50 and climbing to $250.

The county Air Quality Department has not issued any violations under the existing off-road vehicle law, enacted in 2008.

Law enforcement agencies have been tapped to warn off-roaders to not drive during high pollution days.

Likewise, in the last two years, the county has issued no citations under its leaf-blower or fireplace ordinances, but has warned 16 and 27 violators, respectively, said Ward.

County inspectors rely on calls from the public to enforce bans on wood-burning, leaf-blowing and off-road driving, Ward said.

Ward encourages the public to visit www.cleanairmakemore.com to check on current health advisories and anti-pollution restrictions or report violations.

Code	Issue	Response

Code	Comment Document

Gateway Aviation Day Sets Attendance Record

An estimated 10,000 people attended Gateway Aviation Day, presented by Wells Fargo Bank, on Saturday, March 12 to see aircraft and meet with Airport tenants and personnel. Previously known as the Airport Open House, the event was canceled the past two years due to budgetary constraints. However, thanks to corporate sponsors, the event returned and plans are now underway to host the event next year on Saturday, March 10, 2012.

"We had a good showing of aircraft on display," said Patrick Oakley, community relations coordinator and event planner. "We're grateful for the support of the U.S. Military and local aircraft owners for sharing their aircraft and love of aviation with the community. I hope to see everyone out at Gateway again next year."

Thank you 2011 Gateway Aviation Day Sponsors:

Gateway Airport Brings $685 Million to Local Economy

The Phoenix-Mesa Gateway Airport helped generate $685 million in economic benefits last year, and supports more than 4,000 jobs in the region. That's according to a new study from the W. P. Carey School of Business at Arizona State University, which looks at how the airport contributes to the local economy.

The study examined the direct spending from both on-airport activity and air visitors' activity off the Airport in fiscal year 2010. That summed up to $378.5 million. When added together with the successive rounds of re-spending that money, the total came out to $685 million for the fiscal year.

"A well-functioning airport serves as a portal that welcomes commerce and visitors into the region," says Research Professor Lee McPheters, Ph.D., who headed up the study on behalf of the L. William Seidman Research Institute at the W. P. Carey School of Business. "Compared to just two years ago, visitor spending from travelers arriving at the Phoenix-Mesa Gateway Airport is up by more than 80 percent. These air visitors alone spent more than $68 million last year, and that created more than 1,000 local jobs."

In his analysis, McPheters describes how the airport truly benefits not only the rapidly growing East Valley area, but also Maricopa and Pinal counties overall. Here are some specific details:

- Forty-four employers and 1,145 jobs are at the airport.
- About 212,000 visitors arrived at the airport in fiscal year 2010.
- Air visitors spent $68.9 million off the airport in the fiscal year, supporting 1,024 jobs.
- Capital improvement and construction projects at the airport were valued at $36.4 million and created employment for 259 workers in fiscal year 2010.

The numbers are especially impressive when you consider all of this happened during one of the worst times recorded in Arizona's economic history.

PhxMesa **Gateway** Airport

GatewayArrivals is a publication of Phoenix-Mesa Gateway Airport. For inquiries, please contact Tiffany Johnson at (480) 988-7606 or tjohnson@phxmesagateway.org.

Code	Issue	Response

Code	Comment Document

OUR VIEW

Plenty of ideas for Fiesta District but no action

Mesa's Fiesta District needs help. This is nothing new.

The area near Alma School Road and Southern Avenue used to be the Southeast Valley's shopping epicenter. Now, its shopping centers are mostly empty and fighting disrepair.

Chandler Mayor Jay Tibshraeny, who owns an office nearby, recently tweeted that the Fiesta District "needs some attention from the city."

That's a recurring theme on the iMesa website, where residents can suggest and vote on ideas to improve the city. "Fix the corner of Southern and Alma School; it's the anchor of urban blight in the city," is currently the fourth-most-popular idea.

Both have a point. Given how interconnected our neighborhoods and economies are, blight in such a prime, central location is bad news for Mesa and the Southeast Valley.

So why is the city stinning its wheels?

It's not for a lack of

The Mesa Fiesta shopping center is empty but well-kept, a re
the bustling shopping destination that the city's Fiesta Distri

Even Mesa leaders know the light rail will dead end at Mesa Drive. But there will be an old Steam Engine there, No Rest Room along the whole empty line.

Fiesta Mall where people will go has been written off by Mayor Smith, home becoming in his answers to our problem. Even in the Rear Bottom.

Where did that $500,000 go. The following week the 2-1-Vote Bus approved major of corrupt Transportation Body was 1.25 mil short

2nd light-rail extension studied

By Gary Nelson
The Republic | azcentral.com

Long before tracks are laid for Mesa's next leg of light rail, the city is doing early spade work on an additional two miles of the line.

The first light-rail extension, 3.1 miles from Sycamore Street to about Mesa Drive, is scheduled to open in 2016, provided federal and county money is available as promised.

It is seen as a likely catalyst for redevelopment along Main Street, the western stretches of which are marked by numerous empty storefronts.

But Mesa has said for years that ending the line near Mesa Drive doesn't make sense, transportationwise. Pushing it to Gilbert Road, planners say, would greatly increase ridership by giving far more people easy access to the trains.

So far, that idea has been nothing but talk.

On Monday night, however, the City Council is likely to approve spending $500,000 to do early planning for the extra two miles. Mesa will contract the study with Valley Metro Rail Inc., which in turn will hire HDR Inc. to conduct the study.

HDR did much of the planning for the Mesa Drive extension, which is now being designed.

Mike James, Mesa's transportation director, said the study will assess how much the extra tracks will cost, funding sources and issues for future environmental assessments.

In a report to the council, James also said the study "involves identifying station locations, street configuration, significant utility relocations" and necessary support facilities.

Public input would be part of the process.

Money for the study became available, James said, through one-time savings in this year's transportation budget.

The Maricopa Association of Governments has approved the Gilbert Road extension as a future project, but there is no commitment for funding from the Proposition 400 county street and rail sales tax that county voters approved in 2004.

Federal funding is equally uncertain because of Capitol Hill budget battles.

Code	Issue	Response

Code	Comment Document

THE REVERSE SIDE SHOWS CHANDLER WITH MANY NEW BUILDING THAT ARE EMPTY. IF SOUTH MOUNTAIN FREEWAY IS BUILT IT WILL PREVENT AN EFFECTIVE BY-PASS OF THE BROADWAY CURVE AND THE COMMERCIAL BUILDING THAT WILL TAKE PLACE ON THE TAX FREE RESVERATION WILL FURTHER DAMAGE THE SOUTH EAST BUSINESSES.

OPINIONS

ZU FRIDAY, JUNE 10, 2011

MESA REPUBLIC

VP/GENERAL MANAGER: Michael Ryan, 602-444-5810
OPINIONS EDITOR: Joanna Allhands, 602-444-7772
OPINIONS WRITER: Cindy Hernandez, 602-444-7748

SEND A LETTER: e-mail your thoughts to se.letters@arizonarepublic.com. Include your name and city of residence with your response.

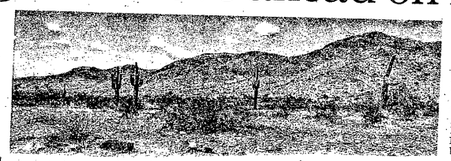
OUR VIEW

ADOT right to move ahead on freeway

News from the Gila River Indian Community regarding the South Mountain Freeway is that there is no news. The Tribal Council has yet to vote on whether the freeway can be built on the reservation.

Fortunately, the freeway's reality does not hinge on that decision alone.

The Arizona Department of Transportation is studying the environmental impact of the Pecos route in Ahwatukee Foothills, a plan that has been on the books for decades. The draft should be complete by the end of the year and then



South Mountain Freeway would ease traffic on I-10. It would connect Chandler and Laveen, and complete the Valley's Loop 202. Commuters have been looking forward to the convenience of using the freeway to bypass congested downtown Phoenix.

Tribal leaders' willingness to study the freeway was a welcome first step to moving it from Pecos to spare a church, homes and parts of the South Mountain Preserve. As undesirable as that would be, an Ahwatukee route is still a possibil-

SUNDAY, JANUARY 31, 2010

Ties to land hound DiCiccio

Critics say councilman's advocacy on freeway extension represents a conflict

By Sean Holstege and Scott Wong
THE ARIZONA REPUBLIC

The proposed South Mountain Freeway has defined Sal DiCiccio's return to politics.

A year ago, the Phoenix real-estate broker filled a vacancy on the City Council, reclaiming the seat he held a decade earlier. Ever since, he's championed moving the planned Loop 202 extension south, from Ahwatukee Foothills to the Gila River Reservation.

To supporters, DiCiccio is working to find the best outcome for his Phoenix constituents. Opponents say his development deals along the freeway blur personal and public matters and represent a conflict of interest.

The Arizona Republic took a closer look at DiCiccio's possible stake in the planned 22-mile freeway, examining city financial forms and court records, plus letters, e-mails and other documents obtained under a public-records request. The picture that emerged shows that DiCiccio

» Benefited financially from a business partner's purchase of land that was resold to the state for the proposed South Mountain Freeway. The purchase, which *The Republic* uncovered in records, allowed the business

See DICICCIO Page B7

Sal DiCiccio returned to city politics last year.

OT has bought homes on that route, has upset opponents of the Pecos ment, particularly because the tribe greed to study the freeway. But the is obligated to proceed with its plan ve the greater good.

nade sense for ADOT to buy homes own economy rather than use emi- lomain or buy in a robust real-es- narket if discussions with the tribe

bute on tribal land is the ideal out- as those leaders know. If a deci- omes about in time to build there, it be welcome. But the state can't s plans for that news. The South ain Freeway is too important to the

Code	Issue	Response

Code	Comment Document

MAG Celebrates Native American Participation, Contributions to Region

MAG's membership includes three Native American Indian Communities: the Fort McDowell Yavapai Nation, the Salt River Pima-Maricopa Indian Community, and the Gila River Indian Community. The leaders of these tribal nations serve on the MAG Regional Council and bring the voices of their communities to the regional table. To celebrate their continued contributions to our region, MAG is presenting the second in a three-part series, this time focusing on the Salt River Pima-Maricopa Indian Community (SRPMIC).

SRPMIC President
Diane Enos

10005 E. Osborn Rd.
Scottsdale, AZ 85256
480-362-7400
www.srpmic-nsn.gov

Salt River Pima-Maricopa Indian Community

Two Tribes, Two Cultures, One Home

The history of our people, the Pima and Maricopa, tells a story richly woven within legend and fact. Our traditions tell us that both tribes have always lived in the Southwest, settling in the Phoenix Valley of Arizona. Our presence here today is proof of the unbroken continuum that began with the Creator, was passed down to our ancestors, and is now held by us.

With two distinct backgrounds and cultures, the Salt River Pima-Maricopa Indian Community comprises two Native American tribes: the Pima, "Akimel O'odham" (River People); and the Maricopa, "Xalychidom Piipaash" (People Who Live Toward the Water). Surrounded by the cities of Scottsdale, Tempe, Mesa and Fountain Hills, the Salt River Pima-Maricopa Indian Community is a rural oasis encircled by urban growth.

Growth is also abundant in our Community: our population now has reached 9,000 enrolled members, with half under the age of 25. Our diverse economic base is also generating many business opportunities for our members and for the region, with exciting projects taking shape in our Community.

Two Tribes: New Opportunities

Over the past century, our Community has been enveloped by urban sprawl. With this sort of growth, we have seen remarkable changes, faced challenges and embraced opportunities for our people.

As farmers, our ancestors built elaborate canal irrigation systems in the Salt River Valley. Today, the Salt River Pima-Maricopa Indian Community has diversified holdings. Besides two successful gaming operations and a golf club, the Community operates a cement plant, a real estate development company and a telecommunications enterprise that has wired the Community with Internet service.

Our newest venture: Talking Stick Resort, a 498-room resort featuring luxurious accommodations, 100,000 square feet of meeting space, a state-of-the art spa and a cultural arts center. The resort will open in spring 2010 adjacent to our new Casino Arizona complex, featuring several upscale restaurants, entertainment lounges, a showroom and a wide variety of gaming options.

Our Community is also embarking on a new project: a $100 million spring training facility for the Arizona Diamondbacks and Colorado Rockies major league baseball teams. The 11,000-seat facility, scheduled to open in early 2011, will be the first professional sports facility ever built on Indian land.

Two Tribes: A Shared History

With this tremendous growth, we build for our future. But our Community is also dedicated to preserving our past.

The Pima consider their ancestors to be the "Huhugam," a people who created an advanced society in central Arizona from about A.D. 300 to A.D. 1200. The word "huhugam" translates as "those who have gone before." Archaeologists refer to the Huhugam as the Hohokam.

The ancestors of the Maricopa are the Patayan, who lived in what is now northwest Arizona. The Maricopa originated from the Parker/La Paz area as five separate groups of people. Over years

Continued on page 9

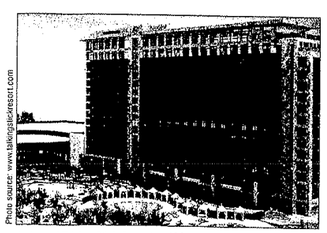


Photo source: www.talkingstickresort.com

A view of Talking Stick Resort, a 498-room resort and spa, scheduled to open in spring 2010.

Code	Issue	Response

Code	Comment Document

Loop 202 could find a new path

Tribe's offer may spare S. Mountain, Ahwatukee

DAVID KADLUBOWSKI/THE ARIZONA REPUBLIC

Current plans for a Loop 202 extension call for a 22-mile route that cuts through this land and slices through a ridge in South Mountain (top right). The Gila River Indian Community has agreed to talks on moving the proposed freeway onto tribal land instead.

By Sean Holstege, Scott Wong and Cathryn Creno
THE ARIZONA REPUBLIC

The controversial South Mountain Freeway could move onto tribal land if recent behind-the-scenes negotiations gather momentum.

The Gila River Indian Community, which long has opposed the Loop 202 extension through its land, has agreed to start what could be delicate talks toward reaching a pact to move the proposed freeway. That first step would involve the tribe asking the state for a formal proposal to build the freeway south of the current

South Mountain Freeway

In recent negotiations, the Gila River Indian Community said it is open to a route on its land.

Dec. bankruptcy filings soar 67% over year earlier

BANKRUPTCY
Continued from B6

down," said bankruptcy attorney John N. Skiba of law firm Jackson White in Mesa. "Many people don't want to run into a bankruptcy a week or two before Christmas and, besides, (filing) cuts off credit-card use," he said.

But those traditional seasonal a loss of job," he said. "They had been trying to hold on, putting it all on credit cards but just couldn't do it anymore."

With so many people filing for bankruptcy protection, the stigma has diminished, said Kevin Gallegos, a vice president at Freedom Debt Relief in Tempe. "Doctors, lawyers, people in lower senior-management jobs — everyone's feeling the pain," and for 2009 as a whole.

Chapter 13 debt-repayment plans accounted for most of the increase.

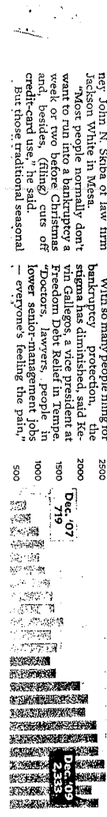
Nationally, consumer bankruptcies increased 32 percent in 2009 compared with 2008, according to the American Bankruptcy Institute, relying on data from the National Bankruptcy Research Center.

Overall, consumer filings jumped to nearly 1.41 million

Valley bankruptcies top 25,000

Bankruptcy filings in metro Phoenix finished 2009 at 25,104, representing a gain of nearly 82 percent over 13,817 in 2008.

Monthly bankruptcy totals:



Code	Issue	Response

Code	Comment Document

Think Slip

Our stand: City Council should tell Donald Trump to move it or lose it

Three words from the City Council tonight could define the future of Phoenix:

"Donald, you're fired."

Barring legal delays and maneuverings, the council faces two basic choices at City Hall this evening: reaffirm its longstanding respect for the quality and vitality of our city's neighborhoods, or bow to New York developers by approving Donald Trump's proposed $200 million condominium/hotel project in the Camelback East corridor.

The choice is clear: The council should support homeowners and reject Trump's plan for a 150-foot high-rise on the site of the old Hard Rock Café.

In the face of neighborhood protest, the project's height has been whittled fro[illegible] 190 feet to 150 feet. But even at 150 f[illegible] condo/hotel is still about three times [illegible]lowable height in this area — 56 fe[illegible]

The revised condo/hotel at 26th S[illegible] and Camelback Road also juts clos[illegible] neighbors to the south, a setback [illegible] amounts to a final indignity to re[illegible]

For all its trendy and upscale a[illegible] Trump project is in the wrong lo[illegible]

A project of this height and d[illegible] longs in downtown Phoenix, alo[illegible] Central Avenue, or several blo[illegible] west along Camelback, where there'd be no widespread neighborhood opposition.

In both of these alternatives, there would be easy access to Phoenix's planned light-rail line.

It's understandable why Trump, in partnership with the New York-based Bayrock Group, wants to capitalize on the site he gained control of in bankruptcy court.

The area around 24th Street and Camelback Road is Phoenix's fledgling answer to New York's Fifth Avenue, Beacon Hill in Boston and Chicago's Michigan Avenue.

Many area homeowners, however, worry about living literally in the shadow of the Trump hotel and future high-rise buildings. They want to preserve their neighborhood's [illegible] and remaining mountain views.

