

South Mountain Citizens Advisory Team Meeting

September 25, 2008, 6:00–8:30 p.m.

Location: South Mountain Community College, 7050 S. 24th Street, Phoenix (Student Union Hall)

Agenda Topic	Discussion Lead(s)	Expected Outcome(s)	Action Item(s)	Time
<ul style="list-style-type: none"> • Welcome and introductions • SMCAT role and responsibilities • Upcoming SMCAT meeting topics • SMCAT questions and comments • SMCAT membership discussion • Pre-Draft Environmental Impact Statement (DEIS) SMCAT position statement discussion 	<ul style="list-style-type: none"> • Tom Keller • All 	<ul style="list-style-type: none"> • Introductions of all new participants (if any) • Knowledge of proposed upcoming meeting topics • Ask questions/clarification on issues, articles, press information since last meeting • Discuss current SMCAT membership • Discuss pre-DEIS SMCAT position statement 	<ul style="list-style-type: none"> • N/A 	6:00 p.m.
Social conditions	<ul style="list-style-type: none"> • ADOT/HDR 	<ul style="list-style-type: none"> • Knowledge of SMF social conditions issues 	<ul style="list-style-type: none"> • TBD 	
Break				
Estimated costs	<ul style="list-style-type: none"> • ADOT/HDR 	<ul style="list-style-type: none"> • Knowledge of SMF latest estimated costs 	<ul style="list-style-type: none"> • TBD 	
Cumulative and secondary impacts	<ul style="list-style-type: none"> • ADOT/HDR 	<ul style="list-style-type: none"> • Knowledge of SMF cumulative and secondary impacts issues 	<ul style="list-style-type: none"> • TBD 	
Visitor comment session	<ul style="list-style-type: none"> • Tom Keller 	<ul style="list-style-type: none"> • Questions/comments documented and addressed or added to future parking lot issues memorandum 	<ul style="list-style-type: none"> • TBD 	
Adjourn				8:30 p.m.



**South Mountain Corridor Study
Citizens Advisory Team
Meeting Summary**

Date: August 12, 2008
Time: 6:00 p.m.
Location: South Mountain Community College

SMCAT Members Attending:

Camilo Acosta, Arlington HOA
Laurel Arndt, Ahwatukee Village Planning Committee
Steve Barclay, Valley Forward
Lisa Bray, South Mountain/Laveen Chamber of Commerce
Al Brown, Arizona Public Health Association
Michael Goodman, Phoenix Mountains Preservation Council
Wes Lines, Laveen Village Planning Committee
Fred Lopez, Foothills Reserve HOA
Scott Mittelsteadt, Sierra Club
Laurie Prendergast, Laveen Citizens for Responsible Development
John Rodriguez, Lakewood HOA
Brian Smith, Calabrea HOA
Timothy Stone, Bougainvillea HOA
Carola Tamarkin, Ahwatukee Foothills Chamber of Commerce
Carnell Thurman, City of Avondale

SMCAT Members Absent:

Gila River Indian Community–District 4
Chad Blostone, The Foothills HOA
Tamala Daniels, South Mountain Village Planning Committee
Clayton Danzeisen, Maricopa County Farm Bureau
Peggy Eastburn, Estrella Village Planning Committee
Diane Krecker, Mountain Park Ranch HOA
Nathaniel Percharo, Pecos Road/I-10 Landowners Association
Jack Sellers, East Valley Partnership
Terry Tatterfield, Kyrene Elementary School District
Woody Thomas, Southwest Valley Chamber of Commerce
Dave Williams, Arizona Trucking Association

Staff and Consultants

Michael Bruder, ADOT
Mark Hollowell, ADOT
Velvet Mathew, ADOT
Floyd Roehrich, ADOT
Timothy Tait, ADOT
Bill Vachon, FHWA
Michael Book, HDR
Amy Edwards, HDR
Janet Gonzalez, HDR

Heather Honsberger, HDR
Scott Mars, HDR
George Oamek, HDR
Ben Spargo, HDR
Fred Erickson, KCA
Tom Keller, KCA
C. Murphy Hebert, PDG
Dean Howard, PDG

Citizens:

Brett Bannister
Kerry Fehr-Snyder
Jim Jochim
Steve Johnson

Tim Lank
Pat Lawlis
Doug Murphy
Jason Walker

Meeting Agenda	Speaker
Welcome and introductions	Tom Keller, KCA
SMCAT role and responsibilities	Tom Keller, KCA
Upcoming SMCAT meeting topics	Tom Keller, KCA
Team member questions and comments	All
Economic Impacts	George Oamek, HDR
Utilities	Mike Bruder, ADOT Ben Spargo, HDR
Prime and Unique Farmlands	Mark Hollowell, ADOT Scott Mars, HDR
Visitor comment session	Public Tom Keller, KCA

Meeting began at 6:00 p.m.

Tom Keller: Good evening everyone. Please take your seats.

Welcome to the August 12 South Mountain Freeway Citizens Advisory Team meeting. This meeting was initially scheduled for July 24. Due to a situation beyond our control, we were able to reschedule this meeting for this evening. I appreciate your flexibility with this change to the schedule. We will stay on schedule for our next meeting on August 28.

I would like to welcome those people who are here as substitutes for the regular SMCAT members. Steve Barclay is a new member of the team replacing Dave Olney with Valley Forward. Fred Lopez is here tonight in place of Cathy Lopez with the Foothills Reserve HOA. We also have Scott Mittelsteadt here for Sandy Bahr with the Sierra Club.

At this point, we are one person shy of a quorum. If another member arrives, I will mention it. *(A SMCAT member arrived shortly after, so meeting had a quorum, but this was not announced by facilitator.)*

The normal process for these meetings is to first remind everyone about the SMCAT roles and responsibilities. The SMCAT is a voluntary advisory team, not a decision-making body, and it will not be responsible for decisions made by the State of Arizona or the Federal Highway Administration. The SMCAT will meet regularly to review project status and provide input on issues that are relevant to the project. Remember that the single purpose of the SMCAT is to provide a build or no-build recommendation for this proposed freeway.

Each member of the SMCAT represents their constituents. We hope that you take the information in your packets that is presented here tonight back to the organization that you represent.

We have a standard protocol for these meetings. SMCAT members are expected to treat each other with mutual courtesy, respect and dignity. Unacceptable or disruptive behavior will not be tolerated and will be grounds for exclusion from further participation in these meetings.

If you take a look at tonight's agenda, there are three scheduled topics. It is the team's preference to take as much time as necessary during these meetings in order to have everyone's questions answered. If we don't get to one of the scheduled topics, we will table that presentation for a future meeting. We will try to establish a break around 7:30 p.m. We won't take the break in the middle of a topic.

For those visiting us for the first time, note that we have a formalized process for submitting the questions the public may have. If you have any questions, please grab a blue question card from Janet Gonzalez and Murphy Hebert, who are sitting at the table in the back of the room. At the end of this meeting, we have allowed for time for the public to submit questions. You should write your question on the blue question card and then either read the question or hand to it me and I will read your question. If you would like me to read your question, please make sure you print clearly.

Is there anything else?

Here is a list of the future meeting topics as we go forward. This information is in your packet every month.

Finally, I want to remind the SMCAT members that I will be passing out the session feedback forms at the break. Please remember to complete these forms and return them to the team at the end of the meeting.

Does anyone have any comments?

SMCAT Member: My question is regarding the future meeting topics. I see that the topics for the August 28 meeting are Section 4(f) and 6(f) resources and cultural resources, which are some of the hottest topics we will be discussing. Many of us have vacations scheduled for August, which will conflict with us being able to attend this meeting, myself included. I will probably not be here. Is there any way to take these topics and move them to the September meeting and have different topics for the August 28 meeting?

Tom Keller: Do any members of the team have comments about this?

SMCAT Member: What was his suggestion?

Tom Keller: He was suggesting that we move the August 28 scheduled topics to the September meeting.

SMCAT Member: What would be appropriate substitute material for the August 28 meeting?

Timothy Tait: No, this is something we would be unable to do.

SMCAT Member: Are there any topics that were scheduled for past meetings that weren't presented to us due to time constraints that could be presented at the August 28 meeting?

Ben Spargo: Social conditions is the only topic that we weren't able to present due to time constraints. In general, we have already lined up the speakers and materials for the August 28 meeting. I am not saying we can't shift the topics, but telling you some of the issues.

SMCAT Member: I would prefer to stay on schedule.

SMCAT Member: I would like to have the August 28 topics presented at another meeting, but if it can't be done, it can't be done.

Tom Keller: Are there any issues that any of the SMCAT members have heard in the media or read in the press?

No response

Tom Keller: Okay. We will go ahead and get started. I will manage the time so that we will have our break around 7 or 7:10 p.m.

As always, Ben Spargo is here to present the next portion of the presentation.

Ben Spargo: Tonight's topics for discussion are economic impacts, utilities within the corridor and prime and unique farmlands. For each of these topics, there is coordination with each of the agencies that are shown on the screen.

I will now turn the presentation over to George Oamek, who has flown in from the Midwest to present the economic impacts.

George Oamek: I am an economist. What do I do as an economist? Well, I have not yet formulated an answer that satisfies my daughter.

When it comes to this study, there are a couple of questions I should answer first. What are economic impacts and why do we look at them? The economic impacts are all those issues related to the dollar signs in this study. When it comes to freeway construction, this amounts to generally three areas: displacements and relocations of businesses, fiscal impacts on local governments and the impacts on the traveling public.

The impact to the traveling public would be related to the reduced traffic congestion should this proposed freeway be constructed. Everyone hates sitting in our cars in traffic. This waste of time is costing each of us money. How much is this wasted time worth?

Why do we study economic impacts? In this case, the construction and operation of the proposed freeway could alter economic characteristics in the Study Area. The proposed freeway would provide for better access for transportation which could reduce travel times overall. For area businesses, this would reduce costs.

The potential project could affect: where people live and work, travel patterns, delivery of public services and public sector revenues.

Looking at the major impact displacements, construction of the W55 Alternative would cause approximately 119 businesses to be displaced, which could impact over 1,500 employees. This does not mean that they all would be unemployed, but rather, that many people may have to work in another office. ADOT would be working with the business owners to determine the relocation costs.

The Action Alternative would convert approximately 1,700 acres of Phoenix to a nontaxable use. The city of Phoenix is approximately 304,000 acres. As you can see, we are not looking at a big percentage here. That doesn't mean that this is a small issue, just in the big picture, the amount of land that would be nontaxable would be a relatively small percentage of the overall amount of land owned by the City.

To get some context, let's look at the fiscal impacts. The City of Phoenix existing revenue includes property and sales tax of approximately \$478 million per year and general fund revenue of almost \$1 billion. So basically half of the money in the general fund is generated by sales and property taxes. We have estimated that the conversion of the 1,700 acres of land into a nontaxable use will equate to a \$2 million impact. At first glance, this is a lot of money, but in terms of impact to the community, it is less than 1 percent.

In terms of future land use, we looked at the possible reduction in revenue. Since we don't know what the future revenue will be, we had to make approximations in the property and sales tax values for the W55 and E1 alternatives. We estimated this value as being \$18 million. There is no way to determine the exact percentages, but I would tend to think it would still be less than 1 percent of the total revenue for the city.

What are the potential impacts after construction? A huge impact would be the time savings to the traveling public. That is really why this freeway would be built.

So, how much would the traveling time be reduced and how do we determine this value to the commuter? We determined that the estimated savings to the traveling public would equate to \$16.25 per hour. This was determined based on the average of the activities that people are doing as they are driving. It is anticipated that should the freeway be open to traffic in 2016 through the design year of 2030, the total savings for the traveling public would be \$5.9 billion. This was estimated based on a fairly conservative value of \$400 million in savings per year. This means that the time savings would be 3.5 times the cost of the projected \$1.7 billion freeway construction cost. I know it is hard to conceive an amount of a billion dollars. But we are looking at \$1.7 billion for the freeway construction versus the time savings of almost \$6 billion.

SMCAT Member: I am confused. Should the freeway be constructed, there will be certain traffic patterns. Are your numbers assuming there would be a constant population? As more people move to the Valley, the freeways will continue to be as congested as they are now.

Ben Spargo: There was a study done which compared regional traffic congestion of today with predicted 2030 congestion values. The future congestion values were then evaluated as a region-wide component of total travel time. The No-Action and Action alternatives were compared with these 2030 values. The difference was what we are presenting as the time savings.

George Omek: The 2030 regional traffic congestion values we used represented the anticipated area growth. We didn't assume that the population would remain constant. We extrapolated the values based on area growth projections.

Ben Spargo: Yes, we were mindful of area population growth when looking at travel times for the No-Action and Action alternatives.

SMCAT Member: I am trying to figure out the math that was done on slide 20. How did you get \$18.4 million and how does that stack up when looking at slide 22?

George Onnek: We never tried to add the information together from slides 20 and 22. This would be like comparing apples and oranges. The \$400 million dollars per year in travel cost saving would be the yearly economic benefit. The \$16.25 per hour time savings is not a toll; it is an estimate of a benefit to the traveling public by them spending less time in congestion.

SMCAT Member: When you determined the \$1.7 billion freeway construction cost, did you include the potential business relocation costs?

George Onnek: Yes, this was included in the total.

SMCAT Member: When we discussed traffic in a past meeting, we talked about reducing travel time for trips from Chandler Boulevard and Interstate 10 to the West Valley, for example. The statement at that time was that the South Mountain Freeway would reduce the trip to three to four minutes rather than using the Broadway Curve. When I do the math, I come up with a savings to the traveling public of 27 cents per hour as the savings. These means the three to four minute savings for the trip I mentioned earlier would equate to a total savings of \$1.50. I think these are the numbers you should be talking about. I take exception that you are suggesting that the value to the traveling public is \$16.25 per hour. Do you understand what I am saying?

George Onnek: Yes, I understand what you are saying. We are dealing with regional congestion time here.

SMCAT Member: This is traffic data that was given to us at the previous meeting.

Ben Spargo: The analysis presented in the December meeting showed representative trips in the Study Area. The purpose of this was to show the level of regional travel time savings. When talking about the cost savings here, the important thing to remember is that it is the accumulation of all the regional travel.

SMCAT Member: I don't think that this cost savings should be looked at as a dollar amount per hour. There is much more information that has an economic impact to this study, which I haven't seen anywhere. I remember Bill Vachon specifically saying that some of these additional items would be addressed. I would like to see that kind of balance. The *if you build it, they will come mentality* is not reflected here. Especially since people's driving patterns have changed over the last year due to rising energy costs, it sounds to me that we are sitting on old data again.

Ben Spargo: The \$16.25 value came from estimations regarding travel activities in the area. Regarding your other issue, the traffic projections that were used came from the Maricopa Association of Governments' latest traffic data.

SMCAT Member: This is a bad time to be doing this study when we are seeing such a shift in drivers' travel habits. What about the issue of induced travel and growth? When will this be presented?

Ben Spargo: This issue will be presented as part of the topic of secondary and cumulative impacts.

SMCAT Member: George, did you prepare this information or are you just presenting it?

George Onnek: I prepared this information.

SMCAT Member: I represent a community of 90 homes. I have a few concerns associated with this proposed freeway. I want information about the loss of homeowners association's funds for those homes that would be removed as part of this potential project. What should be expected for the loss of home values and the associated loss of property taxes and tax revenues for the state, city and schools? What about the loss of the community's desirability due to the freeway "locking in" the community? It would be a degradation to the entire Ahwatukee community. What about the cost of air quality and the health issues created for residents and schoolchildren? What about the loss of value of the South Mountain Park and the ridgelines, which would be destroyed? What about the loss of value and future tax revenue on state trust land? I don't see any values for what the state trust land is worth. You have said that the value to the traveling public is \$16.25 per hour. There should be an amount for the value of the state trust land, which will be devalued. I don't see where you have addressed any of these issues for our area, which would have a huge impact. Can these items be addressed?

Tom Keller: Mike, did you get all of that?

Michael Book: Yes, but it would be helpful if you could provide me with a list at the break of all the issues you mentioned.

George Onnek: The economic impacts could be reflected in a person's property value.

SMCAT Member: Since you prepared the report, can you discuss how you evaluated property values?

George Onnek: Property values were evaluated qualitatively.

SMCAT Member: Can you please explain what you mean?

George Ōmek: We looked at the property values for the alignments in the Western Section.

SMCAT Member: What about property values for the Eastern Section?

George Ōmek: We did not discuss those.

SMCAT Member: Well that was a huge miss. Economic impacts don't only affect commercial properties, they affect residential properties too. I am kind of surprised that was not included.

Tom Keller: Any other questions or comments?

SMCAT Member: ADOT has put a monetary figure on time. Can they put a monetary value on vision or view? I know two people who have an acre of land overlooking a horse pasture. The view is absolutely gorgeous. One person who owns this land is in the path of the proposed freeway and he is happy waiting for his money ticket. The other person would be next to the freeway and would not receive any compensation from ADOT. She will now have her view obstructed by a 20-foot wall. Do you have a value that takes this into account? If she sold her property, she could get \$1.5 million, but she would not be able to get this amount if the view from the property included looking at a 20-foot wall. The loss of monetary value is huge for the people who are left behind.

George Ōmek: We didn't specifically look the monetary value associated with the loss of property views. The ADOT relocation experts negotiate this when purchasing properties.