Didn't the Arizona Republic [illegible] developers is nothing new. The Coyote Team in Bankruptcy [illegible] saw their property use evolution with the former Los Arcos mall site for the Tempe location. Not unexpected [illegible] major, costly taxpayer supported errors. You know what [illegible] show in the landing flight path, the Grand Prez race downtown, Patriot Square loss and emptied Civic Plaza to support the Suns basketball team owners. In Mesa, Bailey's Brake Shop stepped urban renewal. Central Phoenix has four hundred's thousand dollar, twelve hundred square feet sixty year old homes on a quarter or half-acre that should contain a fourplex at least. That would provide the density needed in a BIG City. Poor plan more failures to come, only bigger, more expensive, spreading urban decay in its wake.

Repeating Los Angeles' failures. Proper symbol, not a raising Phoenix Bird, Rather an erupting volcano, [illegible]

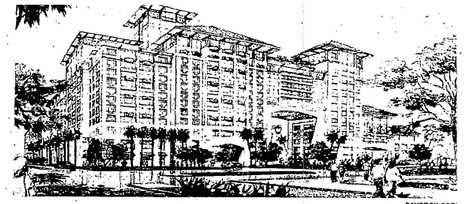
With no opportunity to contest the proposed Light Rail extension east and west beyond that voted by taxpayers, Unaccountable politicians picked future lines with the least potential. Two main sheets in towns that refuse to enter the [illegible] Twentieth Century. Mesa's Main Street area is Heritage, low-density. To the east are large trailer parks, retirees and [illegible] "Snowbirds" populate the area. It seems deserted six months out of the year. The growth and industry there all [illegible] flex the Salt River and Indian reservation. Downtown Glendale would not change; urban sprawl is miles to the south and west. [illegible] Lets try to get it right next time, leave politics out of the Public Transit decision process. These Errors wasted billions [illegible] a subterranean [illegible] of its Scottsdale Fasten[illegible] downtown would be set back. Downtown will have to compete with the Camelback area for mid-rise and high-rise projects.

Phoenix is investing hundreds of millions of dollars in downtown projects, and to [illegible] jeopardize its success — and quite possibly [illegible] $850 million bond election — [illegible] garding Trump's project is a shameful reflection on its "planning" process.

Last Wednesday, the city's planning commission tackled this long-postponed project at 10 p.m. in what turned out to be a chaotic three-hour meeting. At 1 a.m., the commission gave Trump and associates its unanimous blessing, ignoring recommendations [illegible] the urban village planning committee [illegible] height limit.

[illegible] supporters have [illegible] radio spots [illegible] attorneys for [illegible] their council[illegible] [illegible] Councilman [illegible] ment, from vot[illegible] of interest. This is [illegible] East Specific [illegible] hundred's significant ca[illegible] more than 5 mil[illegible] includes a residen[illegible] the plan for the [illegible] is poor public pol[illegible] the City Council to take [illegible] demonstrate that [illegible] essential to the city's [illegible] of life.

How Phoenix even got to this p[illegible]



BAYROCK GROU[illegible]

A five-story arch is a key design element in Donald Trump's proposed condo-hotel on Camelback Road in Phoenix. This is the west-side view of Trump International Hotel & Residences.

JOHN SEVERSON/THE ARIZONA REPUBLIC

Signs representing neighborhood reaction from both sides showed up on residential streets just south of Camelback Road.

Code	Issue	Response

Code	Comment Document

IS ARIZONA DESERVING OF BEING CALLED THE WORST PLACE IN THE NATION TO LIVE? ARIZONA COURTS DELIBERATELY KEPT A "SYSTEM IN CRISIS" TO PROMOTE BUSINESS FRIENDLY ARBITRATION AND MEDIATION, AVOID PEERS JUDGEMENT

ARIZONA ONE OF THE FEW STATES TO IMPOSE MANDATORY ARBITRATION RULED OPPRESSIVE SINCE 1862. Conscription of attorneys regardless of legislative intent approved. Mandatory attorney fees even if successful highest sanction in the nation.Arizona again in the minority,junk science admissible, Daubert and Kumho Tire Co.fair standard only in Federal Court.

Photo Radar barred as scam in several states and cities after investigations. Speed Reasonable and Prudent can mean arbitrary standard. Location of red light photo radar altered when income drops. One second increase in yellow light reduces violations 50%, Company claims foul.

Open Court provision deleted in favor of mandatory secrecy and sealed records. Trend to distribute judges work load reversed by eliminating commissioners in a system which has judges doing clerical tasks, mandatory sentences places discretion in the prosecutor rather than impartial judge, Distortion and manipulation by some lawyers to maximize hourly fees ignored .

November 30,2001 the national, not local news reported that Arizona was rated as," ONE OF THE WORST PLACES TO LIVE IN THE COUNTRY." The list to the right is only part of the reason and does not include the lack of access to courts or reasonable legal fees. Business interests and the local media have worked to require almost all civil cases to be submitted to arbitration or mediation where the average citizen is not able to get fair treatment. To make it impossible to get justice they now want to keep lawyers and the law out of the Justice Court and make justice available only in Superior Court, down town Phoenix. Although one of the most expensive legal systems it is not functioning to benefit the public; they are not represented , money is all that matters lobbyist make the rules in the legislature and the courts.

In 1972 having practiced law in New York and Ohio and spending a year reviewing cases at the Supreme Court I pointed out that there were judges doing clerks jobs and no intermediate court to process most disputes quickly and economically. Since then the population has doubled, number of Superior Court judges,tripled. Arbitration and mediation and secret proceeding almost exclusively in Maricopa County rather than comply with the Constitution.

Washington based attorneys,Sellers and Malveaux, in the Green Tree vs Randolph case that recognized that an arbitration agreement that would impose large costs on a party opposed to it or who lacks power to bargain over terms may be unenforceable and/or unconstitutional. Denying following rights ordinarily available to citizens of other states:

The provisions for a jury trial when seeking legal relief;

The provision for a public forum in which to litigate a controversy;

The right to a public forum,thereby avoiding large expense to gain access to a forum.

The provision for a written record of litigation.

The right to have the proceedings reviewed on appeal

The right to discovery and to present relevant evidence;

The right to bind the forum to the legal precedent prevailing.

ARIZONA'S RANKINGS

(All statistics from articles in the Arizona Republic many ar the direct result of that papers leadership)

3rd Worst State to Raise A Child

CRIME

4th highest in overall crime,highest in auto theft,highest i deaths by gun.In 2000, received a grade of D by Handgu Control Inc. in annual survey on how well states protec children from violence.One of 20 states that does not strictl regulate jail standards. Due to low salaries, one of th highest turnover rates for correctional officers

HEALTH

2nd worst to provide jobs with health insurance. Childre without health coverage is one of highest in the nation 10t highest infant mortality rate.Tied with Nevada for highest i the nation for teen suicide and divorce.Among seven state to provide the least adequate supervision of insuranc companies

7th highest in nursing home residents who suffer untreatec pain.Lowest in funding mental health.Below the natior average in spending to battle effects of drug, alcohol and cigarette abuse. Very poor oversight for day-care centers because of 2,500 licensed facilities, there are only 2 inspectors

EDUCATION

One of the lowest for per-pupil funding in public education,In an Arizona poll, voters gave schools a grade o C minus.On average, teacher salaries are $5,000 lower than national median.3rd lowest in school counselor-student ratios.One of seven states to try and remove evolution from school science

Tied with Nevada for the lowest rate of high school graduation in the nation.Highest truancy rate in nation.

3rd highest teen pregnancy.Tops in nation for availability of charter schools, ease of home schooling, access to voucher and level of payment for private school expenses

ECONOMICS

2nd highest disparity in family income between most affluent and poorest. 4th worst poverty rate. 13%of Arizona households in need of food assistance, compared to 10% nationally.2 million Arizona residents pay over half of monthly income for housing. Arizona Salaries among the lowest in the nation

ENVIRONMENT

3rd highest in toxic releases into the atmosphere.'F' for ozone, among worst places in nation for summertime pollutant.Four Arizona national parks are among the nations' most dangerous:

Organ Pipe Cactus, Saguaro, Grand Canyon and Lake Mead

AUTO INSURANCE - SAFETY

Arizona crash rate 12% higher than national average,fatality 33% higher, 30% uninsured,insurance pool to level costs lacking, rebates increases auto glass replacement costs,

POLITICAL CONTRIBUTIONS AND ELECTIONS

3rd lowest in contributions to Democratic candidates, frequent elections, contests rare, seldom have two viable candidates,15 to 30% voter turnout common in local elections.

Code	Issue	Response

Code	Comment Document

ILLEGAL IMMIGRATION July 2011

John Birch Society's new battle

Group's leader to discuss migrants' 'invasion' of U.S. during speech in Mesa

By Gary Nelson
THE ARIZONA REPUBLIC

After more than 50 years of battling communists, the John Birch Society is adding a second front to its ideological war: illegal immigration.

And it has allies among the "tea party" movement and others who believe illegal immigration is just one part of a vast conspiracy to destroy the United States as we know it.

The Birch Society, the East Valley Tea Party Patriots and others will join tonight in Mesa to hear the society's president, 75-year-old John McManus, expound on the perceived threat.

His topic: "Stealing the American Dream: How Illegal Immigration Affects You." The event is scheduled for 6:30 p.m. at Burke Basic School, 131 E. Southern Ave., Mesa; tickets are $7 at the door.

Bill Blewster of Mesa, a member of the Birch Society's national council, said his group is allied with the tea-party group, which

See IMMIGRATION Page B3

John Birch Society leader to speak

IMMIGRATION
Continued from B1

meets every Tuesday night at the school with about 75 to 100 participants. He said both organizations team with the National Center for Constitutional Studies, which was founded more than 40 years ago by conservative author and lecturer W. Cleon Skousen, a frequent visitor to Arizona and mentor of the late Arizona Gov. Evan Mecham.

Blewster said illegal immigration is an important issue to the Birch Society because it amounts to an "invasion" of the United States, which the nation is constitutionally authorized to repel.

"Mr. McManus has been on top of this issue for a long time," Blewster said.

He said illegal immigration is closely tied with efforts to forge stronger ties among Canada, the United States and Mexico, which the Birch Society believes are part of a campaign to create a North American union and destroy American sovereignty.

"That's where all this is leading to, a regional government," Blewster said. "That will totally do away with our Constitution, the Declaration of Independence, the Bill of Rights and the whole ball of wax."

Blewster said McManus is expected to outline the extent to which illegal immigration is harming the country and the Birch Society's proposed solutions, which consist of securing the border and enforcing existing laws, including Arizona's controversial Senate Bill 1070.

McManus himself is not without controversy stemming from his longtime membership in an ultraconservative religious group called the Slaves of the Immaculate Heart of Mary, which some consider to be anti-Semitic.

One former Birch staffer, William N. Grigg, claims on his blog that McManus "has spent decades promiscuously violating the JBS's standards and principles regarding anti-Jewish bigotry," citing McManus' involvement with a "deeply authoritarian para-Catholic cult founded by unabashed anti-Semite Leonard Feeney."

McManus has denied accusations of anti-Semitism, and Blewster said the Birch Society will not tolerate it, noting that some members are Jewish.

"We're certainly not an anti-Semitic group," Blewster said.

The Birch Society underwent an internal struggle in 2005 that resulted in a McManus ally being appointed executive director.

After that, former Birch members founded a new group called the Freedom First Society, which claims to adhere to the true teachings of Birch founder Robert Welch.

Code	Issue	Response

Code	Comment Document

Ariz. cities' economies fare poorly in report

By Betty Beard
The Arizona Republic

The economy in the Phoenix and Tucson areas ranked in the bottom fifth of the nation's top 100 metro areas in the first quarter, says a Brookings Institution report being released today.

That is based on four indicators: changes in the number of jobs, unemployment rate, economic output (gross metropolitan product) and housing prices. The time periods varied with each indicator and ranged from several months to several years.

After analyzing economies in the metro areas, Brookings concluded that the nation's recovery continues to be "uneven and unsure" with sluggish job growth, high unemployment rates, housing prices that hit new lows in all 100 metros and government layoffs that are making things worse.

The Phoenix area's rating, not surprisingly, was dragged down by its weak housing market. The Phoenix area, for example, ranked second to the Las Vegas area for having the most properties in or subject to foreclosure.

The rate is about 14.55 percent per 1,000 mortgageable proper-

AND WHAT IS THE THREE MAYORS ECONOMIC RECOVERY PLAN ?
20 MILL BUILDING FUND PARLAY IT FOR 50 MILL U S GRANTS
Most of our empty buildings are less than 40 years old many never occupied

WEDNESDAY, JUNE 22, 2011 | $1.00

Plan to ax clean-car program criticized

Activists to state: Keep strict rules on emissions

By Shaun McKinnon
The Arizona Republic

State officials posted the Valley's eighth ozone pollution advisory of the season Tuesday, a fact clean-air activists noted repeatedly as they argued against a plan to repeal Arizona's vehicle-emissions rules barely six months after they took effect.

Citing enforcement costs and a legislative mandate, the Arizona Department of Environmental Quality wants to scrap the rules, also known as the Clean Cars program, and make Arizona subject to federal standards administered by the U.S. Environmental Protection Agency.

Arizona adopted Clean Cars in 2008 as part of then-Gov. Janet Napolitano's climate-change plan. The rules, based entirely on California's more-stringent emissions program, took effect in January for cars and trucks produced for the 2012 model year.

Under the Clean Air Act, California

Experts offer varied housing outlooks

Housing-market watchers are searching for signs Phoenix's five-year housing crash is near an end.

There's lot of real-estate information out there with different forecasts. Several reports show the market improving, and prices inching up this year. But there's also research implying the crash isn't over.

Data from Phoenix groups the Cromford Report and the Information Market:

» Home sales were up 3.5 percent in May over April.

» Pending sales were almost flat in May from April, signaling June could be another good month.

» Listings continue to fall and are down almost 10 percent from May.

» Both pre-foreclosures and foreclosures are down.

The news isn't as good for the new-home market, which must still compete with foreclosures.

RL Brown and Greg Burger's latest "Phoenix Housing Market Letter" tracked nearly 600 new-home permits in the Phoenix area, which is this year's norm for the market.

The report states the home-building industry, which was once the driver of Phoenix's economy, won't be healthy again until the economy adds 300,000 jobs.

The less-upbeat forecast comes from the Arizona Regional Multiple Listing Services Price Index. The data, based on pending sales, show metro Phoenix's median home price could fall to $106,000 in July and $97,000 in August.

If you read this column last week, you will know that the region's median price has been holding steady at about $115,000 for the past six months.

Meanwhile, former vice-presidential candidate Sarah Palin's recent $1.7 million Scottsdale home purchase is drawing more attention.

A Massachusetts official and mortgage-fraud investigator believes a "robosigner" was involved in Palin's deal.

Several Arizona real-estate experts believe Palin's title is clear and legal and say they need more evidence of any illegal signing.

Real Estate
CATHERINE REAGOR

Code	Issue	Response

Code	Comment Document

Mesa Tribune
Letter To The Editor (480) 898-6362 January 21,2007
Dear Editor:

At this time while others are paying the price for comfortable summers, contending with snow and ice, we should be planning how to reduce the price we pay to escape that frigid weather. Such as the ever increasing cost of fuel, high pollution, power shortages,threatening rolling black-outs,even isolation. Much of that can be reduced with something as simple as using the cooler daylight hours. Around 4 and 5 a m is our best time of the day, May to October. Arizona is the only place left on the U.S. mainland that fails to take into consideration the earth's rotation. That is nothing to be proud of,it is a handicap. For example, most local sports events broadcast nationally end after midnight eastern time. That effects ratings and revenue.

A young Benjamin Franklin while in France measured the lamp oil saved when people arose and retired one hour earlier in the season. His experiment has been accepted in most of the industrial world as a method of conserving fuel. The concept has been adopted by out door workers, the construction industry. Home and travel energy use is reduced by many who voluntarily alter work hours. Any opportunity to avoid using the air conditioners saves fuel,reduces pollution. Ever notice when activated the auto air conditioner compressor acts as if a trailer was attached to the vehicle: Even stalled in traffic,common today, its off / on load on the motor is detectable. That is more fuel and residue exiting the tailpipe.

Arising an hour earlier most people could drive to work with car windows open, reduce home power demands. It would accommodate the construction worker as well as those communicating with offices that close three hours earlier in the east. Most important, as I pointed out,we waste the most pleasant time, before 6:00 a m.. Most Arizonans are asleep, they watched late news and went to bed an hour later than the rest of the country.

Its nice in the earlier morning, to get up and take a walk around the block, say Hi to your neighbor. There are benefits to adjusting to nature, and there are clocks that adjust to day light savings time automatically for those challenged by the task. Richard T. Tracy,Sr. (480)-839-1153

Code	Issue	Response

Code	Comment Document

4-27-13

Environmental study touts freeway

ADOT: S. Mountain leg would ease congestion, aid air quality

By Sean Holstege
The Republic | azcentral.com

Build the South Mountain Freeway and the Valley's traffic moves more smoothly and the air gets cleaner than if the region builds nothing at all, according to a long-awaited environmental impact statement for the $2 billion project released Friday.

After 12 years and $21 million, the study answered some technical questions about the proposed 22-mile reliever for Interstate 10 but didn't seem to change any minds on the plan.

The extension of Loop 202 has been controversial since regional traffic planners penciled it on the map 30 years ago.