SMCAT Member: I haven't heard of them doing this for anyone whose property is not located within the freeway right-of-way.

SMCAT Member: Couldn't some of the \$18 million revenue loss for the city be offset by commercial development along the freeway corridor?

George Ōmek: Yes, the presumption is that businesses, hospitals, etcetera would be built along the freeway.

SMCAT Member: I understand that there would be many proposed shopping areas, which would also include employment opportunities.

George Ōmek: Historically, freeways help spur area economic development.

SMCAT Member: George, so you are an economist?

George Ōmek: Yes.

SMCAT Member: What is your last name?

George Oamek: Oamek.

SMCAT Member: And you work for ADOT?

George Oamek: No, I work for HDR, in the Omaha office.

SMCAT Member: Can you give me an estimate on what the latest cost is to construct this freeway?

George Oamek: Well, I know there has been a tremendous increase in the costs of steel and concrete. In the last four years, construction material costs have increased over 22 percent.

Ben Spargo: We have discussed this issue before.

SMCAT Member: I would like to hear his answer.

SMCAT Member: Does the \$400 million in savings factor in the loss of homes?

George Oamek: Yes, acquiring homes is factored into this figure.

Ben Spargo: Well, the estimated \$1.7 billion would include right-of-way acquisition. The \$400 million is strictly the monetary savings by reducing the time that motorists spend in traffic.

SMCAT Member: What about the potential economic impacts from health affects associated with the freeway? Several studies have put a dollar amount on air quality impacts.

George Oamek: The change in a person's health is typically not studied as part of the economic analysis for these types of projects. From what I understand, improved highway mobility tends to improve air quality.

SMCAT Member: When and if you have some revised information, will ADOT be incorporating that into the economic impact section of the Draft EIS?

Ben Spargo: If you are referring to air quality, revised information would be incorporated into the section dealing with air quality and not economic impacts.

SMCAT Member: As a planner myself, I know it is easy to study the quantifiable information by looking at what would be removed by this potential freeway. What you need to look at is to determine what is negatively left behind as a result of the construction of the freeway. It is easy to think of the positive impacts. I think some of

these issues you have said will be reported in the presentation dealing with secondary and cumulative impacts. I would consider many of these issues as primary. These issues are critical to the residents of the area. If they aren't included, it's not a balanced report. Are they in there?

Mike Bruder: The impacts to people who would not be in the freeway right-of-way are not compensable under state law.

SMCAT Member: Now that is a sad statement.

Amy Edwards: Each one of you has issues that are important to you and we will look at what issues you are bringing forward tonight. It is important to remember that our study doesn't necessarily encompass everything. We are currently evaluating all of the data we have gathered and we are following the federal National Environmental Policy Act (NEPA) guidelines for evaluating and reporting it. I can't say that we will be answering every potential question out there, but we will try.

SMCAT Member: I am only asking for a baseline. Our universe has changed drastically in 20 years. How can we continue to just be using the same standards that were used then? I think there is a conversation that needs to take place concerning this. Induced growth wasn't even discussed when the NEPA was enacted. The Federal Highway Administration should request that this be included in the Draft EIS.

Bill Schon: Those things you brought up are included in the report. Property values next to freeways can be subjective. Some people enjoy the access to the freeway system by living nearby, while others don't enjoy it. This issue is difficult to measure because it depends who is giving you the information.

SMCAT Member: By not having this in the balance of the report, it seems like ADOT considers this a nonissue.

Bill Schon: A decision on this freeway can't be made based on an individual topic. The study team is looking at all the issues from a regional perspective.

SMCAT Member: I understand that you can't show us one thing one way and then another time show it a different way. I am only asking that you are consistent. The same standard should be held across the whole system. You can't show us the detail for one issue and then not give us any details on another issue.

Amy Edwards: She brings up a good point. NEPA is an umbrella which is composed of many other laws and guidelines, which are updated regularly. Because of this, we are looking at issues, which have come about recently, such as mobile source air toxins.

SMCAT Member: I think a lot of the questions that I had have already been asked. Somehow, I am missing the whole premise that the construction of this freeway is

positive for traffic mobility. There is going to be a lot of development, which has not been accounted for. This freeway will cause more stress to adjoining areas and create more backup on arterial streets. I think the construction of this freeway may create another Broadway Curve congestion-type problem for us. By the way, it has been mentioned that the freeway would cost \$1.7 billion. I thought the cost was now over \$2 billion.

There is a disruption for a couple of minutes after a SMCAT member's chair breaks

Amy Edwards: The traffic projections we have been using are regional in nature, but they take into account traffic on the local streets.

George Omek: Although the traffic on the side streets is different, it is included in the analysis.

SMCAT Member: George, were you involved putting the numbers in the Draft EIS?

George Omek: Yes.

SMCAT Member: You are one of the experts?

George Omek: Yes.

SMCAT Member: So for this project, how much money has already been spent on this study?

Amy Edwards: That is not a number that George would have.

SMCAT Member: I only want a general number. Would you say it is over \$300 million?

Amy Edwards: ADOT might have this information.

SMCAT Member: Can we receive this information at the next SMCAT meeting?

Mike Bruder: Yes, this information will be provided at the next meeting.

SMCAT Member: Do you think that it would be close to \$300 million?

Mike Bruder: I would say it is not nearly that much.

SMCAT Member: Can you just put it in your mind and write down some numbers? Just jot down some figures what you think it would cost.

Amy Edwards: I appreciate your time.

SMCAT Member: I am not done here. Come on, just give us a number.

Tom Keller: We have time for one last question.

SMCAT Member: What about the question I raised? Will it be addressed?

Ben Spargo: Your question will be addressed in the parking lot issues memorandum.

SMCAT Member: You presented the time savings as being \$400 million a year. Are you saying that this will save \$400 million a year without addressing secondary impacts? I think this figure is misleading to say the least. I would rather the money that is spent on this freeway be used for mass transit. Hopefully mass transit will be addressed in the upcoming transportation bill.

Tom Keller: I see we have about 2 to 3 more people with questions. We will hear from these people and then we will take our break.

SMCAT Member: Is the Draft EIS a living document which will continue to provide the most recent data or do we just have to live with the data that has already been used?

SMCAT Member: After the data has been submitted, it is done.

Bill Schon: Only a preliminary draft has been submitted, the Draft EIS is still a living document.

SMCAT Member: It seems some of the impacts can cover multiple areas. I think we should just take the big picture approach and as ADOT presents each issue, some of these things will filter themselves out.

Tom Keller: A reminder that there are times when the study team will not be able to fully answer your questions here tonight. In these instances, the question will be captured in the parking lot issues memorandum and the answers will be given to you at a future SMCAT meeting. If you think that we haven't captured one of your questions from a past meeting, please let us know.

There are a few slides remaining in the economic impact presentation. George, if you will...

George Mek: How can impacts be reduced or eliminated? One thing we do is try to make refinements to the design. Reductions in city tax revenues resulting from land purchase are generally not mitigated. As mentioned earlier, the combination of business benefits and reduced travel times are anticipated to offset impacts.

SMCAT Member: So development would offset the impacts?

George Omek: That is a general statement.

SMCAT Member: The E1 Alignment abuts the Gila River Indian Community. North of the alignment is residential housing. Even if the GRIC develops 400 casinos on their land, it would not give the city the benefit of the tax revenue. So how could you say that development will offset impacts?

George Omek: This opportunity would be seen more in the W55 Alternative.

SMCAT Member: Yes, it appears that the good of the many outweigh the good of the few.

Tom Keller: Okay, one last question.

SMCAT Member: Has anyone done a study of the economic impacts to the area after the Loop 101 was constructed? It seems that the Loop 101 was in a similar situation, with the Salt-River Pima Maricopa Indian Community on one side. This should be done as a holistic view. You might be able to get a better idea about this project's secondary impacts by looking at the secondary impacts from that project. I would also like to see what the impacts were on the area schools. I would think a study of this nature would be very valuable to an economist.

George Omek: I couldn't agree with you more. There have been very few economic impact studies that have been done postconstruction.

SMCAT Member: I think there have been studies of this nature done in Canada.

Mike Bruder: That could be something that Arizona State University might take on.

Tom Keller: It is now 7:10 p.m. Let's take a 15-minute break. We will see you back here at 7:25 p.m.

Break

Tom Keller: Okay, can we begin please? Please grab some more food or cookies and make your way back to the table.

The plan is to end the meeting at 8:30 p.m. We may need to push a topic if we run out of time, but we can discuss that near the end of the meeting. Is everyone ready?

Oh, a couple other items. Remember that any members of the public, who want to submit a question or comment, please fill out a blue question card. I have also given the SMCAT members their session feedback forms. Please complete them and hand them back to a study team member by the end of the meeting. Mike?

Mike Bruder: I will be presenting the next topic, which is utilities. You can see that we have some definitions on this first slide.

The proposed freeway would pass over the Union Pacific Railroad. There would also be various lateral canals that would be encountered throughout the length of the freeway. Why document utilities in the EIS process? Population growth is a major factor to consider. This growth causes a need for more transportation infrastructure, which also requires more utility infrastructure.

ADOT has done a thorough review of the project area and identified all the existing utilities out there. The relocation and/or reconstruction of major utility lines and corridors would be extremely costly and could delay meeting important project milestones. ADOT has a great deal of experience on relocating utilities. We typically work with the utility companies to ensure that the process is done as efficiently as possible. A recent example of ADOT working with a utility company on a project was during the construction of the Red Mountain Freeway in the stretch from Power Road to University Drive. There were major power lines that were required to be moved.

During the EIS process, ADOT looks at the location of the various utilities in the corridor. There are a couple major utilities that we are going to try to avoid, if at all possible. They are: the substation located at 55th Avenue and Buckeye and the Kinder Morgan pipeline. There is a major sewer line underneath Pecos Road, which could not be avoided and would need to be relocated.

With that, I will turn the presentation over to Ben.

Ben Spargo: Thanks Mike. The utility investigation began by having study team members canvas the area to identify utility locations and ownership. This was all documented by the time we began looking at possible freeway alignments.

I will try to just touch on a few of the major utilities that would be impacted by the potential project. The Roosevelt Irrigation District Canal is located just north of Lower Buckeye Road. The freeway would also need to cross the Union Pacific Railroad. There are some major power lines located in the Western Section. There are a number of city storm and sewer lines located underneath some of the arterial streets within the study right-of-way. In many cases, the freeway would be going over these streets so there would be no impacts there.

In the Eastern Section, in most cases, the utilities are parallel to the proposed freeway alignment. There are a number of utilities located adjacent to or underneath Pecos Road. These utilities would be relocated to the north side of the freeway.

If the project were not constructed, there would be no project-specific impacts experienced.

How can the impacts be reduced or eliminated? The first step involves the continuing coordination with the area utility companies. That way, if there are any new utilities planned for the area, we can coordinate so that the impacts related to this proposed freeway would be mitigated. Some of these issues can be solved by making minor alignment adjustments to the proposed freeway. One of the major reasons for doing this assessment is to make sure there aren't any conflicts that would pose a fatal flaw to this potential project. At this time, there are no utilities that pose a major problem. There is nothing that we feel couldn't either be relocated or shifted within the proposed freeway alignment.

I will now open it up to any questions.

SMCAT Member: The E1 Alignment contains a 24-inch water main that runs through the South Mountains. Would this be relocated or shifted?

Ben Spargo: This major water line is located within Salt River Project right-of-way easement and not the proposed right-of-way for this freeway. It is a major item that we would consider during this project, especially when blasting in the mountain.

SMCAT Member: What about the pumping stations in the area?

Ben Spargo: The freeway would curve north of it. However, the pumping station would still need to be relocated. The City of Phoenix would be deciding the location.

SMCAT Member: I think on the overviews we have had, the freeway would go over the pumping station.

Ben Spargo: The pumping station is shown within the proposed freeway right-of-way, but there would actually be no impact to the pumping station.

SMCAT Member: So, if you need to avoid the pumping station, would it push the freeway further into my neighborhood?

Mike Bruder: The freeway would be rather constrained in this area.

SMCAT Member: Constrained to the outside or inside?

Ben Spargo: We have placed just the edge of the pumping station in the ADOT right-of-way. There would be no physical impacts to the pumping station.

SMCAT Member: The actual construction would cause the waterline to be moved how far?

Ben Spargo: No, that is not the location of the waterline. The waterline is located within Salt River Project (SRP) right-of-way.

SMCAT Member: I thought Salt River Project shared this right-of-way with ADOT.

Ben Spargo: The freeway is not restricted to the SRP right-of-way through the mountains. The freeway right-of-way is adjacent, but doesn't encroach on the utilities.

SMCAT Member: It seems like this would be a critical issue for right-of-way cost reimbursement. Are there some cases where you may need to use land outside of the right-of-way? This could be a legal issue that would need to go to the citizens.

Ben Spargo: Yes, I understand the issue. We have been advised that it would not be an issue that needs to go to the citizens.

SMCAT Member: I heard a rumor you would not relocate anything that is located south of Pecos Road?

Mike Bruder: The plan has always been to relocate the utilities that are underneath and within the proposed freeway right-of-way to the north.

SMCAT Member: What about the kV lines?

Ben Spargo: What we have shown for the proposed freeway alignment has never been shown going into the utility easement that is located south of Pecos Road.

SMCAT Member: There is a former city official who is still saying that there would be an off-ramp at 32nd Street as a part of this proposed freeway.

Timothy Tait: We have recently met with this person and they know now that there will not be an off-ramp at 32nd Street.

Tom Keller: Any more questions?

No response

Tom Keller: Okay. Let's move on to prime and unique farmland.

Mark Hollowell: Good evening, I am Mark Hollowell and I am presenting the topic of prime and unique farmland. I was here a few months ago and presented information about NEPA.

When developing the EIS, there are a number of things we study. One of these items is prime and unique farmland.

This first slide shows you some of the definitions for the terminology in this area. We are well aware there are a number of laws enacted that relate to this topic.

The Natural Resources Conservation Service has developed a farmland conversion rating for corridor-type projects, such as this. Because of this, we would need to prepare a form called the NRCS-CPA-106. This form consists of a series of 10 questions. ADOT submits to the local NRCS office answers to this series of 10 questions.

So, what is considered prime and unique farmland? Prime and unique farmland has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed and other agricultural crops with minimum use of fuel, fertilizer, pesticides and labor without intolerable soil erosion.

We are all well aware of the Valley's growth and the recent housing boom. In all areas where these new developments are built, you also need infrastructure. This has been happening on a national scale as well. Large amounts of the nation's farmland are being converted from actual or potential agricultural use to nonagricultural uses. Because of this, Congress enacted the Farmland Protection Policy Act to protect this land as much as possible.

I will now let Scott Mars tell you the specifics as they relate to this project.

Scott Mars: It is a pleasure to speak at this forum again. This is my third time presenting to the SMCAT. I always enjoy it.

On this slide, the orange hatched area represents those areas within the Study Area that contain prime and unique farmland. Notice that the majority of this land is located within the Western Section.

Soil types and the presence of irrigation infrastructure are two key components when determining what lands are considered prime and unique farmland.

As Mark mentioned, there is a form that is completed that determines the farmland conversion impact and rating. The total combined score from the NRCS form (Part V) and federal agency (Part VI) are as follows. A score less than 160 means that the sites need not be given further consideration for protection, a score over 160 means that sites be given higher level of consideration for protection, and a higher level of evaluation to minimize or reduce impacts. It should be noted that there is no state or local program for the protection of farmland.

For the area, the total acreage to be converted directly in the W55 Alternative is 527 acres. The total acreage anticipated to be converted in the E1 Alternative is 156 acres. You can also see the impact ratings given for these alternatives. After ADOT and the Federal Highway Administration, and the NRCS had completed these forms, the total score was determined to be 194 for the W55 Alternative and 129 for the E1 Alternative. For the East Alternative it was determined that the land need not be given further consideration for protection.

How can construction-related impacts be reduced or eliminated? Section 402 of the National Pollutant Discharge Elimination System of the Clean Water Act requires that ADOT, or its contractor, obtain a permit prior to construction. This permit requires that a Stormwater Pollution Prevention Plan (SPPP) be prepared. The EPA has determined that sediment is the number one pollutant in America's waterways. As a part of the SPPP, Best Management Plans (BMPs) are required to be developed and used. Examples of BMPs that ADOT could construct include silt barriers such as compost socks, sediment basins, limit vegetation removal and soil disturbance, or seed and mulch exposed slopes immediately after construction.

Are there any questions?

SMCAT Member: So in this section, the good of the few farmers outweigh the benefit of the many. Prime and unique farmland doesn't exist anymore in the Valley. I don't even know why we need to continue to study it.

Scott Mars: Studying prime and unique farmland is a requirement of NEPA.

SMCAT Member: The prime and unique farmland will all be gone anyway soon.

Tom Keller: Any other questions?

No response

Tom Keller: Thank you very much. I believe at this point we are ready for visitor's questions.

SMCAT Member: Where can we see the Stormwater Pollution Prevention Plan?

Ben Spargo: It has not yet been done for this potential project. We could show you one from a representative project.

Mike Bruder: The Stormwater Pollution Prevention Plan is completed during final design. It is given to the construction contractor, who is required to adhere to the specifications. The information in the plan is generally rather cumbersome.