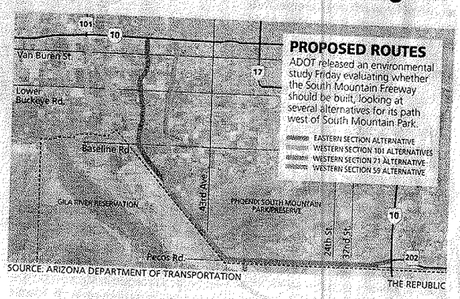
Friday's environmental study is among the most complex in Arizona Department of Transportation history.

Its release moves the project into the final planning phases, but it ramps up the divisive politics of the route on and off the neighboring Gila River Reservation.

The study compared building an eight-lane highway between Laveen and Chandler, which is projected to carry about 140,000 cars a day, with doing nothing.

Federal environmental law requires planners to compare

See FREEWAY, Page A4



SOURCE: ARIZONA DEPARTMENT OF TRANSPORTATION

Code	Issue	Response

Code	Comment Document

Ties to land hound DiCiccio

Critics say councilman's advocacy on freeway extension represents a conflict

By Sean Holstege and Scott Wong
THE ARIZONA REPUBLIC

The proposed South Mountain Freeway has defined Sal DiCiccio's return to politics.

A year ago, the Phoenix real-estate broker filed a vacancy on the City Council, reclaiming the seat he held a decade earlier. Ever since, he's championed moving the planned Loop 202 extension south from Ahwatukee Foothills to the Gila River Reservation.

To supporters, DiCiccio is working to find the best outcome for his Phoenix constituents. Opponents say his development deals along the freeway blur personal and public matters and represent a conflict of interest.

The Arizona Republic took a closer look at DiCiccio's possible stake in the planned 22-mile freeway, examining city financial forms and court records, plus letters, e-mails and other documents obtained under a public-records request. The picture that emerged shows that DiCiccio:

» Benefited financially from a business partner's purchase of land that was resold to the state for the proposed South Mountain Freeway. The purchase, which *The Republic* uncovered in records, allowed the business returned to city politics last year.

Sal DiCiccio

See **DICICCIO** Page B7

SUNDAY, JANUARY 31, 2010

OPINIONS

MESA REPUBLIC

VP/
Mic
VIS

Transit specifics needed

Tempe Mayor Hugh Hallman's proposal to build commuter rail before widening the Broadway Curve on Interstate 10 has prompted a healthy response from readers. Since his proposal ran Jan. 20 on these pages, we have received 14 letters, most of them positive and pleading for action on the idea.

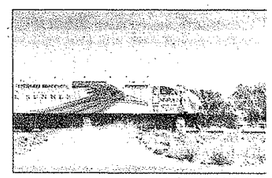
OUR VIEW

That's far more letters than we have received during that time on any other subject.

Granted, 14 letters hardly is a representative sample of the population. But Hallman's proposal clearly has touched a nerve with readers who feel that commuter rail is long overdue.

Whether you agree with Hallman's idea or not, at least his proposal was specific, not just lip service. We challenge other elected leaders to either join Hallman on his idea or express their own specific plans to speed transit improvements.

Given how little cash there is, and how great the need is to improve traffic flow without spewing more pollution, residents should have several creative ideas to debate.



JACK KURTZ/THE RE

New Mexico's Rail Runner, which runs fr Belen to Bernalillo, went from idea to inception in less than four years.

What do you think?

Want more elected leaders to get specif about transit? Tell them!

E-mail Mesa's mayor and council at **council@mesaaz.gov**. Find your legislator **azleg.gov**. And copy us on your message, **se.letters@arizonarepublic.com.**

Curve's design is problem

Reading the debate about the dreaded Broadway Curve: Is it just traffic volume, or does the horrendous design of the Broadway Curve enter into the problem just as much if not more so?

YOUR VIEWS

Nearing the Broadway Curve, you have the steady lane of traffic from Arizona 143 entering the freeway, followed immediately by Broadway Road on-ramp traffic and then by the Superstition Freeway off-ramps.

Do we really need 12 lanes of traffic, or do we just need a way to funnel those cars entering at the 143 and Broadway Road to get onto I-10 after the Superstition interchange?

It's a mess right now, and though I favor commuter rail, I don't know if that will have much impact on reducing the traffic as it currently stands.

— **Paul Nicholson**, *Tempe*

Rail system must be extensive

I agree with Tempe Mayor Hugh Hallman that a rail system should be built before widening the Broadway Curve. The is traffic gridlock is to take more cars o road.

Building more freeways will onl cars and pollution. The train would n be an extensive network, though, to ge ple to all parts of the Valley in order to fective.

— **Pam Smyth**,

Code	Issue	Response

Code	Comment Document

LEGAL BUSINESS HAS BEEN DOWNTOWN PHOENIX'S MAJOR INDUSTRY
POWERS TO BE RESIST SPREADING YOUR COURTS AROUND THE COUNTY
ALTHOUGH THEY WOULD BE LESS EXPENSIVE AND MORE EFFECTIVE

(Copy of prior proposed Constitutional Amendment to lower standards in both J.P. and City Courts and require approval of one committee to certify who can be appointed or run rather than a local open selection process. Same group has blocked efforts to establish permanent assignment to specialized divisions such as family or probate court so that the judge would be an expert in the field and reduce the confusion and expenses in those areas of law. That would also reduce the volume of litigation, appeals and legal fees by speeding up processing because the Judge is informed,not easily mislead and fewer errors and appeals. Consistency makes results predictable that reduces cases or defenses with out merit from being filed or asserted)

Arizona Constitution Article 6§22 · Superior and other courts; qualifications of judges

Section 22. A. Judges of the superior court~~,~~ AND intermediate appellate courts ~~or courts inferior to the superior court having jurisdiction in civil cases of one thousand dollars or more, exclusive of interest and costs,~~ established by law under the provisions of section 1 of this article~~,~~ shall be at least thirty years of age, of good moral character and admitted to the practice of law in and a resident of the state for AT LEAST five years next preceding their taking office.

Dream & Dare Law Higher Standards

B. AT A MINIMUM, AT THE TIME A STATE TRIAL COURT JUDGE IS ELECTED OR APPOINTED TO OFFICE THE STATE TRIAL COURT JUDGE SHALL BE AT LEAST THIRTY YEARS OF AGE, BE OF GOOD MORAL CHARACTER, HOLD A BACHELOR'S DEGREE FROM AN ACCREDITED COLLEGE OR UNIVERSITY APPROVED BY THE SUPREME COURT AND NOT HAVE BEEN CONVICTED OF A FELONY OR HAVE ANY CRIMINAL WARRANTS IN ANY JURISDICTION. BEFORE BEING ELIGIBLE FOR APPOINTMENT OR PLACEMENT ON THE BALLOT FOR AN ELECTION, A STATE TRIAL COURT JUDGE SHALL PASS A LEGAL COMPETENCY TEST AS PROVIDED BY LAW. SECTION DOES NOT APPLY TO AN INCUMBENT JUSTICE OF THE ... WHO IS RUNNING FOR REELECTION OR ... COURT JUDGE

Closer look at Justice Courts

There has been considerable effort by the local press to convey the impression that the Justice of the Peace Courts are "the people's court" where one can go without an attorney and the judicial officer need not be an attorney. The opposing parties may not be so inclined. They are entitled to be represented and it is possible that one could be required to pay his attorney fee in an amount greater than that in dispute.

The Justice Courts in Maricopa County are overburdened. Though the population has doubled, only two additional courts were created.

The power to vest civil jurisdiction in municipal courts has existed since 1960. Their judges are attorneys accountable to local governing body review and comply with the Constitution, which requires a judicial officer with authority to award over $1,000 to be an attorney in good standing and a resident of the state for five years.

Recently, state lawmaker Marilyn Jarrett of Mesa said she would introduce legislation so that the justice would be able to "understand and think through the problems." She did so primarily because of the inappropriate behavior of several elected to the office of JP.

Of more concern should be inappropriate decisions and arbitrary treatment. In the old days, the JP conducted hearings at night at his home in his bathrobe for a traveler. Only that the correct law was applied was important.

Times have changed. JP courts have been abolished elsewhere because of the complexity of the law, commerce, technology in an effort to give true meaning to the phrase over the entrance of the U.S. Supreme Court, "Equal Justice Under The Law."

To change the standard for JP would require a state constitutional amendment. To substitute a county and municipal court with the same jurisdiction in Maricopa and Pima counties requires only a legislative enactment by the Legislature and county supervisors.

Since 1963, certain matters which come before the JP require that the defendant be represented by an attorney, the state is represented by an attorney. Should not the judge be their equal to truly understand the problems?

Richard T. Tracy Sr.
Mesa

state trial
ties; terms

~~the peace~~ STATE
ed in ~~precincts~~
~~ces of the peace~~
~~police justices~~
s and towns.
f ~~courts inferior~~
RIAL courts~~,~~ and
~~nd justices of the~~
ature may classify
ixing salaries of
~~, to the superior~~

~~s inferior to the~~
courts shall not

RICHARD T. TRACY, SR.
2238 S. COTTONWOOD ST.
MESA, AZ 85202

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 6/14/13 INCOMING CALL TIME: 1:50 PM CALLER: NANCY TRAINER CALLER ADDRESS: P.O. BOX 5575, GOODYEAR, ARIZONA 85338 PHONE: 623-399-6218 EMAIL: **CALLER REMARKS/QUESTIONS:** Yes, I do support the freeway. The South Mountain freeway, but you need to stop playing politics with it and build it. But you need to build it where you will disrupt the least amount of people. Also, I take exception with having to listen to this message in Spanish. If you are a voter you need to be able to read and write in English. Thank you.

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
1	Jennifer Tran Document Created: 5/21/2013 2:34:51 PM by Web Comment Form I live in Avondale and commute to work every day on the 10E to Tempe, AZ. Traffic in the morning is typically really bad once I approach around 43rd Ave. In the past 8 years, I've noticed that accidents tend to occur before, in or after the downtown tunnel. One of factir that I believe contributes to these increase in accidents in this area is the short amount of distance after you exit the tunnel to either enter the 202 0r the 51. I believe that with the proposed loop 202 in the west side will definitely decongest traffic going into the tunnel and hence, reduce accidents.

Code	Issue	Response
1	**Design**	Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 12:57 PM CALLER: THE TRAVILLIONS CALLER ADDRESS: 2608 SOUTH WETSTONE PLACE, CHANDLER, ARIZONA 85286 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi we're in favor of the South Mountain and the 202 freeway. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	5043 1 MS. TRAVIS: Janet Travis and my address 2 is 44177 West Palmen Drive in Maricopa and 85138. I 3 think the first comment I have is in this report 4 there is absolutely no information on the tonnage. 5 And this is a point that we repeatedly asked, I'm 6 sure it was ADOT, MAG, all these representatives that 7 were there, the bigwigs here, decisionmakers on this. 8 Repeatedly asked them for that information, and they 9 did tell us, "Yes, yes, we will have that 10 information." That's very, very basic information 11 regarding freeway and employees. 12 And not just a public meeting, you know, 13 something like this, but departmental meetings, air 14 quality program with decisionmakers at Gila River, 15 transportation meetings, a number of meetings over 16 the years. We were told we would have that 17 information. It's not in there. And that it's a 18 basic, basic piece of information that is included in 19 normal environmental impact statements. 20 As an example, the amount of vehicle 21 miles traveled, or the amount of cars per day on that 22 18-mile stretch on the community, Interstate 10, 23 there's 17,000 tons of carbon monoxide emitted 24 annually. This needs to have tonnage and it's just 25 not there. Page 4 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
1	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The total tonnage of emissions by pollutant is not presented because the regulations require that the analysis be compared to the National Ambient Air Quality Standards, which are not based on tonnage. However, tonnage (total emissions) was reported for mobile source air toxics because there are no standards.

Code	Comment Document

2 3 2 1 4

1 Okay. Another point is, there is
2 absolutely nothing about health impacts on this. And
3 I know not all environmental impact statements have
4 that included, but many do. And in this case, it
5 should be included because this freeway, unlike all
6 the others in the Valley, is located between two
7 mountain ranges during periods of inversion layers,
8 stagnant air. That's going to sit right there
9 between the mountains.
10 And the level of health problems out
11 here, especially with kids with asthma, it's going to
12 skyrocket. And right now, there's kids playing
13 football outside. And pollutants have been proven to
14 have a strong impact on the population within a mile
15 and a half of a freeway. So there's schools, of
16 course, residents and they're going to be sitting in
17 that smog.
18 We need numbers, tonnage on carbon
19 monoxide, ozone, volatile organic compounds. Just
20 all of the things, particulate matter. And one thing
21 they did not address, they did mention particulate
22 matter and 10 -- PM 10, but they do not address PM
23 2.5, smaller particulates, and those are especially
24 the problem with diesel trucks, PM 2.5.
25 And the community has an air quality

Page 5

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
2	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
4	**Air Quality**	A particulate matter ($PM_{2.5}$) analysis is not required since the area is in attainment for the particulate matter ($PM_{2.5}$) National Ambient Air Quality Standard.

Code	Comment Document
1	1 monitoring site. You could almost see it it's so 2 close. And we have baseline levels and it will be 3 interesting to see what those levels increase to once 4 the freeway is put in. And we did our 2.5 5 measurements, PM 2.5. We did what is called 6 speciation on that particular type of pollutant, and 7 that picks up the hazardous air pollutants. So this 8 does not address that. It does not really address 9 air toxins. 10 From what I can understand, this is 11 pretty complex. They did two, have monitoring 12 criteria from the point in Chandler where the freeway 13 -- where 202 will meet I-10 and around on the other 14 side. Those end points, they have carbon monoxide 15 monitoring numbers. Although it is not in tons, it 16 is just saying they meet the standard and that's not 17 enough information. And then they have no monitoring 18 or estimated numbers for all along the community, and 19 that information is actually easy to gather. 20 All you have to do, if you estimate 21 vehicle miles traveled and put these particulate 22 types of pollutants into a modeling program and it 23 comes up with tonnage. So I know they have the 24 information. They just did not express it in the way 25 that they should have. This is very, very basic Page 6 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document
2	1 information because it affects public health on a level that is unimaginable. 3 I know Maricopa County, City of Phoenix, they have met a number of EPA standards. They have made some progress, but there's a few that they haven't met, and I do need to gather more information on that. But it seems like Phoenix pretty much does the minimal amount to meet those standards. They could do more. It's not easy, but it's based on health standards, federal health standards, and it seems like they never go beyond the minimum. 12 And I know they've been threatened with sanctions, and it seems like that's the only time they move forward. And to me that indicates more of an economic concern rather than a health concern, so. 16 And as far as where they discussed benefits, impacts, social economic environmental impacts, that was all done for the other side, not for the Gila River side. Especially what really upsets me is no mention of health impacts. I mean, in a way, they are addressed because those standards of pollutants are based on federal numbers, measurements, and anything beyond certain levels has these impacts spelled out. 25 Well, we don't know the tonnage, so we Page 7 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response

Code	Comment Document

1 can't estimate what those health impacts might be.
2 And that's kind of a simplified way to say it, but
3 I've been out of the loop for a while, but there are
4 some basics that I do know. And after being told
5 they would be addressed and to not have it in there I
6 think is really disrespectful and a slap in the face
7 to Gila River, and this is why one reason this is so
8 controversial.
9 And I know this is going to be built.
10 I've known from the beginning, but I just thought it
11 would be done in a way where the information would be
12 out there for residents of Phoenix, but the residents
13 of Gila River, I just don't understand why we are not
14 allowed the same information that is provided to all
15 the other freeway environmental impact studies that
16 have been done in the past.
17 So I know a lot of people view the City
18 of Phoenix as the 2,000 pound gorilla, you know, when
19 it comes to economic development and a lot of things.
20 And this kind of supports that, as much as I hate to
21 say it, but...
22 And then as far as cultural, I will let a
23 lot of these other people address that because I
24 think they are more knowledgeable than I am, so I
25 don't need to go into that. And as far as direct

Code	Issue	Response

Code	Comment Document
5	impact on water quality, on wildlife, that is also information that will be addressed more in-depth from one of the departments in Gila River. So our comments as a whole different environmental program have been submitted, and they will be reviewed by the higher-ups before they are released as official statements. In the meantime, I think it would have been good to have a lot of this information out so people would know the right questions to ask so that they would insist upon answers. And my familiarity with public hearings where you actually have to do the legal requirements, which you guys are doing right here, and the fact that there's no question-and-answer, you know, I realized that's how it was going to be. I was kind of hoping they might tweak that a little bit, but, I mean, I'm kind of at a loss for words just because I was so surprised at what I read -- or I should say what I didn't read, what should have been there. Actually, when I did park here and I saw those kids out there, I was just thinking in the future how they will be impacted by this. I know one of the benefits for the freeway is like transportation of emergency vehicles and stuff like Page 9 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
5	**Public Involvement**	At the public hearing, in addition to the public hearing room (Ballroom 3), and the project video (Ballroom 1), information, resources, and staff were set up in an open house style format in Ballroom 2. Several copies of the Draft Environmental Impact Statement document were available for review; 63 banners explaining the participation process, the Draft Environmental Impact Statement, and the next steps were displayed; approximately 25 staff members were available to answer questions; computer stations were set up to accommodate online comments; comment cards were provided at tables for written comments; and court reporters were available to record verbal comments.