Ben Spargo: Would this be something you would like to see?

SMCAT Member: Yes.

Tom Keller: We will now get to the public questions. If any are unable to be addressed, we will place them in the parking lot issues memorandum.

Public Written Question: Where can I get the detailed projected traffic volume data (cut-line analysis) for the South Mountain Freeway? This would be the traffic volume on which the \$400 million per year in time savings at \$16.25 per hour is based. Please provide enough source reference for a Freedom of Information Act request.

Timothy Tait: In general, the data you seek is on the project Web site in the December presentation that contains the traffic information. Ben, is this correct?

Ben Spargo: We may not have presented all of the information at the December meeting that you are requesting. It is somewhat cumbersome.

SMCAT Member: Yes, I think it would be interesting seeing some of that cumbersome data.

Ben Spargo: Yes, we will find a way to present that to you.

Tom Keller: I had a few comments from one person, which I will now read before responding.

Public Written Question: What metrics has the facilitator (Tom Keller) put into place to ensure that the SMCAT members are reporting to their “respective community organizations on a regular basis with the intent of consensus building within the community organization?”

Public Written Question: In the SMCAT Operating Agreement on page 5 under meeting attendance, it states, “SMCAT members who can not attend at least 65 percent of the SMCAT meetings may be asked to identify a permanent replacement from their organization.” Are there any SMCAT members who have failed to attend 65 percent of the meeting? If so, what actions have been taken?

Tom Keller: Here is my general response. Back in April [2007], the SMCAT created an operating agreement. It was constructed and designed around member representation. The members represent their organizations. It is their charge to make sure they take this information back to their respective groups. There is no way for me to check up on them. It is up to each member to do this on their own. In the same respect, ADOT informs all their constituents about the information in each of these meetings. That is their responsibility.

The SMCAT member attendance is included in all the member packets every month. It lists the members, who they represent and their attendance record. The SMCAT can make the call at any time. This will probably get more important as the SMCAT gets closer to making a recommendation on the freeway.

It is important how we manage what we do month to month and that we treat each other with respect. If the facilitators fail on these tasks, this body can bring the matter to myself

or Fred's attention. If it is brought to our attention, the situation will be rectified. That is the purpose of the operating agreement.

SMCAT Member: Was there something in the comment about the SMCAT being responsible for consensus building?

Tom Keller: I didn't state that.

Public Comment: It is stated in the SMCAT operating agreement.

Tom Keller: Prior to reconvening as a group, you may wish to think about how you may wish to vote for the SMCAT freeway recommendation. Perhaps, you think that a majority vote would be appropriate.

Public Written Question: Where are the Loop 202 ridge cuts with respect to the SRP 500 kV line over the same ridges?

Ben Spargo: In general, the freeway is paralleling the kV lines you mentioned. There are a couple of the towers on the ridges that are in the middle of the easement. The ridges are some distance offset from the proposed freeway alignment.

SMCAT Member: To the east or to the west?

Ben Spargo: Actually the lines are located to the north and east.

SMCAT Member: The easement for the kV line is on the Gila River Indian Community?

Ben Spargo: No, the easement is adjacent to the GRIC.

SMCAT Member: So will the Loop 202 have to cross underneath these power lines?

Ben Spargo: No, not specifically.

Public Written Question: You discuss how important it is to look at the regional picture to see the full impact of the freeway. So why are you refusing to consider the "big picture" fact that this freeway would become the main Phoenix truck bypass by default? This is obvious to anyone who looks at the location of this freeway on a regional map.

Timothy Tait: We have talked about this in the past. Truck traffic on the South Mountain Freeway is estimated to be 9 to 10 percent, which is consistent with other regional freeways. The truck bypass is considered Interstate 10 to Interstate 8 to State Route 85 to Interstate 10.

Public Question: So you think the truckers will observe this route even though the other route is a shorter distance?

Timothy Tait: That is the information that has been provided to us by the Maricopa Association of Governments.

SMCAT Member: The truckers are all waiting for you to complete this freeway. It is not the trucks from Los Angeles using this as a bypass route, it is all the regional trucks that will want to use the South Mountain Freeway as an actual functioning truck route. Saying it would be a bypass may be using the wrong word. When you say that 9 or 10 percent of the trucks would be using this route, did you interview Swift Transportation?

Timothy Tait: Remember that the Maricopa Association of Governments bases their projections based on what is happening in the community. ADOT relies on them for this information and the data provided from them reflects this.

Public Written Question: How can you have the audacity to provide estimates using models that have not been validated by comparing the estimates you arrive at with the actual costs/benefits that occur after a freeway is constructed?

Tom Keller: Your question needs to be framed in a respectful manner. We are going to do it that way or you will all need to get a new facilitator.

Public Comment: I apologize. That's easy enough to do. I allowed my feelings to get in the way.

Public Written Question: How can you provide estimates using models that have not been validated by comparing the estimates you arrive at with the actual costs/benefits that occur after a freeway is constructed?

Ben Spargo: The answer to your question would be found in the traffic analysis and not the economic analysis. The MAG model is reviewed by local and state agencies and is validated by the EPA (federal Environmental Protection Agency) during the air quality conformity analysis.

Public Comment: George Oamek is the one who said that they weren't.

Ben Spargo: Well, he doesn't work for MAG.

Public Comment: What is meant when you say a question will be directed to the parking lot?

Tom Keller: The parking lot issues memorandum is a document where SMCAT member or public questions are placed. The questions that are placed here are those questions that require further response from the study team than they could provide at the SMCAT

meeting. The answers to these questions appear in the parking lot issues memorandum, which is provided to the SMCAT members in their monthly packets and on the study Web site.

Ben Spargo: Yes, you will find this document on the study Web site where you can find the other presentation items.

Tom Keller: That's it for the public questions. There is one final topic. The August 28 SMCAT meeting will discuss Section 4(f) and 6(f) and cultural resources. We will also be setting some time aside to have a discussion about how the air quality meeting should be structured, such as membership and meeting format. Is this okay with you?

Affirmative response

SMCAT Member: After I asked about the change in the agenda, a number of people wanted to say that they also won't be here for the meeting. Can we take a vote on whether to push the Section 4(f) and 6(f) and cultural resource topics to another meeting?

Tom Keller: Let's see a show of hands.

Raised hands are counted

Tom Keller: We are looking at about five people who want this. We have had about 15 people at each meeting and we haven't had any issues with having a quorum lately.

Timothy Tait: If you are going to be absent, you can still send us written input that we can incorporate into the August 28 meeting, as if you were in attendance. As we circulate the agenda for review, we can solicit your questions and comments.

Tom Keller: That is a good idea.

SMCAT Member: At the next SMCAT meeting, can we discuss member attendance? I think it would be fair to take a vote regarding this issue.

Tom Keller: We can bring the operating agreement and look at those issues.

SMCAT Member: The operating agreement specifies who gets to vote for the freeway recommendation. In between now and the next meeting, we all can take a look at who has been missing.

Tom Keller: This may be difficult. Voting rights would be a rather big discussion. We also have a number of new people. I think we should have the operating agreement in front of us before we make that decision.

SMCAT Member: Can we have this vote at the August 28 meeting?

Tom Keller: Is there a motion?

SMCAT Member: I make a motion that we vote on continued membership at the August 28 meeting.

Tom Keller: Is there a second?

SMCAT Member: I second the motion.

Tom Keller: All in favor?

Majority of hands were raised

Tom Keller: We have eight in support and one against. The motion carries. Are there any other comments or suggestions?

SMCAT Member: A member of the public was asked to rephrase their question to be more respectful. I ask that we hold the SMCAT members to the same standard.

Tom Keller: This is over and above the statement I made at the beginning?

SMCAT Member: Yes, we make the public do it. The SMCAT members should be held to the same standard.

SMCAT Member: I haven't felt that the SMCAT has been disrespectful.

SMCAT Member: I think the facilitators have done a great job.

SMCAT Member: I understand that, but there has been at least one instance of someone being disrespectful.

SMCAT Member: I need a little more understanding what everyone thinks the boundaries should be.

SMCAT Member: Sometimes there are emotional outbursts.

SMCAT Member: We shouldn't let our emotions get into it.

SMCAT Member: We should be allowed to disagree.

Tom Keller: There is a difference between challenging the presenters and showing disrespect towards them. One of the things that would help that we can keep in mind is to better phrase the questions that are asked.

Tom Keller: Any other questions?

Public Comment: I appreciate having the parking lot issue memorandum defined.

Tom Keller: Okay, we will see you at the August 28 session at the same time and same place.

Fred Erickson: Please turn in your session feedback forms to us.

Meeting ended at 8:26 p.m.