Code	Comment Document
6	

1 that. I know they're going to have, oh, what do you
2 call that, the roads on either side of the freeway?
3 Service roads. And that will, you know, be part of
4 the benefit, but then it also came to mind that,
5 okay, you're making it easier for emergency vehicles,
6 which is a good thing because you're probably going
7 to be out here a lot picking up little kids that have
8 asthma attacks in reality.
9 The rate of diabetes, which pollution
10 does affect, the rate of asthma of course is
11 extremely high out here. A lot of people know that.
12 So they kind of get lost in the big picture when it
13 comes to that. And that's -- they should have the
14 priority, the little kids, of impacts to them.
15 And I think another issue is, there's a
16 lot of people around right now, community members
17 that remember when Interstate 10 was built. And I've
18 always heard that they weren't paid fair market value
19 for some of the land. I don't know if that's true.
20 At one particular meeting, ADOT was asked to provide
21 numbers of how much were they paid back in the early
22 '60s, and they had a number, but then you hear
23 different people say, no, we only got this or that.
24 So that's really not something I can make
25 a comment on because I just don't know. But one

Page 10

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
6	**Design**	The proposed freeway would have eight travel lanes, but would not have frontage roads in the area along the Gila River Indian Community land (see Figure 3-14 in the Final Environmental Impact Statement).

Code	Comment Document

1 thing is the people that do have the memory of that,
2 and I was surprised to hear this, we were promised
3 frontage roads. We were promised more exits when
4 that was built. We're still waiting for the frontage
5 roads. People remember that because they've been
6 here for generations. And that information, you
7 know, it's passed down and it pisses people off.
8 They remember because the people here live here for
9 years and their children and their children.
10 And a lot of these people here, they
11 didn't grow up here. Their parents still live here.
12 Their grandparents live here and great, great
13 grandparents live here, and that's why it's become so
14 personal, and I think that's something that a lot of
15 people don't realize and they don't see it this way.
16 Well, maybe five, ten years, you know,
17 maybe you'll move to wherever. Maybe I will too, but
18 most of the people here don't. They stay and they
19 remember. I'm going to make some silly sarcastic
20 comments, but I better not. This is official.
21 But anyway, I think those are my main
22 points, just to include the basic information. And I
23 really would like to ask directly the people that,
24 the engineers monitoring, overseers, whatever, are
25 they going to have that in the final draft? I know

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document
7	they're not. I just know they're not. But I just want them to know we were told they were, and that is one reason that people are weary of things, one of many reasons. And then it does go into how this will benefit the Phoenix area. Sure it's going to relieve congestion, it's going to reduce air pollution. Well that's great if you're on the other side of the mountain, that's really great, but here we're not. And whenever you talk about this kind of thing, casinos always come up into the mix, so I don't know. It seems like, well, you guys have those casinos. Like we're not allowed to complain about anything because we have casinos. That gets kind of old. There's a number of people out here, whether you want to call them activists or just concerned people. I consider myself a concerned resident, not really an activist because I'm kind of too lazy, but they're getting a lot of the kids involved. And I think I would like to see more of the other side, you know, not just the emotional so those kids can actually have scientific background to back up what they're so passionate about. So maybe in the future we'll have more of that, but right now Page 12 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
7	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 just to see the kids expressing themselves, having a
2 voice, that's really great.
3 I think something that's kind of scary
4 about all of this and the controversy that comes with
5 it for a lot of tribal members out here, this is like
6 the last straw. So I don't know how that's going to
7 affect things in the future, but just wanted to get
8 that out there. I'm not saying it's the last straw.
9 You're not going to see me laying in the freeway or
10 laying in front of a bulldozer that's trying to, you
11 know, but no promises there won't be other people
12 doing it.
13 And actually, the model that they used,
14 this Mobile 6 model where they figure out no
15 pollutants, you know, measurements like that and
16 vehicle miles traveled, blah, blah, blah, we used
17 that same model to do our emissions inventory for the
18 Interstate 10. And specifically I didn't do it, but
19 it's been done. And it wasn't contracted out, air
20 quality personnel did it themselves, and they happen
21 to have a lot of experience with other jurisdictions
22 outside, so they pretty much know what they're doing
23 as far as technical and policy issues because they go
24 hand-in-hand, you know.
25 Don't even get me started on Arizona's

Code	Issue	Response

Code	Comment Document

1 politics. I won't mention Jan Brewer's name, but you
2 know what I mean. So air quality here does have
3 familiarity with the type of technology used when
4 figuring emissions. And I do know that these
5 calculations are also done on projected situations
6 like better quality gas, better mileage for vehicles,
7 you know, that kind of thing. And that is
8 technically, yeah, you do want to include that
9 information, but the way it is right now, I think
10 that's all people see. They're not going to sit
11 back, well, 35 years from now, things will be better,
12 you know. You can't do that. Nobody really wants to
13 do that.
14 I mean, it just in many ways, it doesn't
15 make sense, but I do know that is information you
16 have to include when you're figuring these things
17 out. So I do understand that's part of it, but the
18 assessment does make those assumptions, but they are
19 assumptions and not based on the way things are now.
20 And people are also curious, I am too,
21 about what classification on air quality that this
22 Gila River -- okay, I know I'm rambling here, but we
23 currently have what's considered clean air based on
24 three years of monitoring data which is a federal
25 requirement. How is that going to impact it? Are we

Code	Issue	Response

Code	Comment Document
1	

1 now going to be considered nonattainment dirty air
2 area? How will that affect economic development?
3 There is a direct relationship that really affects
4 that, and Phoenix has had the upper hand on that for
5 years. Finally got that changed. I could go into a
6 lot of other things, but it gives me a headache,
7 so...
8 And currently we don't do emissions
9 testing based on the fact that the air is considered
10 clean out here, and I do believe all that will
11 change. Even where Phoenix might have monitors for
12 different pollutants that do meet the standard, once
13 that air is trapped between the mountains, that's
14 going to change. I don't care what anyone says, that
15 is going to change. So that is another thing that
16 residents of the community, I'm sure they will be
17 required to do emissions testing because right now
18 they don't.
19 One thing I would like to mention is that
20 Gila River Environmental Department, we've always had
21 a good relationship with the state and the county and
22 federal PA people. We've had a good relationship,
23 and that has helped a lot because many, many tribes
24 do not have a good relationship with the state, where
25 we actually did play well together and we have worked

Page 15

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document
8	together on different projects. So it is not something personal, you know. It is all about policy and my opinion of what is fair. Another thing I want to mention, as far as environmental issues or conditions that were out here at one time, a lot of the elders remember when the rivers were around, Gila River and Salt River. They remember the wildlife. They remember all of the fields that were growing. They remember all of that. And in a very short period of time, it's gone. And, you know, I understand that Phoenix is a city. It's growing, but to be honest, I had no idea this would happen because I always thought it's so hot there. Who would want to move to Phoenix? And what am I doing, I'm back in the Valley. But I guess my main point is, even myself just in talking to my mother, she lives in District 7 right near where the Salt River once was, and she tells stories about swimming there every single day and hauling watermelons on the horse so they'd have something to eat. I mean, just these amazing scenarios that I can't even imagine. And the elders, there's less and less of them. So many of us have no clue of what it was like on a personal level. We see old pictures, we hear Page 16 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
8	**Biology, Plants, and Wildlife**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document
9	stories, but it's gone and that's in a very short period of time. And a lot of natural resources that are now gone were directly tied to cultural elements. And I think that's another thing that people don't understand is how many ceremonial cultural things still take place here. I think many of them don't believe it because to be honest, people more or less remember the negative, the native people that they see wherever in the city. It's not always pretty. That's what they know. And they have no idea that so many ceremonial cultural events still happen and they're still important. People just have no clue. And I would go into some of those, but I really don't think this is the place to do that as far as public comments, but I just want people to realize it's there. They're probably never going to see it, but they need to know these are there. After this is over and you have all of these comments, and you're going to have a lot of them, not just here but from Ahwatukee, Phoenix, environmental clubs, industry, whatever, the process I think people know they are aware they may feel that what I'm saying right now isn't going to make a damn bit of difference. That state environmental impact statement is not going to be realized based on what Page 17 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
9	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 one person is saying, and that's a little bit
2 upsetting because you feel you have all of this
3 passion about something, but deep down you realize
4 nothing's going to change and that's upsetting, so...
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Against the South Mountain Freeway
Date: Monday, May 20, 2013 8:45:54 AM

-----Original Message-----
From: Mike Treacy [mailto:treacy@asu.edu]
Sent: Friday, May 17, 2013 5:04 PM
To: Projects
Subject: Against the South Mountain Freeway

Dear ADOT,

I do not support the proposed South Mountain Freeway.

1 (1) That valley is beautiful and scenic at present. I like it unspoiled.

2 (2) Making it even easier to access Phoenix by car can only worsen the traffic density downtown.

3 4 (3) Smog in winter in the valley is already unhealthy. There are certain days when the kids in my daughter's school (Awakening See in South Phoenix) were not allowed to play outside because of poor air quality

5 6 (4) I would prefer you to focus more on ways to reduce the number of single-passenger cars. I like the new downtown tram system. I would prefer you to put your resources into that project, which potentially serves more people.

7 You do a great job designing and maintaining the roads in the valley. I am impressed. I am not persuaded that another artery into Phoenix is needed. I sense that this movement is driven by residents of West Ahwatukee who do not like having to travel East to the I10 in order to get around South Mountain. The freeway will reduce their commute time, but the rest of the Valley will not be served so well.

Sincerely

Mike Treacy
Resident of South Tempe.

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

Code	Issue	Response
1	**Visual Resources**	Because Pecos Road is already a four-lane arterial street and is in approximately the same location as the proposed E1 Alternative, viewers would not be seeing any phenomena they do not already see (see Final Environmental Impact Statement page 4-169). The proposed freeway would have eight lanes of traffic and carry more vehicles, but what park users and residents would see would not be substantively different from what they already see along Pecos Road. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that would likely survive the transplanting and sitting-in period would help in visually sensitive or critical roadway areas.
2	**Purpose and Need**	Although the region's freeways are now congested during the peak travel period, conditions in 2035 without the proposed freeway would be substantially worse with more congested areas and congested conditions for longer periods of time (see Final Environmental Impact Statement pages 1-21 and 1-22). Congestion relief resulting from the proposed freeway would provide localized reductions of delays on arterial streets and at interchanges. Reduced travel times would result in lower exposure to elevated concentrations of mobile source air toxics occurring in traffic. Other benefits of the proposed freeway in comparison to the No-Action Alternative are presented in Table 3-9 on page 3-38 of the Final Environmental Impact Statement.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Health Effects**	
5	**Alternatives, Nonfreeway Alternatives**	
6	**Alternatives**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources. Use of these funds for construction of the proposed freeway would not affect available funds for statewide projects nor would not constructing this facility make available additional funds for other statewide projects.
7	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix. The proposed freeway is not an arterial road into Phoenix. The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, *Purpose and Need*, in the Final Environmental Impact Statement.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:46:48 AM

-----Original Message-----
From: aptrejo_2@juno.com [mailto:aptrejo_2@juno.com]
Sent: Friday, May 10, 2013 4:24 PM
To: Projects
Subject: Build the South Mountain Freeway

1 We support the South Mtn Frwy project.
Al & Pat Trejo
4726 E. Florian Circle
Mesa, Az. 85206

_____

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Let us to the 202!htttgt
Date: Wednesday, May 15, 2013 3:41:50 PM

-----Original Message-----
From: Leo Trinidad [mailto:ltrini@aol.com]
Sent: Wednesday, May 15, 2013 3:34 PM
To: Projects
Subject: Let us to the 202!htttgt

1 BUILD THE 202 FREEWAY NOW...
After moving and making the Phoenix area as my family's permanent residence Since 1987 We have witnessed the transformation of Phoenix from a small city to a major city that requires Big city infrastructure facilities..

The smoothly functioning I-17 is a product of proper transportation planning and execution of long term transportation planning. MAG and ADOT have proven it in the past, the 202 freeway will be another good news from ADOT in the future.

Therefore let us build the 202 freeway NOW!

I-17 freeway was slowly

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/16/13 INCOMING CALL TIME: 12:14 PM CALLER: LEE TURNER CALLER ADDRESS: 838 EAST DAVA DRIVE, TEMPE, AZ 85283 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am calling in support of the South Mountain Freeway construction. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Comment on the proposed Loop 202 extension
Date: Tuesday, June 18, 2013 11:42:29 AM

Thank you,
Felicia Beltran
Senior Community Relations Officer
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-319-7709
azdot.gov
ADOT Communications

From: Tuszynski, Ron S [mailto:ron.s.tuszynski@intel.com]
Sent: Tuesday, June 18, 2013 10:59 AM
To: Projects
Subject: Comment on the proposed Loop 202 extension

AZ DOT,

1 2 3 4 5 6 7

I live in the Ahwautkee Foothills and am one of many that oppose the build out of the Loop 202. I do not believe the environmental impact study is complete and I do not think this benefits the residents of Ahwatukee at all. I am very concerned about the air pollution, noise pollution and the drop in property values that this extension will produce. There are multiple schools that will be impacted by the noise/air pollution. I urge you to reconsider building out the extension at all when it will only benefit truckers who will detour out of the city to connect to I-10 on the east side. We do not need it and cannot afford it!

Respectfully,
Ron Tuszynski

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

Code	Issue	Response
1	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Noise**	
4	**Economics, Socioeconomics**	A review of the literature reveals few detailed and comprehensive analyses of the relationship between the transportation infrastructure and residential property values (Transportation Research Record: Journal of the Transportation Research Board, No. 2174, Transportation Research Board of the National Academies, Washington, D.C., 2010, pp. 138–47; "Impact of Highways on Property Values: Case Study of the Superstition Freeway Corridor"). A recent study by the California Department of Transportation concluded that freeway facilities did not substantially affect sales prices in residential areas adjacent to the facility. The study concluded that it is the visibility of the freeway that may influence selling price and not distance or noise. As a result, the researchers generally concluded that the more the visibility of a new freeway is reduced, the less it would determine the sales price of homes sold in the area.
5	**Health Effects**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Purpose and Need, Truck Bypass**	
7	**Purpose and Need**	The proposed project is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. In 2004, the voters of Maricopa County approved the *Regional Transportation Plan* and the extension of a half-cent sales tax to fund its projects. The funding for the right-of-way acquisition and construction of the proposed project would come from a combination of federal (National Highway Performance Program) and County (half-cent sales tax, also known as Regional Area Road Funds) sources.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/20/13 INCOMING CALL TIME: 3:52 PM CALLER: WILLIAM ULLOA CALLER ADDRESS: 3323 E. MALAPAI DRIVE, PHOENIX, ARIZONA 85028 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** Hi, I do support the new freeway along Pecos Boulevard. I happen to be in the transit area of the 51 going north. And even though I am close, I think it's for the betterment of entire city and county that the freeway goes through as soon as possible. It has been on the drawing board for a long time. I feel bad for those people but no one felt bad for me up here at 32nd and Shay and it hasn't really hurt that much. Thank you. Goodbye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Robert Upham Document Created: 5/21/2013 3:15:21 PM by Web Comment Form I would like to see the bridge at 32nd Street eliminated. Without a Traffic Interchange there and no access to the freeway, I would prefer to see 32nd street just dead end. I have experienced enough crime that can enter our neighborhoods from the reservation (from other connections and personal experience into the City). I don't want future access to the reservation from my neighborhood. having future access from 40th street and 24th street is enough.

Code	Issue	Response
1	**Design**	The bridge at 32nd Street is included to allow potential access to land south of the freeway.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the South Mountain Freeway
Date: Tuesday, May 14, 2013 9:46:48 AM

-----Original Message-----
From: Frank [mailto:frankcarol2001@cox.net]
Sent: Friday, May 10, 2013 1:19 PM
To: Projects
Cc: info@buildthe202.com
Subject: Build the South Mountain Freeway

1 I am a retired Maricopa County public works street maint. Superintendent and agree this freeway is way overdue in being built and should get started right away. I would enjoy being part of a discussion or focus group to start discussions with Indian tribe and its leaders to start this project and get the ball rolling. Thank You. Frank Urquiza

_____

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Frank Urquiza Document Created: 5/21/2013 12:57:22 PM by Web Comment Form I feel this 202 freeway is long overdue, and should be built..I was born and raised in the west valley and have seen the growth thoughout the valley with most of it on the north and east side of the valley and very little done on the west side of Maricopa County...As we go into the future traffic will continulally get worse on the freway and this 202 freeway will allow traffic to continuous flow elimanting traffic problem, accidents, pollution,,etc..thanks you..