Two blue comment/question cards and four preprinted questions were submitted after the meeting ended from the public. The information contained on the cards is as follows:

In a letter from Eric Anderson, Transportation Director, dated 8-4-08, he wrote, “This year, however, we face the unusual situation of having nearly all of the federal funds already programmed through 2013.” What impact does that have on the funding for the proposed South Mountain Freeway?

When ADOT releases the revised cost estimates to construct the proposed South Mountain Freeway on Pecos Road in the upcoming months, will the cost exceed \$2.5 billion? In the recent past, how close has the ADOT projected cost estimate been to the actual cost on segments for the Loop 202 and Loop 101?

When the SMCAT is asked for their input regarding the Action versus No-Action alternatives, how will that process be conducted? Will there be full disclosure by each SMCAT member or via secret ballot?

Who is the primary contact at ADOT for Proposition 203–Transportation and Infrastructure Moving Arizona’s Economy (TIME)? What percentage of that ballot initiative is ADOT paying?

If ADOT build this totally unnecessary freeway, some people will lose their homes. Some may lose their mental health. Some will lose their physical health. Some may lose their peace and quiet. Some will lose their views of the mountains and open land. We all will lose the current, natural beauty of the South Mountains! Take the freeway to the Westside of the Estrellas south and southeast to connect with the I-10 (way south of Pecos Road). Show us proof that you are explaining alternative routes! Update the cost of building this unnecessary freeway along Pecos Road. No build is the only solution to all the problems building this albatross would create.

Why doesn’t ADOT assume responsibility for errors such as the one on US 60 where dozens of drivers/passengers were stuck for five hours or more recently because the highway was flooded during a monsoon or rainfall? I wonder what such a delay would do to their time savings and cost. Why doesn’t ADOT admit that all this enormous expense

is a waste (planning and building the South Mountain Freeway that is)? Spend 10 percent of this much money and energy planning and building mass transit—and the Valley of the Sun would be all set!



**South Mountain Corridor Study
Citizens Advisory Team
Meeting Summary**

Date: August 28, 2008
Time: 6 p.m.
Location: South Mountain Community College

SMCAT Members Attending:

Sandy Bahr, Sierra Club
Chad Blostone, The Foothills HOA
Chris Boettcher, Lakewood HOA
Lisa Bray, South Mountain/Laveen Chamber of Commerce
Al Brown, Arizona Public Health Association
Clayton Danzeisen, Maricopa County Farm Bureau
Peggy Eastburn, Estrella Village Planning Committee
Michael Goodman, Phoenix Mountains Preservation Council
Wes Lines, Laveen Village Planning Committee
Nathaniel Percharo, Pecos Road/I-10 Landowners Association
Laurie Prendergast, Laveen Citizens for Responsible Development
Jack Sellers, East Valley Partnership
Brian Smith, Calabrea HOA
Timothy Stone, Bougainvillea HOA
Carola Tamarkin, Ahwatukee Foothills Chamber of Commerce
Terry Tatterfield, Kyrene Elementary School District
Woody Thomas, Southwest Valley Chamber of Commerce
Jim Wesley, Foothills Reserve HOA

SMCAT Members Absent:

Ahwatukee Village Planning Committee, Laurel Arndt
Arizona Trucking Association, Dave Williams
Arlington HOA, Camilo Acosta
City of Avondale, Carnell Thurman
City of Tolleson
Gila River Indian Community–District 4
Mountain Park Ranch HOA, Diane Krecker
Silverado Ranch
South Mountain Village Planning Committee, Tamala Daniels
Valley Forward, Steve Barclay

Staff and Consultants

Brock Barnhart, ADOT
Michael Bruder, ADOT
Matt Burdick, ADOT
Ruth Greenspan, ADOT
Mark Hollowell, ADOT
Larry Langer, ADOT
Velvet Mathew, ADOT
Bill Vachon, FHWA
Arianna Valle, FHWA
Michael Book, HDR

Mark Brodbeck, HDR
Amy Edwards, HDR
Audrey Unger, HDR
Ben Spargo, HDR
Fred Erickson, KCA
Tom Keller, KCA
C. Murphy Hebert, PDG
Dean Howard, PDG
Andy Jacobs, PDG

Citizens:

Todd Bostwick
Greg Farr
Julie Farr
Kerry Fehr-Snyder
Earl Halliburton
M. Hinz
Jim Jochim

Steve Johnson
Fred Lopez
Doug Mings
Eve Morse
Doug Murphy
Al Southergill
Irene Wesley

Meeting Agenda	Speaker
Welcome and introductions	Tom Keller, KCA
SMCAT role and responsibilities	Tom Keller, KCA
Upcoming SMCAT meeting topics	Tom Keller, KCA
SMCAT questions and comments	All
SMCAT membership discussion	All
Cultural resources	Ruth Greenspan, ADOT Mark Brodbeck, HDR
Section 4(f)	Mark Hollowell, ADOT Audrey Unger, HDR
Preliminary discussion of air quality panel	All
Visitor comment session	Public Tom Keller, KCA

Meeting began at 6:04 p.m.

Tom Keller: Good evening everyone. Can we begin please? If you take your seats, we can get started. Thank you.

Welcome to the August 28 South Mountain Citizens Advisory Team meeting. We have a quorum so this is an official meeting.

I would like to welcome the members of community, press and ADOT team members.

We have a full program tonight so let's get started. The role of the SMCAT is to make a recommendation whether to build this proposed freeway. It is the sole responsibility of the team. We have scheduled presentations of the various topics so that the team has all the information necessary before making their recommendation.

There is a process in place for the public to receive answers to their questions. Murphy Hebert and Andy Jacobs are seated at the back of the room. They have blue question and answer cards that the public can use to submit their questions. If anyone here tonight has questions about this study, you have two options. You can write your question on the card and read the question yourself or you can write your question on the card and submit it for me to read. If you want me to read your question, please print it clearly on the card.

I would like to remind the SMCAT that the session feedback forms will be handed out at the break. Please complete your form and return it to the study team before you leave tonight.

We follow a code of conduct that says that the SMCAT, as well as the members of the public, are expected to treat each other with mutual courtesy, respect and dignity. Please make sure that you allow time for your question to be answered with an appropriate level of discussion throughout before asking follow-up questions. As you know, the SMCAT agreed to abide by these rules over a year and a half ago.

We seem to be having a continual problem with the light bulb for our presentation projector. It may be easier for you to follow along on your handout of the presentation that is located in your monthly packet of materials. As we proceed through the presentation, feel free to ask questions accordingly.

Does anyone have any questions since the last time we met? Or is there anything you wanted to discuss from recent articles in the press?

SMCAT Member: I have a question. Last week, I asked a question about economic impacts. I don't see that it has been answered.

Tom Keller: That is a good question. There is a document that we use to collect those questions from the SMCAT and the public that are unable to be fully addressed at the time of the meeting. We call this document the Parking Lot Issues Memorandum. Since the last meeting was only two weeks ago, we haven't had the time to answer any questions that came up in this document. Your questions at the last meeting will be included in the next Parking Lot Issues Memorandum.

SMCAT Member: Okay.

Tom Keller: In the August 12 meeting, the SMCAT voted that we have a discussion concerning the issue of SMCAT attendance. The operating agreement states that if an individual representing an organization cannot attend 65 percent of these meetings then the organization should find a replacement. Slide four in your packets shows the current roster and the associated attendance percentage. What is the pleasure of the team in regards to addressing this issue?

SMCAT Member: When you send your monthly e-mails to the team, do you get any response from the individuals who are not attending these meetings?

Tom Keller: Every month we send out two or three e-mails asking for acknowledgement that each person will be attending the SMCAT meeting. If we have not heard from anyone, we follow up with a phone call. Despite the lack of some people attending, we have had a quorum at every meeting.

Fred Erickson: There are a few organizations that do not have any representation at this time. For one reason or another, the representatives dropped out. The organizations that currently do not have representation are: Silverado Ranch, City of Tolleson and the Arizona Trucking Association.

Tom Keller: Yes, those organizations currently don't have a replacement member. You can see on slide four the current attendance percentage for these organizations as well as the attendance percentage for the other members. According to the operating agreement, you can request that we contact all the organizations whose representatives have attended less than 65 percent of these meetings.

Fred Erickson: Let me read from the operating agreement. SMCAT members are expected to attend the scheduled meetings and arrange for substitutes when absent. SMCAT members who can not attend at least 65 percent of the SMCAT meetings may be asked to identify a permanent replacement from their organization.

SMCAT Member: I would like to make a motion that you contact all the organizations that have representatives who attend less than 65 percent of these meetings to see if they may have another representative who would attend more frequently.

SMCAT Member: I second that motion.

SMCAT Member: Wait, what was the motion?

Tom Keller: The motion was that I contact those organizations that have representatives who are not attending 65 percent or more of these meetings so that they could perhaps send another representative who would attend. Did I state that correctly?

Affirmative response

Tom Keller: All in favor of this motion? Please hold up your hands so we can get the count.

Majority of hands were raised

Tom Keller: There are 15 in support and no one who is opposed. The motion passes.

At this point we will move forward with the topics. We will plan for a break somewhere around an hour from now. Are we all set?

No response

Tom Keller: Thank you. Ben Spargo with HDR will continue the presentation.

Ben Spargo: On slide nine, you can see the upcoming meeting topics. Tonight, we will be discussing cultural resources, Section 4(f) and the meeting format and panelists for the air quality panel. At the September meeting, we will be discussing the public comment summary, cumulative and secondary impacts and the costs associated with this proposed freeway. October 23 is the final scheduled meeting where we will be discussing social conditions, continuing our discussion about the air quality panel and talking about the SMCAT recommendation format.

As with the other topics that we have discussed, the study team works with a number of agencies concerning the issues of cultural resources and Section 4(f). These are such agencies as the Advisory Council on Historic Preservation. It is an important part of this study that we coordinate with these agencies and get their feedback.

The presentation tonight will follow our usual outline as shown on slide thirteen.

Tonight's first topic is cultural resources. Presenting will be Ruth Greenspan from ADOT's Environmental Planning Group and Mark Brodbeck from HDR.

Ruth Greenspan: Thanks Ben. To begin, I would like to define the terms and acronyms that I will be using tonight. What is the difference between prehistoric and historic? Prehistoric relates to the period of the past prior to written records. Historic would be the period of time from the beginning of written records. In Arizona, the earliest historical records are from the 1500s when Spanish explorers entered the area. The records become more prevalent in the 1600s with the establishment of Spanish missions in the area.

The National Preservation Act is referred to as Section 106. Section 106 requires federal agencies to take into account the effects of their projects on historic properties. I will discuss this in more detail a little later.

The National Register of Historic Places maintains the official list of historic properties and is administered by the National Parks Service.

Artifact scatter is an archaeological site that is manifested on the surface by a scatter of artifacts that lack the surface features that might help to define the type of site that has been encountered.

So, what are cultural resources? Cultural resources include prehistoric and historic sites, structures, places, landscapes and objects representing past human activity and cultural affiliation. Some examples that have been identified in the area include prehistoric and historic houses and farms, railroads, prehistoric and historic irrigation canals.

Traditional cultural properties or TCPs are places that a living community uses for traditional cultural practices rooted in that community's history. The South Mountains are considered a TCP. The Gila River Indian Community has passed a resolution declaring South Mountains a TCP, and the Salt River Pima-Maricopa Indian Community has passed a resolution in support of that resolution, and the Community's efforts to preserve the cultural and traditional significance of the South Mountain Range. The Colorado River Indian Tribes have also indicated that they consider the South Mountains to be a TCP.

Cultural resources are tangible, irreplaceable links to our past. They can provide direct links to our history, to our cultural practices, and to our sense of identity. Through scientific reconstruction of this history, we can better understand our past.

This process is also required by law. The South Mountain Freeway is a federal undertaking requiring regulatory compliance with Section 106. So this study requires that federal agencies take into account the effects of activities related to the proposed freeway on cultural resources that are eligible for inclusion in the National Register of Historic Places.

Not all cultural resources are eligible for inclusion in the NRHP. To be eligible for inclusion in the NRHP, properties must meet one of the following criteria. To be eligible under Criterion A, a property must be associated with events that have made a significant contribution to history. Criterion B properties are associated with lives of persons significant in history. Criterion C properties embody the distinctive characteristics of a type, period or method of construction from the past. Criterion D properties must have provided, or be likely to provide, information important to prehistory or history.

Typically, in order for a property to be eligible, it must be at least 50 years old, although younger properties may be considered for listing if they are of exceptional importance, such as with the World Trade Center area in New York, which achieved national significance after 9/11.

Additionally, to be considered eligible for the NRHP a property must retain integrity. There are seven aspects of integrity that are evaluated to address a property's eligibility: location, design, setting, materials, workmanship, feeling and association. It is not necessary for a property to retain integrity in all seven categories in order to be eligible, but it must retain sufficient integrity to convey its historical significance.

For example, although it is rare for relocated buildings to retain integrity, under some circumstances it might be possible for a building that is eligible under Criterion C because it is a particularly good example of a significant architectural style, to still be eligible even if it were physically moved from its original location. On the other hand, if a building is eligible under Criterion A because of its association with a particular battle of the Civil War, moving it to another location would probably cause a loss of integrity that would prevent it from retaining its significance.

At this point, I will turn the presentation over to Mark Brodbeck.

Tom Keller: While Mark is getting ready, I forgot to mention that we have Chris Boettcher sitting in on behalf of John Rodriguez with the Lakewood Homeowners Association tonight. Welcome.

Mark Brodbeck: My name is Mark Brodbeck and I am with HDR. My role on this study is identifying the area's cultural resources and assessing the impacts of these resources with this potential project.

As you know, this study has been going on for several years. The first cultural resources survey of the current study was performed in 2003. Of the initial alternatives that were proposed back then, many of the alignments were shifted to avoid area cultural resources. Because of the amount of cultural sites in the Study Area, not everything could be avoided. In the W55 Alternative, there are six sites that would be affected. There are several large prehistoric Hohokam sites, such as artifact scatters and agricultural fields. There is really a wide diversity of cultural resources here. All six sites were eligible under Criteria D so mitigation would be required. In the E1 Alignment, there are eight sites that would be affected. There is more of a diversity of prehistoric-type sites, such as lithic quarries which were resource areas where stone was obtained. One of the sites had petroglyphs, which are rare in this area since many have been obliterated by development. There are four prehistoric trail sites. These look like the trails that people use today, but the way we know they are prehistoric is that they have artifacts along the length of the trail.

As I mentioned earlier, some of the originally proposed alignments were shifted to avoid the area's cultural resources. However, there were three of these that would be unable to be avoided. They are the Phoenix South Mountain Park/Preserve, the Roosevelt Canal and the historic Southern Pacific Railroad. In the case of the park, it has been identified as eligible for the National Register of Historic Places under all four criteria (A-D).

SMCAT Member: On slide 21, there is a column labeled, “mitigation required” and it shows that none would be required for the Phoenix South Mountain Park/Preserve, the Roosevelt Canal and the historic Southern Pacific Railroad. What does this mean? Does this mean you would be doing nothing to preserve these cultural resources?

Mark Brodbeck: The labeling of that column may be the incorrect term. The canal and railroad would be left in place while only a portion of the area of the park would be used. The area of the park that is used would require some mitigation. The process for mitigating the park, including the mountain ridges, will be presented in the Section 4(f) presentation.

SMCAT Member: So, what is legally required when it comes to cultural resources?

Ben Spargo: Well, the Phoenix South Mountain Park/Preserve would qualify for a number of protections.

SMCAT Member: But there would be no legal requirement?

Ruth Greenspan: This presentation deals with Section 106. There are some protections that would be afforded to the park that would be afforded under Section 4(f), but not Section 106. This will be covered in the Section 4(f) presentation. Does that make sense?

SMCAT Member: It does. It seems that the current laws require mitigation for either the Section 106 or Section 4(f) elements. I understand; you don’t need to hold up the presentation any further for me. I think I understand what you are saying.

Mark Brodbeck: Well, some of what we are talking about relate to the TCPs. There are several Native American communities associated with the South Mountains. The TCPs in the area would be affected by the project. ADOT and the Federal Highway Administration are currently consulting with these tribes to identify their concerns. Because this is a confidential issue, I can’t really give the specifics.

SMCAT Member: ADOT and the Federal Highway Administration are consulting with the tribes related to the South Mountains?

Ruth Greenspan: As a part of this project, we are actually consulting with all the tribes in Arizona. However, with respect specifically to the South Mountains TCP, the four Southern Tribes, which include the Gila River Indian Community, the Salt River Pima-Maricopa Indian Community, the Ak-Chin Indian Community and the Tohono O’odham Nation, have deferred to the Gila River Indian Community to represent them in this issue.

SMCAT Member: Was the Hopi tribe consulted?

Ruth Greenspan: Yes.

Mark Brodbeck: I will continue with the presentation.

So what are the potential impacts after construction? The continued operation of the freeway could directly impact the availability of access to cultural resources. As a potential cumulative affect, planned growth adjacent to the proposed freeway could impact cultural resources.

If the project were not constructed, there would not be any impacts to area cultural resources. Unlike certain private sector developers, ADOT and the Federal Highway Administration are required by law to minimize impacts on cultural resources. However, many of the cities have preservation ordinances that the private sector developers must follow. The Phoenix South Mountain Park/Preserve would stay protected from development.