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Gary Usinger **To:** Projects **Subject:** 202 extension **Date:** Thursday, June 20, 2013 9:18:05 PM I am for the extension....it will help with the current flow of traffic and give people alternate routes to get out of this funnel called ahwatukee Gary usinger

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 5/17/13 INCOMING CALL TIME: 3:35 PM CALLER: KEMP USRY CALLER ADDRESS: 5503 CAYA DE SANTO RIOS, PHOENIX, AZ 85018 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am in support of the new freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4270

1 THE FACILITATOR: Thank you. Jim Vaaler.
2 MR. VAALER: Yeah, thank you for the
3 opportunity to speak, just got basically two words
4 for you, no-build. I think the purpose and need for
5 this freeway is outdated. I think you could improve
6 existing infrastructure and use mass transit in place
7 of this freeway.
8 My other concern is the intrusion this
9 potential freeway would have on South Mountain Park.
10 I think you set a very bad precedent by proposing to
11 build it in the park. Any deletion from the park, I
12 mean, 30 acres is unacceptable. Those are the two
13 points I'd like to make.
14 Thank you.
15 THE FACILITATOR: Thank you.
16 Anybody who would like to speak, please go
17 out and register at the registration table. We'd be
18 happy to hear you.
19 Larry Weeks. Larry, could I ask you to go
20 to this microphone, please. Trying to do it equally
21 for the court reporter.
22 MR. WEEKS: Good afternoon, my name is
23 Larry Weeks. I'm in the 85048 zip code, specifically
24 in the Lakewood and Ahwatukee area. And my concerns
25 are the increase in noise and increase in pollutants

Page 100

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Old Plan or Use of Old Data**	
3	**Purpose and Need**	The proposed freeway is part of the *Regional Transportation Plan* for the Maricopa Association of Governments region. The *Regional Transportation Plan*, as described on pages 1-5 and 1-10 of the Draft Environmental Impact Statement, addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region.
4	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Section 4(f) and Section 6(f)**	

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Build the 202 South Mountain Freeway.
Date: Monday, May 20, 2013 10:51:25 AM

From: Vachon, Patricia (AZ75) [mailto:Patricia.Vachon@honeywell.com]
Sent: Monday, May 20, 2013 10:03 AM
To: Projects
Subject: Build the 202 South Mountain Freeway.

1 Please build this freeway. The metropolitan area need it desparately.

Patricia Vachon
Honeywell International
HPS Technical Assistance Center Manager
Desk: 602-293-1720
Cell: 602-300-5451

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**From:** Projects **To:** ADOT **Subject:** FW: Loop 202 **Date:** Thursday, May 16, 2013 8:14:12 AM **From:** Mary Ann [mailto:maryannvail@aol.com] **Sent:** Thursday, May 16, 2013 7:26 AM **To:** Projects **Subject:** Loop 202 I feel very strongly that the South Mountain Freeway needs to be built. Thank you for your consideration. Mary Ann Vail 8934 East Calle Buena Vista Scottsdale, AZ 85255 Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Antonio Valdovinos Document Created: 5/21/2013 1:51:45 PM by Web Comment Form i support the 202 because we need a hospital in our laveen are, lets save lifes in the long run

Code	Issue	Response
1		Comment noted.

Code	Comment Document

5051

1 MS. VALENCIA: I would like to say that this
2 freeway would affect my civil rights as not only an indigenous
3 person, but as a woman, a parent, a descendant, and a future
4 ancestor of my future generations. My connection to this
5 mountain was during a spiritual run called the Peace and
6 Dignity Run, a spiritual run called the Peace and Dignity
7 Journeys, which unites the indigenous people from South
8 America, Mexico, the United States, Canada, and Alaska.
9 We are -- We are all people who run, and we pray
10 together to bring strength to our -- to our people across the
11 world. And this run happens only every four years. And my
12 connection with South Mountain was the prayers and the
13 spiritual connection that I had while running, for over
14 eight miles, and how it's sacred to our people.
15 If the sacred site is destroyed, it will affect
16 anyone, not only just the southern people in Arizona, but also
17 our relatives from other continents.
18 And I would just like to ask -- like, say: Why
19 should we have to fight to defend our sacred rights -- I mean,
20 our sacred lands if they're protected by the U.S. Government?
21 And I'd just like to clarify how it will violate my
22 freedom of religion, not only, like, as an indigenous person.
23 But I feel like I'm -- we have been discriminated against,
24 because, like, I mean, I live, like, in Gilbert. And I read
25 the newspapers, that they have, in that Gilbert area, and they

Page 41

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 had a meeting for the, you know, Loop 202 in Phoenix.
2 And there was a lot of people that I know from the
3 reservation who went and attended that, who were opposing
4 against it, outside with signs and banners.
5 And, in the article that I read, it had nothing to
6 do with Gila River and how it will affect the people who were
7 there protesting against it. And it had no -- Like, it sort of
8 makes it sound like it's something good, like it's a positive
9 thing.
10 And there's nothing -- There's nothing in the --
11 you know, in the visual aid and in the research, that they
12 haven't put who -- like, the air quality, like, what scientists
13 and, like, who proved that. And, like, it just doesn't really
14 seem like reliable information that they would put out. So I
15 don't know.
16 But, again, I would just like to say that this
17 freeway would violate my civil rights as a person. And that's
18 it.
19
20
21
22
23
24
25

3

1

Page 42

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document

5057

1 ***
2 THE REPORTER: Please state your name.
3 MS. VALENCIA: Claudelle Valencia.
4 I have it written down. The expansion of
5 the Loop 202 is a complete violation of my rights as
6 an indigenous woman under the 1964 Civil Rights Act.
7 No matter where you go in O'odham territory, Tohono
8 O'odham, Ak-Chin, Akimel O'odham, you will hear the
9 stories of the significance of South Mountain to our
10 people as indigenous people. We are put on this
11 earth to take care of this land. We should not have
12 our civil rights violated trying to protect our
13 sacred sites. No matter what, we will defend what is
14 ours.
15 THE REPORTER: Thank you so much.
16
17
18
19
20
21
22
23
24
25

Page 18

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Environmental Justice/Lifestyle**	The Draft Environmental Impact Statement describes a decade-long consultation and coordination effort led by the Arizona Department of Transportation and the Federal Highway Administration with the Gila River Indian Community and other Native American tribes. As a result of the consultation, the cultural importance of the South Mountains is acknowledged in the Draft Environmental Impact Statement in several locations, notably page 5-26. The proposed project would accommodate and preserve (to the fullest extent possible from the available alternatives) access to the South Mountains for religious practices. Section 106 of the National Historic Preservation Act requires a government-to-government relationship between the Federal Government and Indian tribes as described beginning on page 4-140 of the Final Environmental Impact Statement. Section 106 requires federal agencies take into account the effects of their undertakings on historic properties and requires consultation with tribal authorities. Consultation has occurred with Gila River Indian Community government officials, the Tribal Historic Preservation Officer, the Cultural Resource Management Program, other tribes, and the State Historic Preservation Office and has led to concurrence from the Gila River Indian Community Tribal Historic Preservation Office and the State Historic Preservation Office on National Register of Historic Places eligibility recommendations (including traditional cultural properties like the South Mountains), project effects, and proposed mitigation and measures to minimize harm. This consultation has been ongoing and will continue until any commitments in a record of decision are completed. The section entitled *Title VI and Environmental Justice*, beginning on page 4-29 in the Draft Environmental Impact Statement, presents acceptable methods, data, and assumptions to assess the potential for disproportionately high and adverse effects from the proposed action on environmental justice populations and disparate impacts to populations protected under Title VI. Based on the content of the section, no such effects would result from the action alternatives. In light of comments received on the Draft Environmental Impact Statement, the above-referenced conclusions were confirmed in the preparation of the Final Environmental Impact Statement. To provide further clarity, the discussions of environmental justice and Title VI were separated and additional text explaining the relationship of environmental justice and Title VI to various environmental elements was added throughout Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation*, as exemplified by the inserted text on page 4-29 of the Final Environmental Impact Statement.
2	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

Code	Comment Document
1	Tiffany Van Cleave Document Created: 5/17/2013 3:25:15 PM by Web Comment Form The Loop 202 (South Mountain Freeway) project will create 30,000 jobs during the five to six year construction period and result in a $2 billion investment in the Phoenix-area economy. Not only will the project create numerous jobs and become and investment to the Phoenix area, the money to build the freeway is in the budget. I believe it is time to build the Loop 202 (South Mountain Freeway). Valley commuters have waited long enough.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: NO LOOP 202
Date: Wednesday, July 24, 2013 11:19:13 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

ADOT Communications

From: joelvandesande@gmail.com [mailto:joelvandesande@gmail.com] **On Behalf Of** Joel van de Sande
Sent: Wednesday, July 24, 2013 11:15 AM
To: Projects
Subject: NO LOOP 202

1 2
3 4 5
6 3

In Arizona, we have an urban-sprawl problem and we are also in an economic depression. Yet you along with MAG, the Federal Highway Administration, corporate & developmental interests want to build an unneeded, polluting, and destructive freeway extension through the sacred mountain: Muhadag Do'ag (South Mountain).

There are many issues with the Draft Environmental Impact Statement (DEIS), which has taken too long to produce in the first place. Plus, this project is an incredible wa$te of money.

Joel van de Sande

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

Code	Issue	Response
1	**Neighborhoods/ Communities**	Unplanned growth is often termed "urban sprawl." Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the proposed freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-170 through 4-174). The proposed freeway would be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the proposed freeway would abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth would be constrained. The proposed freeway would be built in an area planned for urban growth as established in local jurisdictions' land use plans for at least the last 25 years.
2	**Purpose and Need**	The worldwide recession that began in late 2007 generated a substantial downturn in growth rates for new housing and employment across the United States. Arizona particularly suffered the effects of this recession because, beginning in the early 2000s, Arizona in general and Maricopa County specifically experienced some of the fastest population, housing, and employment growth rates in the country. Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession reduced 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 freeway. Socioeconomic indicators have steadily and consistently increased in the region since the early 1900s. The critical factors underlying these indicators remain unchanged. (See the sidebar on Final Environmental Impact Statement page 1-11.)
3	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
4	**Air Quality**	
5	**Section 4(f) and Section 6(f)**	
6	**Cultural Resources**	

Code	Comment Document

Document Created: 5/20/2013 7:26:04 AM by Web Comment Form

Rory Van Den Berg

•It is time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough. Based on the traffic studies in the Draft EIS, this will greatly help commute times in a busy area of roads.

•The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money.

•64.3% of likely voters in Maricopa County support construction of the freeway according to the results of a new poll commissioned by We Build Arizona. Just 19.6 percent said they were either opposed or likely to oppose the project.

•In a separate survey, also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well.

•If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study:

•Traffic on I-10 between Ahwatukee and Goodyear will grow 28%
•Another 103,000 cars will use the Broadway Curve each day
•Another 38,000 cars will jam the Tunnel every day
•Morning and evening commute times will increase 39% to 82%
•Traffic congestion on city streets will increase 46%

•The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic.

•The project will create 30,000 jobs during the five to six year construction period and result in a $2 billion investment in the Phoenix-area economy.

•The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004.

1 •There is no more important project to the area's commuters and workers than the South Mountain Freeway project. We must build it now.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway Draft EIS.
Date: Monday, May 20, 2013 8:22:22 AM

From: Rory.VanDenBerg@kiewit.com [mailto:Rory.VanDenBerg@kiewit.com]
Sent: Monday, May 20, 2013 5:34 AM
To: Projects
Subject: Loop 202 South Mountain Freeway Draft EIS.

Dear Sir or Madame,

The proposed completion of Loop 202 South Mountain Freeway has been part of the planned freeway system in Phoenix for over 30 years, and there is no better time to build it than now, so we can take care of traffic issues before they become bigger problems. I have read through the Draft EIS, and seeing the numerical data further reinforces my thoughts on completing Loop 202 . Below are some key points to consider.

- It is time to build the South Mountain Freeway. Valley commuters have waited in traffic jams long enough.
- The freeway will cut traffic congestion across the metro area, reduce air pollution, and save drivers time and money.
- 64.3% of likely voters in Maricopa County support construction of the freeway according to the results of a new poll commissioned by We Build Arizona. Just 19.6 percent said they were either opposed or likely to oppose the project.
- In a separate survey, also commissioned by We Build Arizona, 59 percent of likely voters living in Ahwatukee and Laveen support the freeway as well.
- If we don't build the South Mountain freeway, traffic in the region will get much worse over the next two decades. According to ADOT's own study:
    - Traffic on I-10 between Ahwatukee and Goodyear will grow 28%
    - Another 103,000 cars will use the Broadway Curve each day
    - Another 38,000 cars will jam the Tunnel every day
    - Morning and evening commute times will increase 39% to 82%
    - Traffic congestion on city streets will increase 46%
- The same report indicates the project also will reduce air pollution by reducing the time vehicles spend stuck in traffic.
- The project will create 30,000 jobs during the five to six year construction period and result in a $2 billion investment in the Phoenix-area economy.

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document
1	• The money to build the freeway is in the budget. It was approved by voters twice, first in 1985 and again in 2004. • There is no more important project to the area's commuters and workers than the South Mountain Freeway project. We must build it now. Thank you for your attention to this vital project to the Phoenix area, Rory van den Berg Citizen and construction employee in Phoenix Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Proposed South Mountain Freeway Routes
Date: Tuesday, July 23, 2013 10:38:41 AM

Thank you,

Salina Tovar
Community Relations Officer
1655 W. Jackson St.
MD 126F, Room 170
Phoenix, AZ 85007
602.712.4629
azdot.gov

ADOT Communications

From: Jill Van Dierendonck [mailto:jill.vandierendonck@gmail.com]
Sent: Tuesday, July 23, 2013 10:10 AM
To: Projects
Subject: Proposed South Mountain Freeway Routes

1 2 3 4 5 6 7

I am completely opposed to the E1 Alternative route for the proposed South Mountain Freeway. I have lived in Ahwatukee for more than 12 years, and have listened and watched the debate over this freeway extension project the entire time. This road path may have made sense when planners looked at an aerial map of the Valley in the early 1980s…but it certainly is a bad idea today. It is inconceivable to me that responsible area leaders hope to displace homeowners, schools, churches, an efficient local travel road…and destroy a beautiful and scared mountain range…to enable interstate truck traffic to bypass downtown Phoenix. I know…the "pro" arguments also say this freeway is needed so people can travel from the far East Valley to the West Valley and vice versa. Really? Both the U.S. 60 and the existing 202/I-10 routes seem to work pretty well for this. Transportation planners really need to STOP negatively impacting our air quality and natural resources with highway/freeway designs like this.

8 1 4 5 3 9

NO on the 202.
NO on the Pecos Road alignment.
NO on ANY destruction of South Mountain.
NO to increased interstate truck traffic in my neighborhood.
NO to destroying homes, churches, and schools.
NO to harming and destroying wildlife habitat.

Jill Van Dierendonck
16821 S. 11th Way

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Purpose and Need, Old Plan or Use of Old Data**	
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Cultural Resources**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Section 4(f) and Section 6(f)**	
6	**Purpose and Need, Lack of Support**	
7	**Air Quality**	
8	**Alternatives, No-Action (No-Build) Alternative**	
9	**Biology, Plants, and Wildlife**	

Code	Comment Document
	Phoenix, AZ 85048 **480-213-8844** Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments. .

Code	Issue	Response

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 loop
Date: Tuesday, May 14, 2013 9:38:03 AM

From: psn0ball@aol.com [mailto:psn0ball@aol.com]
Sent: Sunday, May 12, 2013 7:34 AM
To: Projects; "<projects"@azdot.gov
Subject: 202 loop

1 I feel that the proposed route to I 10 and 59th Ave hook up is a bad idea as it will add to traffic jams on I 10 at that point.
2 I advise that the loop take the W101 alternative and be a straight shot north. I realize that pressure is attached to the 59th as people want to be closer to downtown in their commute, however, that can be obtained by adding a expressway up 59 th ave to I 10 with limited access at every mile. A mini freeway.
3 But until all this stuff is delt with maybe make a deal withthe Reservation about a toll road connecting the pecos and 51st. going past the casino. A 2 lane short cut other than the long round about one travels now to the South.
Phoil Van Dyke

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

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Alternatives**	According to 23 Code of Federal Regulations §771.111(f)," the action evaluated in the environmental impact statement must connect logical termini and be of sufficient length to address environmental matters on a broad scope...". The proposed action should satisfy the project need and should be considered in the context of the local area socioeconomics and topography, the future travel demand, and other infrastructure improvements in the area. A partial freeway from Interstate 10 (Papago Freeway) to Laveen Village is not feasible because it would not meet the proposed freeway's identified purpose and need.
3	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

4294

1 MR. VAN DYKE: I'm all for a loop. I'm all for a
2 loop, okay? But as long as it is -- that it is a loop. And --
3 and the 51st and fifty -- I mean the 59th and the 71st
4 alternatives are not a loop. They -- they desecrate the idea
5 of having a loop by -- by cutting it short, which will make --
6 make for congestion on I-10 considerable at those points.
7 Where traffic is going to come in and then it's
8 going to go east or west on I-10, they're not going to widen
9 I-10, so you're going to have a mess. And anybody that lives
10 out west and uses the 10 to come into town is going to be very
11 upset, you know, because they're going to have to wait a lot
12 more time in traffic, you know, and burn a lot more gas.
13 Whereas, I hear now that the reason why they don't
14 want to use the 101 -- I guess it's the 101 alternative,
15 whatever the wide one is, the wide one here, yeah, the W-101 --
16 is that it would cut Tolleson in half and then they'd have to
17 take out 1300 homes, versus 59th Avenue, which is only, like,
18 53 homes, 53 houses or something like that, which would save
19 them a lot of money.
20 But it's -- But it's going to increase congestion
21 on I-10 considerably. If you've been to California, you know
22 that any time two freeways meet, what the congestion is like,
23 you know, any time of day. Okay? The -- So I say that, you
24 know, they have to somehow keep the -- keep the Loop 202 being
25 a loop. That's why we designed a loop, is to keep the traffic

1

1

Page 2

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives, W59 Alternative Versus W101 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

1 from getting inside of town and congesting the town.
2 Any traffic going east or west, in other words, if
3 you have a semi truck or something like that going east and
4 west, you don't want to go through town because it's going to
5 slow you down. And if you go -- If you use the 59th -- If
6 you're going to use the 59th Corridor that they have planned,
7 you're going to have to get back on the I-10 in the middle of
8 town again, you know. And it's going to be -- There's going to
9 be even more congestion there than if it was down at the 101,
10 where a lot of traffic could either go north and then -- and
11 also west.
12 And all I know is that the 59th Avenue and
13 71st Avenue are -- are bad plans because it's not part of the
14 loop.
15 And I do say that we need to make 59th Avenue an
16 expressway, where, like, if you live north of town here, you go
17 up 51st Avenue, it gets to three lanes. But you have every --
18 every street comes in on it. Well, you need to not do that on
19 an expressway. You -- Only like on Dobbins and Elliott and the
20 major roads, you know, that are one mile apart would be the
21 access to the expressway, so there wouldn't be congestion
22 slowing down traffic between the lights.
23 And, that way, the Ahwatukee people, that want to
24 go around the mountain that way, can get downtown faster. But
25 we still need to keep the loop a loop.

Page 3

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

Code	Comment Document
2	I even made a comment, over there with the reservation people, is that the reservation needs to continue their -- their -- their four-lane road that goes past their casino there, the Vee Quiva or whatever it is, and take it down to Pecos Road, for now, because this is going to take years and years to build, and make it a toll road. That way, you know, a person can pay $2 to shortcut, to get from 51st Avenue to Pecos and get into Tempe for $2, versus having to go all the way through their town, which is 35 miles an hour, go all the way down to the -- go all the way down to the road that goes to Maricopa, and then come back into town that way, which would save a lot of gas and time. The reservation would make a lot of money and -- and drive right past their casino, for a refreshment break. I don't know. It's -- it's -- I think there's a lot of money that needs to be spent on this, and it needs to be spent wisely, not -- not just -- The cheapest route is not the best route, you know? And in fifty years from now, it -- it'll remain the same. Gas will be a lot more expensive, and we'll have the same problems. And people are not going to want to spend money and gas, sitting in a car waiting for traffic, because we did it wrong now. So that's all. MR. HAYES: Robert Hayes. I have my little notes, Page 4 Driver and Nix Court Reporters - (602) 266-6525 www.drivernix.com

Code	Issue	Response
2	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic—including truck traffic—to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The alternative proposed by the commenter is similar to the Riggs Road Alternative evaluated for the proposed project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement. Further, the Gila River Indian Community opposes any concept that doesn't limit truck and commuter traffic through its land (see page 2-8 of the Final Environmental Impact Statement).

Code	Comment Document
1	**From:** craig.vanengen **To:** Projects **Subject:** I support the 202 loop project **Date:** Sunday, May 26, 2013 1:06:06 PM --- I live in Laveen and I would like to show my support for the loop 202 project. It will help our city and our state. Thank you Craig Van Engen Laveen resident

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: 202 support
Date: Wednesday, May 22, 2013 10:51:42 AM

From: John Van Leuken [mailto:javanleuken@yahoo.com]
Sent: Tuesday, May 21, 2013 12:50 PM
To: Projects
Subject: 202 support

1 This e-mail is to express my feelings that either the Gila River tribe or ADOT get off the pot and build the freeway

John & Audrey

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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/15/13 INCOMING CALL TIME: 9:09 AM CALLER: DENISE VANCE CALLER ADDRESS: 1101 E. WARNER ROAD, #134, TEMPE, AZ 85284 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I support the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 7/23/13 INCOMING CALL TIME: 12:36 PM CALLER: JAN VANDER ARC CALLER ADDRESS: 2303 NORTH BULLMOOSE DRIVE, CHANDLER, ARIZONA PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I approve of the proposed routing of the freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Greg Vannoni Document Created: 5/26/2013 4:32:38 PM by Web Comment Form I love the layout for the loop 202 expansion to support the greater Laveen area. It is obvious that, over the past decade, much work has been done to align the freeway to satisfy the the communities that will gain the most benefit from this expansion. I know that a 202 expansion would help all commuters get between both east and west valley with less fuel and time consumption. PLEASE BUILD THE FREEWAY!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Support the 202 South Mountain Freeway
Date: Monday, May 20, 2013 8:48:25 AM

From: Melinda Vasquez [mailto:MeVasquez@cenpatico.com]
Sent: Friday, May 17, 2013 4:00 PM
To: Projects
Subject: Support the 202 South Mountain Freeway

1 Please push this project through! We are bottle necking from Chandler and Ahwatukee to get in through the I-10 and with the 202, we could bypass that piece and cut down the traffic for both directions!

Melinda Vasquez
Chief Officer
Cultural & Community Affairs

Cenpatico
1501 W Fountainhead Parkway, Suite 360
Tempe, AZ 85282

866-495-6738 x26105 office I mevasquez@cenpatico.com
480-317-6505 direct line

***WARNING**: This is a **Privileged** and **Confidential** communication that is intended only for the listed recipient(s) of this message. Any unauthorized review, use, disclosure or distribution of any protected personal health information contained herein is prohibited* by **Arizona Revised Statutes §8-542, §36-441, and §41-1959** as well as by the **Federal "HIPAA Security Rule"** located at **45 CFR Part 160 and Subparts A and C of Part 164.** *If you believe you have received this message in error, please inform me immediately via e-mail at the address set forth above; destroy all printed copies; and permanently delete the communication from your system. Thank you.*

CONFIDENTIALITY NOTICE: This communication contains information intended for the use of the individuals to whom it is addressed and may contain information that is privileged, confidential or exempt from other disclosure under applicable law. If you are not the intended recipient, you are notified that any disclosure, printing, copying, distribution or use of the contents is prohibited. If you have received this in error, please notify the sender immediately by telephone or by returning it by return mail and then permanently delete the communication from your system. Thank you.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4326

1 how to protect their land, so I will stand on the
2 side of protecting in any way that we can.
3 I'm with codepink.org. It's a national
4 group. Okay. No build is the only option to
5 conclude.
6 MR. VASQUEZ: My name is Roy Vasquez.
7 I've been a resident of the Phoenix metropolitan area
8 since 1978. I've experienced the massive
9 infrastructure improvement of the highways during
10 that period of time up until today and really see a
11 need for -- for this project to go forward. More
12 currently, I'm a resident of Laveen and will really
13 feel the impact of this project to my family life and
14 to the community that I live in.
15 One of the things that I'm in favor of is
16 what it will do for the arterial roads improvement,
17 the projected business improvement environment, also
18 a much needed hospital project. That impacted me
19 because several years ago, I had an appendix attack
20 and I had to go way to Avondale to get that taken
21 care of. So it will be more of a -- that was a
22 personal view point.
23 I think the routing from Pecos west
24 through the South Mountain area is important. It
25 will give a nice viewpoint for travelers. It will

Page 4

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1		Comment noted.

Code	Comment Document

1 make -- relieve all the traffic congestion that goes
2 through Interstate 10 through downtown. Having
3 experienced that traffic jam, this will really be an
4 improvement. Thank you very much.
5 MRS. HUGHES: Ray and Karen Hughes.
6 Well, we were just curious because of the wall is
7 probably going to be in our -- I mean, right -- we're
8 going to be right up against the wall, so we were
9 just curious how high it would be and, you know, is
10 it going to take the place of our -- our property
11 wall that's in the back or what the -- you know, how
12 loud is it going to be with it being right there, you
13 know.
14 MR. HUGHES: So right now, we see that
15 the alignment is -- they have the right-of-way line
16 is literally on our back property wall. And so we
17 were talking to the noise folks down here, and they
18 explained to us what they -- the study that they've
19 run and that it can be anywhere from 6 to 20 feet
20 tall. And we're just curious when those designs will
21 be finalized and how tall the wall will be and then
22 also how close it would be to a property wall.
23 That's all.
24 And then the other thing that we're very
25 interested in knowing is when will the decision be

Code	Issue	Response

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/15/13 INCOMING CALL TIME: 9:30 AM CALLER: LINDA VEGA CALLER ADDRESS: 1729 W. LARSON DRIVE, CHANDLER, AZ 85226 PHONE: 602-899-8363 EMAIL: **CALLER REMARKS/QUESTIONS:** I would like to inform you that I approve of the South Mountain Freeway. God bless you. Have a beautiful day. Bye.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/10/13 INCOMING CALL TIME: 9:54 AM CALLER: LILAH VEGA CALLER ADDRESS: 1136 W. LYNNE LANE, PHOENIX, AZ 85041 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** I am a registered voter who supports the plans for the Loop 202 South Mountain Freeway.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

4359

and car ownership by young adults. Why, then, assume that patterns that held prior to 2005 will inevitably be repeated over the next few decades? Why not reinforce this positive trend toward diminished driving by enhancing transit, rather than building a freeway that may counteract the positive trend with an inducement to drive more?

Please don't destroy part of South Mountain on the basis of insufficient justification. I urge you to rethink this report and the freeway it recommends.

THE FACILITATOR: Thank you, Mr. Bickford.

Shana Velasquez.

MS. VELASQUEZ: Hi, thank you. I may not be as eloquent of a speaker as my speakers before me, but I'm here today as a mother that lives in Laveen. And we moved there originally four years ago because we were told there's going to be a lot more things that were going to be built, and so far that has not happened because we do not have the access to the 202. We can't have a hospital, we don't have a rec center, I have to drive my children 30 minutes just to, you know, take them to dance classes.

I personally work in Tempe, I used to work in North Scottsdale when I originally moved to Laveen and that takes me the same amount of time to get to Tempe as

Page 9

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 it took me to get all the way up to the Desert Ridge
2 area, so I know that we need this 202. We need a
3 hospital. When I gave birth to my son, it took me 40
4 minutes to get to the hospital just to be able to give
5 birth.
6 I mean, I understand about South Mountain, I
7 love hiking, I'm a biker. I mean, when you do build the
8 202, we definitely want the bike route along it so we can
9 have that access. We want sound-proof barriers, we want
10 it to be pretty, we don't necessarily want to destroy
11 South Mountain, but we also need to make some sacrifices
12 in order to, you know, take into account all of the extra
13 building that's going to be happening in Laveen shortly.
14 We can't overlook the fact that all the growth
15 is still going to be continuing within the next ten
16 years, and now is our opportunity to be able to handle
17 all the extra traffic, especially with the casino that
18 will be opening in July. Thank you.
19 THE FACILITATOR: Thank you.
20 David Gironda. Did I pronounce that properly?
21 MR. GIRONDA: Gironda. I do have a written
22 statement which I can give to the court reporter.
23 THE FACILITATOR: Thank you, Mr. Gironda.
24 Prem Goyal. Did I pronounce that name
25 correctly? Is Prem Goyal in the auditorium?

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1 2 3 4 5 6 7 8	Ramon Velasquez Document Created: 7/24/2013 3:54:49 PM by Web Comment Form The effort to keep traffic moving has another option. Begin farther south away from the City connect to the 1-10 west of the town Buckeye. We live in a valley, all the air pollution stays down in the valley. View this from Sunset Point coming south. People and commercial traffic needing to the I-10 only can avoid city traffic by beginning father south and ending farther west. Cutting thru South Mountain is just ridiculous. Education and common sense HAS to meet somewhere is this project. Do you want a freeway next to your house? Or tear down a neighborhood unnecessary? Put the business and travel loop away from the city. Manifold the freeways away from residential areas and reduce the downtown traffic and air pollution. People who have a money interest will fight you all the way. Remember who bought property along the CAP canal before it was built he advised his family to purchase land there. This Senator is now retired. You and I wont make the decision, its the people higher up who's strings are being pulled by special interest/investors. Air and traffic pollution don't mean a thing to them, they don't live here. All it takes is one hazardous cargo truck rolling over close to town to create a panic. A problem that could be avoided by directing that traffic away from town. Its called PREVENTION thinking and planning. Thank You.

Code	Issue	Response
1	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
2	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Air Quality**	
4	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.
5	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
6	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
7	**Purpose and Need**	The Proposed freeway is not a business or travel loop. The proposed freeway is needed to serve projected growth in population and accompanying transportation demand and to correct existing and projected transportation system deficiencies. See Chapter 1, *Purpose and Need*, in the Final Environmental Impact Statement.
8	**Hazardous Materials**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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. We do not believe that the
1 Pecos E1 Alternative should be the preferred Route
for the proposed Loop 202 South Mountain Freeway.
2 1) The wildlife natural habitats on the preserves
will be disturbed.
3 2) There is an extra ordinary amount of people, homes,
schools, church that will be affected & displaced.
4 3) This will bring much more pollution to residents.
4) This will bring much more Noise to residents.
5 5) Who does this benefit? This does Nothing to
6 help the commuters get to Downtown. It
would put the commuters at 59th Ave. This
is quite an overshot of the Downtown area.
7 8 6) It seems to benefit only trucks & puts
their Dangerous loads into our back yards.

Over

Optional
Name: AlizeAtlas Venezia, Steve Venezia, Allison Venezia, Jenna Venezia
Email: AJ Venezia460@aol.com
Address: 1915 E. Saltsage Dr.
City: Phx State: AZ Zip: 85048
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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT · U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Biology, Plants, and Wildlife**	
3	**Neighborhoods/ Communities**	Prospective home buyers and members of the church built after the freeway was conceived, according to State law, should have been informed of the proposed facility. (Sellers are obligated by Arizona common law to disclose all known material facts about a property to the buyer.)
4	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
5	**Noise**	
6	**Alternatives, W59 Alternative Versus W101 Alternative**	
7	**Purpose and Need, Truck Bypass**	
8	**Hazardous Materials**	

Code	Comment Document

LOOP 202
South Mountain
Freeway Study
2013

Draft Environmental Impact Statement
COMMENT FORM

Additional Comments:

9 1) There are other viable alternatives:
10 (A) Link I 8 SanDiego highway to 59th Ave
(B) Link Maricopa
(C) Link Riggs
11 (D) Go thru the Reservation. There are 2 Casinos already built waiting
12 to be linked to highways
13 2) If this is truly a proposal why aren't we being heard?
There are already signs at the end of my street stating FUTURE FREEWAY ENTRANCE.
It sounds like this is a done deal.

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
9	**Alternatives**	The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Draft Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
10	**Alternatives**	The study includes an evaluation of the alternatives noted in "a," "b," and "c." The assessment and outcome are described on page 3-9 of the Draft Environmental Impact Statement. The study also considered an alignment on Gila River Indian Community land (see page 3-24 of the Draft Environmental Impact Statement), but ultimately, the Gila River Indian Community voted against the alignment and it was not carried forward for further study.
11	**Alternatives**	A Riggs Road Alternative was considered. It would replace 51st Avenue south of its connection to Interstate 10 (Papago Freeway) for approximately 21 miles. It would then replace approximately 4 miles of Beltline Road in an easterly direction. At the Riggs Road/State Route 347 intersection, the alternative would replace approximately 3 miles of Riggs Road before connecting to Interstate 10 (Maricopa Freeway) (see Final Environmental Impact Statement page 3-9). Nearly two-thirds of any alternative using Riggs Road would be on Gila River Indian Community land. While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address specific planning goals for an integrated regional transportation network. The *Regional Transportation Plan* identifies the proposed South Mountain Freeway as a critical link in the Regional Freeway and Highway System. The Riggs Road Alternative would not complete the Phoenix metropolitan area's loop system as part of State Route 202L, thereby causing substantial out-of-direction travel for motorists. Therefore, the Riggs Road Alternative would not meet the project's purpose and need criteria and was eliminated from further study.
12	**Alternatives, Gila River Indian Community Alignment**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

(Responses continue on next page)

Code	Comment Document

Code	Issue	Response
13	**Public Involvement**	Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement 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 Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement was reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement will also be considered and addressed as appropriate. More information about the entire public involvement process up to publication of the Draft Environmental Impact Statement is available in Chapter 6, *Comments and Coordination*, of the Draft Environmental Impact Statement.

Code	Comment Document

1 2
3 4

From: bethver@aol.com
To: Projects
Subject: 202 South Mountain Freeway
Date: Wednesday, June 12, 2013 5:31:52 PM

I am adamantly opposed to building the freeway on the Pecos Road route in Ahwatukee. It will substantially increase the air pollution and noise throughout the Ahwatukee area. You should do everything within your power to have the freeway relocated further south on the Gila Indian reservation,

Thank you.

Wanda Vermeer
Resident of Ahwatukee

Code	Issue	Response
1	**Alternatives, E1 Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Noise**	
4	**Alternatives, Gila River Indian Community Alignment**	

Code	Comment Document

1 2 3 4 5 6

From: Dawn M. Vetter
To: Projects
Subject: I am opposed to the South Mountain Freeway
Date: Wednesday, July 24, 2013 1:08:37 PM

The South Mountain Freeway would cut through a portion of South Mountain Park, exacerbate air quality problems, destroy wildlife habitat and cut off wildlife movement corridors, endanger public health, and more. It would also continue the Arizona Department of Transportation's (ADOT) short-sighted focus rather than looking toward long-term transportation solutions such as better mass transit.

I kindly ask that you please select the No Build Alternative in order to protect our environment and our communities.

Sincerely,

Dawn Vetter

Dawn Vetter , Receptionist
Jaburg Wilk, PC
3200 N. Central Ave.
Suite 2000
Phoenix, AZ 85012
602-248-1000
www.jaburgwilk.com

"Until one has loved an animal, part of their soul remains unawakened."

Code	Issue	Response
1	**Section 4(f) and Section 6(f)**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Air Quality**	
3	**Biology, Plants, and Wildlife**	
4	**Health Effects**	
5	**Alternatives, Nonfreeway Alternatives**	
6	**Alternatives, No-Action (No-Build) Alternative**	

Code	Comment Document
1	Anderson Vieira Document Created: 5/21/2013 2:31:20 PM by Web Comment Form I think the Loop 202 will help in improving the traffic of the east valley, mainly in the I-10 westbound and 101 north portions. This will certainly contribute to improve quality of life of people in the great Phoenix area. I am looking foward to seeing the loop 202 constructed.

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1	Nathan Vigness Document Created: 5/21/2013 3:53:18 PM by Web Comment Form I am in favor of building the South Mountain Freeway. As a resident of Laveen I am excited about the prospect of getting new business to move into the area and create a better way of life for Laveen residents. I also see a great benefit of a bybass for those who would not like to sit idol in traffic through Phoenix to head south on I10. I see a great economic impact as well as enviromental impact that we can not get wrong. Please move forward with this project!

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: The 202
Date: Wednesday, May 22, 2013 10:50:02 AM

From: Genny Villa [mailto:genny.villa29@gmail.com]
Sent: Tuesday, May 21, 2013 3:02 PM
To: Projects
Subject: The 202

To Whom It May Concern,

1 Although my husband and I will not be able to attend the public hearing today we want to let you know that as residents of Laveen for almost eight years, we are very much in favor of this freeway being built. We have heard about it since we moved here and hopefully it will become a reality before too much longer.

Respectfully Submitted,

Genny and Vincent Villa
(602) 237-7478
genny.villa29@gmail.com

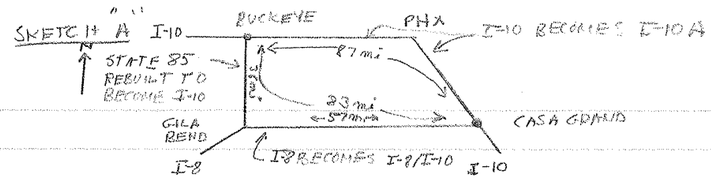
Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended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

Code	Issue	Response
1		Comment noted.

Code	Comment Document
1, 2, 3	DRAFT 6-4-13 SUBJECT: ALTERNATIVE TO PROPOSED LOOP 202 EXTENSION SUMMARY: Reroute I-10 interstate thru traffic between I-10 exits 112 and 199 using I-8 to Gila Bend and existing state 85 ROW (RIGHT-OF-WAY) to Buckeye FOR NEW I-10 CONSTRUCTION. Result- less traffic and pollution in the metropolitan Phoenix area. see Sketch "A". INFORMATION NEEDED TO EVALUATE ALTERNATIVE Vs 202: 1. % I-10 existing local traffic and % thru traffic. 2. Same as 1 in 10 years estimate 3. Same as 2 but include NAFTA (North American Free Trade Agreement) North-South traffic. 4. Same traffic as 1, 2 and 3 but with respect to air pollution. 5. Estimated cost comparisions - see sketch "B" work sheet 6. Financial impact on business and home owners between Laveen and I-10 CONCLUSION: If cost and environmental concerns favor the alternative route, then build it ASAP. Wait 10 years to see how traffic and the effect of more public transportation develop. Then, maybe a less costly extension may suffice connecting to I-10 further west. Also include ROW for a high speed rail link for East valley to West Valley public transportation.

Code	Issue	Response
1	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
2	**Purpose and Need, Lack of Support**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
3	**Alternatives, W59 Alternative Versus W101 Alternative**	

Code	Comment Document



	SKETCH "B" ESTIMATED COSTS	LOOP 202 EXTENSION	ALTERNATE
LOOP 202 EXTENSION	ROW I-10 @ AWATUKEE TO LAVEEN	*	
	CONSTRUCTION " " "	↓	
	ROW LAVEEN TO I-10		
	CONSTRUCTION TO I-10		
	OVER PASSES		
	202 - I10 INTERCHANGE		
	OVER HEAD		
ALTERNATE	CONVERTING I-8 TO I-8/I-10 BETWEEN CASA GRAND AND GILA BEND - SIGNS, ETC.		*
	GILA BEND INTERCHANGE		↓
	WIDEN STATE 85 ROW FOR I-10 CONSTRUCTION		
	NEW I-10 CONSTRUCTION		
	BUCKEYE INTERCHANGE		
	10 ESTIMATED OVERPASSES		
	OTHER		
	SUBTOTAL	$1.9 BILION	
	INTEREST FOR FINANCING PROJECT		
	TOTAL		

* NEED ESTIMATED COSTS FOR COMPARISON

Code	Issue	Response

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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.

1 1. A LOW COST ALTERNATIVE TO THE LOOP 202 EXTENTION FOR REDUCING I-10 THROUGH TRAFFIC IN PHOENIX IS AVAILABLE. DIVERT THROUGH TRAFFIC ON TO I-8 AT CASA GRANDE TO GILA BEND. THEN GO NORTH TO I-10 AT BUCKEYE USING STATE ROUTE 85.

2 2. LOOP 202 EXTENSION COMMENTS ARE CONTAINED IN ENCLOSURE A.

3 3. HOW DOES ADOT AND VALLEY METRO COORDINATE THEIR "PEOPLE MOVING" PLANNING. ADOT BUILDS FREEWAYS, VALLEY METRO BUILDS PUBLIC TRANSPORTATION e.g. BUS ROUTES & STREET LEVEL LIGHT RAIL. TOGETHER LIGHT RAIL CAN BE INCLUDED IN FREEWAY CONTRUCTION. ENCLOSURE "B" IS A PLANNING TOOL FOR DETERMINING COMMUTER HOME/WORK DENSITIES. ENCLOSURE "C" SAMPLE TRANSPORTATION PLAN THAT WOULD REDUCE COMMUTER GRIDLOCK IF 30% OF COMMUTERS USE IT

3 4. I AGREE WITH PARC, PROTECTING ARIZONA'S RESOURCES AND CHILDREN, ASSESMENT ON INCREASED AIR POLLUTION. SEE ENCLOSURE D.

Optional

Name DAVID C VILLEGAS Email

Address 3630 W. SHAWNEE DR.

City LAVEEN State AZ Zip 85339

Phone 602-237-3639 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

ADOT TRACS No.: 202L MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY) 13-150

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives**	The proposed freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other "loop" freeways in the Phoenix metropolitan area, the proposed South Mountain Freeway would be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is currently being reconstructed as a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
2	**Planning**	The proposed freeway is part of the multimodal *Regional Transportation Plan* (see Draft Environmental Impact Statement page 1-5 for more information regarding the *Regional Transportation Plan*). The *Regional Transportation Plan* addresses freeways, streets, transit, airports, bicycle and pedestrian facilities, freight, demand management, system management, and safety. The proposed freeway is only one part of the overall multimodal transportation system planned to meet the travel demand needs of the Maricopa Association of Governments region. The Maricopa Association of Governments, as the region's metropolitan planning organization, has the responsibility to perform regional multimodal planning. The Arizona Department of Transportation is charged with implementation of the freeway program (of which the proposed freeway is a part) within the *Regional Transportation Plan*. Similarly, Valley Metro is charged with implementing the transit program within the *Regional Transportation Plan*.
3	**Air Quality**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

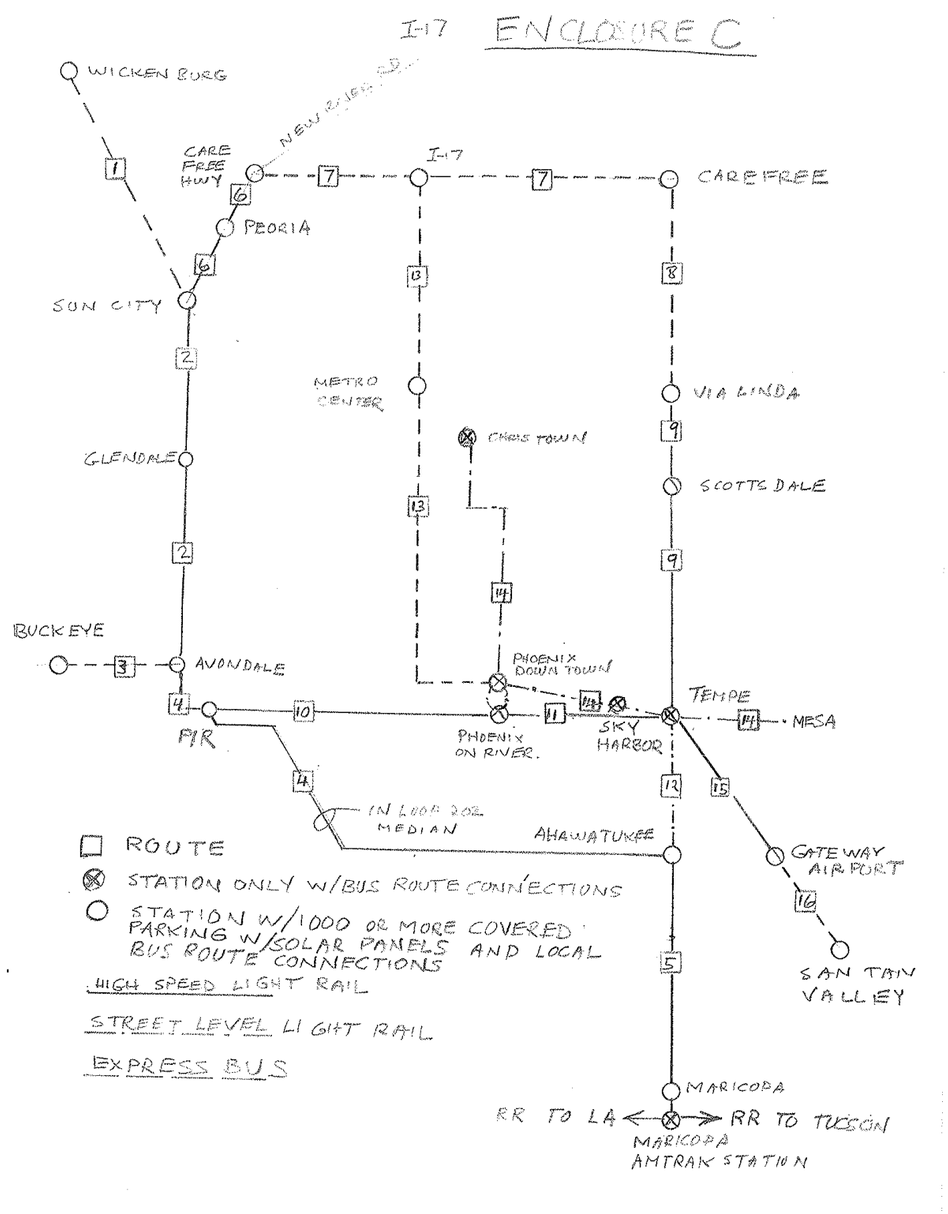
Code	Comment Document
4	ENCLOSURE A – LOOP 202 EXTENSION COMMENTS EASTERN SECTION 1. DELETE THE 17TH AVE INTERCHANGE. IT ONLY SERVES ABOUT 1500 HOUSE HOLDS (BY COUNTING ROOFS ON GOOGLE MAPS). A 2-LANE ACCESS ROAD ON THE 202 EXTENSION NORTH EDGE FROM SOUTH CHANDLER BLVD, NEAR 27TH AVE TO THE DESERT FOOT HILLS INTERCHANGE WOULD BE ENOUGH. 2. DELETE THE 24ST INTERCHANGE FOR THE SAME REASONS AND CONTINUE THE ACCESS ROAD BETWEEN DESERT FOOTHILLS AND THE 24ST INTERCHANGES. 3. NOTE THAT THE AREA HAS LITTLE ROOM FOR POPULATION GROWTH BEING SANWICHED BETWEEN SOUTH MOUNTAIN PARK AND THE GILA RIVER INDIAN LAND. WESTERN SECTION 1. DELETE THE ELLIOT ROAD, DOBBINS ROAD AND SOUTHERN AVE INTERCHANGES BECAUSE: a. THE LAVEEN VILLAGE IS BASICALLY AN ENCLAVE BOARDERED BY THE SALT RIVER, SOUTH MOUNTAIN PARK AND THE GILA RIVER INDIAN LAND b. BASE LINE ROAD AND SOUTHERN AVE ARE ADEQUATELY HANDLING MOST EAST-WEST COMMUTER TRAFFIC c. THE BASE LINE ROAD INTERCHANGE IS MORE THAN ADEQUATE FOR EXISTING AND FUTURE LAVEEN AREA NEEDS. BOTH SECTIONS – REGARDING INTERCHANGES "WHY SPEND SO MUCH FOR SOO FEW"

Code	Issue	Response
4	**Design**	The locations of the planned interchanges were determined in coordination with the City of Phoenix. The current plan balances the need to minimize impacts on the adjacent community with the need to provide acceptable access to the region's transportation system.

Code	Comment Document
5	ENCLOSURE B COMMUTER DESTINATION PLANNING ZIP CODES ARE A USEFUL TOOL FOR PLANNING COMMUTER TRAFFIC PATTERNS. THE SOCIAL SECURITY DATA BASE FICA, FEDERAL INSURANCE CONTRIBUTION ACT, PROVIDES NEEDED DATA FOR PLANNING: 1. EMPLOYER ZIP CODE. 2. NUMBER OF EMPLOYEES 3. NUMBER OF EMPLOYEES SHARING THE SAME ZIP CODE EXAMPLE: 85 XXX 500 EMPLOYER 85XX1 50 " 85XX2 100 " 85XX3 150 " 85XX4 200 " THEN 4. IN EACH ZIP CODE TOTAL ALL EMPLOYEES AND ALL EMPLOYEES THAT SHARE THE SAME ZIP CODE IN ZIP CODE 85XX1 THERE IS A TOTAL OF 10,000 EMPLOYEES. OF WHICH 1000 LIVE IN 85XX2 4000 " " 85XX3 5000 " " 85XX4 5 LIST THE TOTAL AMOUNTS IN DESCENDING ORDER. 6. THE TOP OF THE LIST IS WHERE TRAFFIC PROBLEMS MAY OCCUR. IF THE SOCIAL SECURITY ADMINISTRATION DID THE WORK THEN THE MAN-HOURS (MORE CORRECTLY STATED, PERSON-HOURS) CAN BE BILLED TO THE FEDERAL DOT WHO IN TURN CAN DEDUCT THE AMOUNT FROM THE STATE'S DOT ALLOTMENT. NOW THERE EXICTS A CONSTANT TOOL THAT ANY CITY CAN ACCESS SHOWING HIGH VOLUME TRAFFIC AREAS FOR PLANNING. THIS BEATS THE CURRENT PROCESS OF "HERE A FREEWAY, THERE A FREEWAY, EVERY WHERE A FREE WAY" THE PLANNING PROCESS WILL BE FACILITATED IF MUNICIPALITIES. WOULD COORDINATE AND AGREE ON AREAS FOR FUTURE LARGE EMPLOYEE DEVELOPEMENT.

Code	Issue	Response
5	**Alternatives, Nonfreeway Alternatives**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.

Code	Comment Document



Code	Issue	Response

Code	Comment Document

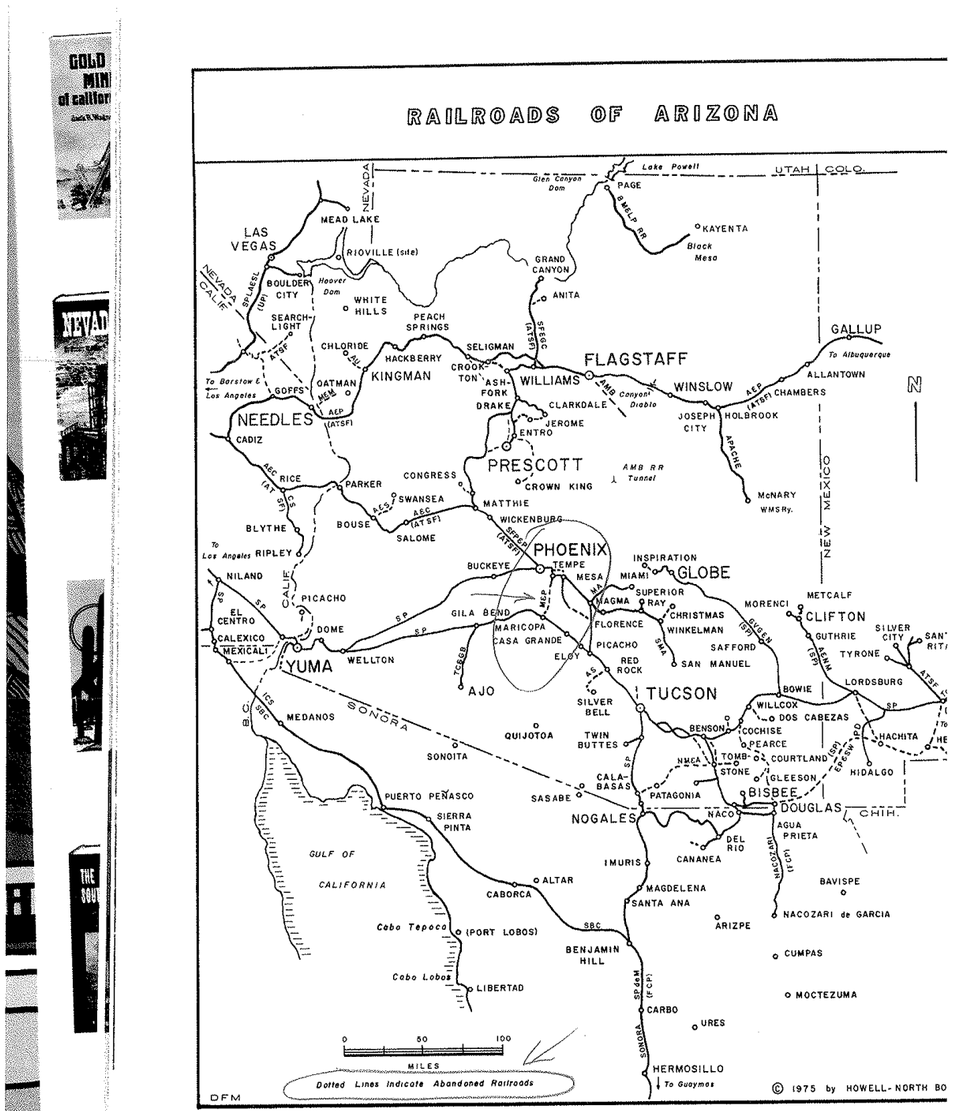
	ROUTE	HIGH SPEED LIGHT RAIL	STREETCAR LIGHT RAIL	EXPRESS BUS	COMMENTS
1	WICKENBURG – SUN CITY			37	US-60
2	SUN CITY – AVONDALE	13			AGUA-FRIA RIVER BED ROW
3	BUCKEYE – AVONDALE			13	AZ-85
4	AVONDALE – AHWATUKEE	24			USE LOOP 202 EXTENSION MEDIAN FOR ROW
5	AHWATUKEE – MARICOPA	20			USE OLD FORMER MARICOPA-TEMPE RR ROW
6	SUN CITY – CAREFREE HWY			13	AGUA FRIA RIVER BED ROW
7	CAREFREE HWY. AGUA FRIA – CAREFREE			16	CARE FREE HIGHWAY
8	CARE FREE – VIA LINDA			17	PIMA RD
9	VIA LINDA – TEMPE	9			SALT RIVER INDIAN LAND ROW
10	PIR – PHOENIX	15			SALT RIVER BED ROW
11	PHOENIX – TEMPE	9			SALT RIVER BED ROW
12	AHWATUKEE – TEMPE		13		ADD NEW ROW PARALLEL TO EXISTING RR ROW
13	CARE FREE HWY – PHOENIX			28	I-17.
14	EXISTING/PLANNED		?		EXISTING – SEE VALLEY METRO TRANSIT BOOK. FUTURE?
15	TEMPE – GATEWAY	17			ADD NEW ROW PARALLEL TO EXISTIN RR ROW.
16	GATEWAY – SAN TAN VALLEY			9	RITTENHOUSE RD
	APPROX. TOTALS MILES	107	?	133	

Code	Issue	Response

Code	Comment Document
	NOTES. 1. PHOENIX ON RIVER STATION - THE AREA BETWEEN S. 5TH AVE AND CENTRAL WHICH MAYBE AN OLD LAND FILL SITE BETWEEN WATKIN ST AND THE SALT RIVER BED APPEARS TO BE AN IDEAL LOCATION 2. THE AHWATUKEE STATION SHOULD BE LOCATED ON THE GILA RIVER INDIAN LAND BECAUSE IT MAKES THEIR ENTERPRISES, WILD HORSE PASS, ETC. MORE ACCESSIBLE VIA PUBLIC TRANSPORTATION AND BE A TERMINAL POINT INTERCONNECTING LIGHT RAIL & BUS SYSTEMS. 3. RESEARCH THE OWNERSHIP OF ABANDONED MARICOPA TO TEMPE OR PHOENIX RAIL ROAD. SEE ATTACHED DRAWING 4. ROUTE 2, SUN CITY - AVONDALE, LIGHT RAIL CONSTRUCTION SHOULD UTILIZE EITHER A LOW EMBANKMENT OR TRESTLE. WADEL DAM PROTECTS THE AGUA FRIA RIVER FROM FLOODING. 5. ROUTES 10 & 11, PR TO TEMPE, LIGHT RAIL CONSTRUCTION SHOULD BE BASED UPON THE FLOW RATES AND WATER LEVELS THAT OCCURRED DURING BACK-TO-BACK, 100 YEAR FLOOD LEVELS IN THE 1970'S. 6. ALL FUTURE FREEWAYS SHOULD BE DESIGNED TO INCLUDE LIGHT RAIL CONSTRUCTION IN THE MEDIANS OR OF EDGE OF RIGHT-OF-WAY. 7. ALL FUTURE FREEWAYS SHOULD INCLUDE SPARE CONDUITS FOR FUTURE COMMUNICATION NEEDS INSTEAD OF DIGGING UP EXISTING STREETS. 8. WITH A PHOENIX-MARICOPA LIGHT RAIL IN SERVICE WOULD A PHOENIX-TUCSON RAILROAD LINK BE NEEDED. SEE ARIZONA REPUBLIC ARTICLE ON 7-11-13. A "BUDD RAIL DIESEL CAR" (SEE WIKIPEDIA ARTICLE OR SOMETHING SIMILAR COULD ACCOMPLISH THE SAME RESULT AT MUCH LESS COST.

Code	Issue	Response

Code	Comment Document



Code	Issue	Response

Code	Comment Document
6 3	ENCLOSURE D AIR POLLUTION THE 202 EXTENTION ALIGNMENT IS GENERALLY CLOSE TO THE GILA RIVER BED, THE LOWEST POINT IN THE VALLEY. THE VALLEY'S GENERAL WEATHER PATTERN IS WEST TO EAST. THE VALLEY SITS IN A BOWEL WITH HIGH EDGES ON THE NORTH, EAST AND SOUTH. THE SMOG BUILDS DUE TO TRAFFIC POLLUTION ESPECIALLY DURING THE WINTER. STRONG WEST TO EAST WEATHER AND RAIN TEMPORARILY DISSIPATE THE SMOG. THE ELEVATIONS ABOVE SEA LEVEL, SHOWN ON THE ATTACHED MARKED DRAWING, ILLUSTRATE THE BOWEL EFFECT. ALSO ATTACHED IS A PORTION OF PARC'S PAMPHLET ENTITLED "TRUCK ROUTE SPELLS INCREASED AIR POLLUTION" WHICH DECRIBES THE PROBLEM BETTER THAN I CAN.

Code	Issue	Response
6	**Air Quality**	According to the Arizona Department of Transportation, 2013, *Air Quality Assessment South Mountain Freeway 202L Draft Report*, review of wind data from the Gila River Indian Community monitoring site at St. Johns suggests that during the morning hours and associated with mountain-drainage air flows and stable atmospheric conditions, wind flows are from the southeast and follow the Gila River channel to the north. Locations to the east of St. Johns tend to flow from the east to the lower elevations along the Gila River. During the warmer hours' improved mixing, flows typically follow the river channel and come from the north and northwest. Likewise, during a 1-month-long meteorological monitoring period (November 20, 2006, through December 21, 2006) at Pecos Road and 40th Street and a second 1-month-long monitoring period at Pecos Road and 24th and 40th streets (April 19, 2007, through May 21, 2007), winds during the morning hours typically were from the northeast. During the warmer hours, and with improved mixing, winds typically were from the west.

Code	Comment Document

Code	Issue	Response

Code	Comment Document

South Mountain Destruction

ADOT's spin is that just a "little bit" of South Mountain would have to be "sacrificed" for the SMF. The truth is that 3 ridges would be leveled, with a resulting cut 10 lanes wide and 20 stories high. 4 million cubic yards of dirt would be removed. Imagine that this were Camelback Mountain. The camel would not just get a short haircut – the camel's head would be cut in half!

South Mountain is a significant part of the Phoenix Mountain Preserve, containing the world's largest metropolitan wilderness park, South Mountain Park. The proposed cut would destroy the integrity of both the Preserve and the Park.

South Mountain is sacred to the Gila River Indian Community and precious to all who enjoy its natural beauty. Once this treasure is defiled, it can never be "made whole" again! The mountain, its desert vegetation, unique wildlife, and water would all be disfigured or disrupted. All to further MAG's political agenda – to benefit the trucking industry!

Truck Route Spells Increased Air Pollution

MAG and ADOT spin a tale of how the SMF would improve air quality and how trucks would comprise only 9% of the traffic. Do they think no one knows how to read a map? The unique geography of the South Mountain corridor makes the SMF a perfect "truck route." The politically-motivated SMF is primarily for the benefit of the trucking industry. New truck depots are already being built in the West Valley and more are sure to come if the SMF becomes a reality. Mexican trucks, not held to any pollution standards, would be among the overwhelming number of trucks on the SMF, making air quality worse rather than better.

Trucks can be accommodated by making what is already called a "truck by-pass" into a freeway, generally following the path of existing US 85 between Buckeye and Gila Bend – outside the Valley of the Sun. This would truly improve air quality in the Valley.

The EPA has already warned Maricopa County that it must clean up its air quality or lose $1.1 Billion in Federal highway funds. This loss would be in addition to the already outrageous cost of the SMF.

Incredible Waste of Tax $$

Long before the economic crisis, the 22 mile long SMF was going to be a waste of money. Now, ADOT estimates it would cost nearly $2 Billion to build a "bare bones" version of the SMF today and this figure will continue to increase until the SMF is built.

PARC's conservative estimate is that this 22 mile stretch of freeway would eventually cost $3 - $5 Billion. Compare this staggering figure to the cost of the controversial light rail which is just $1.4 Billion or the budget for the entire state of Arizona which is less than $10 Billion!

MAG could save the taxpayers Billions of $ by building a freeway along the path of existing US 85. In the process, MAG could revitalize the Valley of the Sun if it followed the lead of states like Ohio, Oklahoma, New York, New Jersey, and Oregon, to name a few. Some of their cities are now planning to reroute main freeways around their downtowns instead of through them.

Imagine I-10 going around Phoenix on the new freeway along the existing US 85 keeping all but local traffic out of downtown. That would really make a difference in relieving traffic congestion and reducing pollution!

Code	Issue	Response

Code	Comment Document

From: Greg Vogel
To: Projects
Subject: BUILD NOW - Loop 202 - South Mountain Freeway
Date: Wednesday, July 24, 2013 6:06:29 AM

To Whom it May Concern

1 I am writing this letter in support of getting the Loop 202 South Mountain Freeway moving forward. We represent land and business owners that will benefit from building this stalled freeway. While they will directly benefit, I cannot overstate the importance of building this freeway now and its importance to all citizens of our State.

- relief of existing and coming massive congestion along Interstate 10 at I-17
- Jobs that will be created by the construction of the freeway
-tax base in property, income, sales all increasing and benefiting the entire State
-environmental benefits of relief of congestion

This freeway has been on the books for almost 30 years. It is time for the State, City and local governing bodies to step up and lead and build this massive missing link to our transportation network.

We look forward to seeing this Freeway completed this decade.

Greg J. Vogel
Chief Executive Officer, Land Advisors Organization
4900 North Scottsdale Road, Suite 3000, Scottsdale, Arizona 85251
480.483.8100 fax | 480.483.8000 web | www.landadvisors.com

Please consider the environment before printing this e-mail.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: Projects
To: ADOT
Subject: FW: Loop 202 South Mountain Freeway
Date: Monday, May 20, 2013 8:24:52 AM

From: Dave Von Tersch [mailto:djvontersch@q.com]
Sent: Sunday, May 19, 2013 9:40 AM
To: Projects
Subject: Loop 202 South Mountain Freeway

1

Dear Sir / Madam,
Several months ago, I suggested that Loop 202 South Mountain Freeway consider (if feasible) a "double deck" design, similar to I-70 Colorado's double decker through Glenwood Canyon. At that time, the answer I received was **NOT** adequate.
Please provide detailed information as to why this "double deck" suggestion is not a viable solution.

Dave & Jeannie Von Tersch
12007 S. Crow Ct.
Phoenix, AZ. 85044
480-753-4166
djvontersch@q.com

Please consider your environmental responsibility before printing this e-mail

---

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

Code	Issue	Response
1	**Alternatives**	The double-deck option suggested in the comment would have similar benefits and impacts as the Bridge Alternatives evaluated in the Draft Environmental Impact Statement (see pages 3-13 and 5-20). Options to build a bridge through or over the South Mountains were eliminated from further study because of incident management, constructibility and maintenance issues, future expansion limitations, substantially higher estimated construction costs, and undesirable intrusion-related impacts.

Code	Comment Document

4367

I came here primarily because I understood that the freeway was going to make a loop and enter our reservation at Pecos Road, and my niece just told me that I was mistaken, that it's not going to, that it is going to stay on Pecos Road, so my presentation is really ineffective and has no balance as to -- like I said, my whole thought is to not put anything on the reservation, because we cannot lose any more land, and I congratulate you on the wise decision not to put it on the Ahwatukee side, and I think that'll be best for everybody and speed up the process of the freeway and so forth. And I thank you very much, and that's all I have to say. Thank you.

THE FACILITATOR: Thank you.

Do we have another name up there? There it is.

Dave Von Tersch. Did I pronounce that right? Dave Von Tersch.

As a reminder, anyone in the auditorium, if you would like to speak just register at the front desk, your name will appear on the screen, and we will call you up.

Ken Lapierre.

Dave Von Tersch, is that you, sir?

MR. VON TERSCH: Hi, my name is Dave Von Tersch, I live in Ahwatukee. I'd like to suggest, as long as there's no ordinance against it or law against it, that the committee 202 project team might consider a

Page 22

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response

(Comment codes begin on next page)

Code	Comment Document

1

1 double-deck approach to the proposed freeway. Thank you.
2 THE FACILITATOR: Thank you.
3 Ken Lapierre.
4 MR. LAPIERRE: Hello, my name is Ken Lapierre, I
5 live in Ahwatukee Foothills Reserve, and my initial
6 comments here about the EPA draft study is I feel it's
7 deficient on a couple of points. One is it's really not
8 up to date. I'm not sure what data set was used, but if
9 you look at, in particular, the violation of the EPA
10 standards we have at the 43rd Avenue EPA sensor, it
11 doesn't really look like we've acknowledged that that
12 would get worse. My concern is that we will have a loss
13 of federal highway funding if we violated 13 times on
14 43rd Avenue already and we're going to build a highway
15 that's going to be a mile away, that's going to impact
16 that sensor. Then we'll have more violations.
17 The other thing that I'm very concerned with is
18 benzene in the air. I don't really know if you've
19 studied the benzene levels in the Gila Indian Community,
20 where I live in a community that borders that. I don't
21 know if that's allowed or part of the study, but it's
22 very toxic, people have health hazards. I work in a
23 health advocacy group in Phoenix, and children are
24 already experiencing asthma symptoms from the smog and
25 the soot and the dust particulates from that area

Page 23

Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com

Code	Issue	Response
1	**Alternatives**	The double-deck option suggested in the comment would have similar benefits and impacts as the Bridge Alternatives evaluated in the Draft Environmental Impact Statement (see pages 3-13 and 5-20). Options to build a bridge through or over the South Mountains were eliminated from further study because of incident management, constructibility and maintenance issues, future expansion limitations, substantially higher estimated construction costs, and undesirable intrusion-related impacts.

Code	Comment Document

LOOP 202
South Mountain
Freeway Study

2013

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.

1 Has a "Double Deck" approach been considered? If not, I would suggest that a "Double Deck" design be considered (in applicable areas).

Optional

Name Dave VonTersch Email djvontersch@q.com

Address 12007 S. Crow Ct.

City PHX State AZ Zip 85044

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

ADOT TRACS No.: 2021 MA 054 H5764 01L • Federal-aid Project No.: NH-202-D(ADY)

ADOT U.S. Department of Transportation Federal Highway Administration

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway

Code	Issue	Response
1	**Alternatives**	The double-deck option suggested in the comment would have similar benefits and impacts as the Bridge Alternatives evaluated in the Draft Environmental Impact Statement (see pages 3-13 and 5-20). Options to build a bridge through or over the South Mountains were eliminated from further study because of incident management, constructibility and maintenance issues, future expansion limitations, substantially higher estimated construction costs, and undesirable intrusion-related impacts.

Code	Comment Document
1	**TELEPHONE CONVERSATION RECORD** **SOUTH MOUNTAIN FREEWAY INFORMATION LINE** INCOMING CALL DATE: 05/13/13 INCOMING CALL TIME: 4:56 PM CALLER: DONNA VOTE-BRACY CALLER ADDRESS: 107 W. GENEVA CIRCLE, TEMPE, AZ 85282 PHONE: EMAIL: **CALLER REMARKS/QUESTIONS:** We are in support of the new Loop 202 Freeway, south of the South Mountain for better traffic control and easing of the congestion on the existing freeways running north of South Mountain.

Code	Issue	Response
1		Comment noted.

Code	Comment Document

From: D]ENTRIFICATION ,PHX
To: Projects
Subject: Phoenix Native against a 202 freeway South Mountain Option
Date: Wednesday, July 24, 2013 3:52:45 PM

---

1 Hello and thanks for possibly taking my input!
My name's Alex Votichenko,born and raised here in the valley and I just want to urge you to please consider a No Build Option for the the 202 extension through part of the South Mountain preserve-it's really a cherished landmark and point of pride here in the valley,all of the preserve really.
2 I bring out of town visitors to the park frequently and it's important to so so many valley residents.
Thank You !
Alex Votichenko

Code	Issue	Response
1	**Alternatives, No-Action (No-Build) Alternative**	The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page B733 of this appendix.
2	**Section 4(f) and Section 6(f)**	