Ruth Greenspan: I would like to expand on what Mark said about project impacts being reduced or eliminated. The archaeological sites are tested and go through a data collection process. If we can obtain information from the site through controlled excavation, then we aren't losing any information. So the idea is that we would excavate and recover as much data as we could prior to the freeway construction.

SMCAT Member: Who would pay for this data collection?

Ruth Greenspan: Generally, it is the agencies that pay.

Mark Brodbeck: Yes, in this case it would be the Federal Highway Administration.

SMCAT Member: I got here late, who are you two?

Ruth Greenspan: My name is Ruth Greenspan. I work with ADOT's Environmental Planning Group as a Historic Preservation Specialist.

Mark Brodbeck: I am Mark Brodbeck. I am with HDR.

SMCAT Member: I have two questions. ADOT has been downplaying the importance of the South Mountains because it is undeveloped land. It is my opinion that any destruction to this undeveloped land would have great impacts. Why are ADOT and HDR downplaying this? I know that Arizona State University has been performing studies on the South Mountains and they have been taking the opposite approach. I am getting sick of you downplaying the importance of undeveloped land.

My other question I had was that it seems like you said that there are no cultural sites where the proposed freeway would be constructed. I think we talked about in general already but there are a number of sites that are extremely significant to the Gila River Indian Community.

Ruth Greenspan: Slide 20 shows the prehistoric sites that would need to be mitigated should the freeway be constructed.

SMCAT Member: That graph is confusing.

Mark Brodbeck: A couple of the archeological sites are in the South Mountains. The physical elements weren't encountered by the survey for the project. The City of Phoenix Historic Preservation Department is working on the historic designations for the South Mountains under all four criteria (A-D).

SMCAT Member: I am aware of that. I live on the South Mountains.

Mark Brodbeck: More information will be available as the city develops it. From our end, a detailed cultural survey of the entire park wasn't feasible. So, the Phoenix South Mountain Park/Preserve was evaluated as a whole.

Ruth Greenspan: I don't think we are trying to downplay the value of the park and its open space. The park is valuable on many different levels. As it relates to a prehistoric and historic site, none of those features were identified within the proposed freeway corridor. In regards to the open space, this project would only be using 32 out of the 16,000 acres of park land. The open space that makes the park so special would not be significantly reduced.

SMCAT Member: We could go around all day on this. I know people who would strongly disagree with you on your last statement.

SMCAT Member: When you mitigate an archeological site and you collect data, what kind of time limit do you have? Do you finish when all the data has been collected?

Ruth Greenspan: Before we start the data collection process, we develop a data recovery plan that poses various research questions. We try to see what questions can be answered by the particular sites. We would invite the Native American communities, the City of Phoenix and other agencies to review the plan. Once everyone is in agreement about the goals of the research, then we would make the decisions about how we would achieve those goals.

SMCAT Member: The reason I asked the question is because of the truly significant crime that occurred recently during the cultural data recovery process for the expansion of Roosevelt Lake. The process wasn't even completed before the water was released for this expansion. I think this is a big concern. So, will the same thing happen here? Will you be doing your testing then all of a sudden you have to shut your operation down prematurely so that the freeway can be constructed? How does the cultural recovery timeframe relate to the freeway construction timeframe?

Ruth Greenspan: I am not truly aware of any instances where ADOT or FHWA have stopped the cultural resource data recovery process because of a construction timeframe.

Mark Brodbeck: Yes, it is usually the opposite.

SMCAT Member: So, if the cultural data recovery was not completed, the construction would have to wait?

Mark Brodbeck: ADOT has done this with most every project in the Valley. I am not sure what the situation was in the Lake Roosevelt expansion, which wasn't an ADOT project. Should the South Mountain Freeway be built, the cultural resource component could take a year or two before it would be completed.

SMCAT Member: Wouldn't there be some cultural sites that are found during the construction process? What happens then?

Ruth Greenspan: ADOT has a programmatic agreement with the consulting parties. It spells out the procedures by which known and unknown cultural sites are investigated. If a cultural site is discovered during construction, the agreement calls for halting the construction until the appropriate data recovery process is used on the site.

SMCAT Member: So, there is that chance of coming across a site in which you weren't aware?

Ruth Greenspan: There is that chance, but it is very rare that this happens because we do our homework. Occasionally, we may find a cultural feature but rarely do we find a site. In the programmatic agreement, there is a discovery clause that says in the event a cultural site is encountered, all construction must stop immediately and ADOT's lead engineer is notified. At that point, all the appropriate people are contacted and a decision is made on how to continue.

SMCAT Member: I need clarification. You said that cultural resources were afforded protection under Section 106, correct? So, if you were lopping off 40 acres of a historic battlefield, would that require mitigation? It seems that the whole of the park is greater than the sum of its parts. Is there something else that would recognize this?

Ruth Greenspan: In your example, the 40 acres of the battlefield could be eliminated as long as the battlefield would still retain the qualities that made it important. When the City of Phoenix finishes their study on the Phoenix South Mountain Park/Preserve, there may be something that could come up like that. Our research so far indicates that there are no features of historic significance to the Park within the Study Area.

SMCAT Member: What do you hope to achieve in your negotiations with the Gila River Indian Community?

Ruth Greenspan: I would think it would be a situation where all the consulting parties are satisfied and feel that they were treated fairly.

SMCAT Member: Are you are promoting mitigation for the South Mountain TCPs?

Ruth Greenspan: We are working with the Gila River Indian Community, some of the proposed mitigation has been proposed by them.

SMCAT Member: I have two questions. I have been to Jamestown where I saw that they had designated a latrine of Benjamin Franklin as a historic element. When do you decide this was a trash site? When do you decide that something like this is historic and how much work is done? Do the same rules apply for private land as are used for public land?

Mark Brodbeck: The answer to your first question goes back to what Ruth said. There has to be a reason why we are excavating this site. What are we looking for? What type of sampling strategy would be used? That would indicate how much work is performed.

Ruth Greenspan: The federal responsibilities are the same regardless of who owns the land. Different jurisdictions may have different requirements.

SMCAT Member: I actually was more concerned about the rules that govern private property. What happens if a cultural resource is discovered on my property as a part of this project and then the project is cancelled? Now I would have to deal with the mitigation?

Mark Brodbeck: No, private landowners are entitled to do what they want with their land. Should a burial sites be discovered on you property, you are required to report that. In terms of the TCPs, this information is being held confidential. No one knows these locations except the Native American community, ADOT and the Federal Highway Administration.

Ruth Greenspan: Yes, that information would not be public.

Tom Keller: Is there anyone else who has not yet asked a question?

No response

Tom Keller: It is now 7 p.m.

SMCAT Member: Can we take our break?

Tom Keller: Yes. We will take our break now. Please be back at 7:10 p.m.

Break taken at 7:00 p.m.

Tom Keller: Please take your seats. Let's get started.

I have two important announcements. One, the cookies are in the back of the room. The other announcement is that the last couple of weeks we have had a few instances where the chairs people have been sitting on have snapped. Please keep this in mind. If you catch yourself leaning back, it may not be a good thing.

Folks, before we resume, I have a reminder. We may have a large amount of questions that people submit on the blue question cards tonight. If you are submitting questions, please prioritize them for me since I may not be able to get to all of the questions. Any questions not addressed will be added to the Parking Lot Issues Memorandum.

Ben, if you could get us started.

Ben Spargo: The second presentation tonight is on Section 4(f). Mark Hollowell is here from ADOT's Environmental Planning Group and Audrey Unger is here from HDR. They will be presenting on this issue.

Mark Hollowell: I want to thank Ruth and Mark for a very interesting and good presentation. I am here to present the background of why we study Section 4(f). Audrey will discuss the resources as they would or wouldn't be impacted in the Study Area.

You can see on the screen the list of acronyms related to Section 4(f). We will make references to each of these tonight.

Section 4(f) is a section within Title 49 of the U.S. Department of Transportation Act of 1966. Section 4(f) essentially says that the federal government can only approve a transportation project from certain categories of public and protected lands if there is no prudent and feasible alternative to using that land. The term feasible refers to the constructability of a project and whether or not it can be built using current construction methods, technologies, and practices. The term "prudent" refers to how reasonable the alternative is, in essence, whether or not it makes sense.

An example right out of one of our current environmental clearances cites the potential impact of a Section 4(f) resource on a high school in a small Arizona town. The citation is from FHWA's Code of Federal Regulations: 23 CFR sub-section 771.735(p). It reads as follows:

Given a range of options, a transportation agency must select an avoidance alternative if that alternative is both feasible and prudent. The Secretary of Transportation can only approve this type of freeway project if measures are developed during the planning phase of the project to reduce proposed impacts to a resource.

There are several properties in the Valley that have received Land and Water Conservation Fund Act monies to assist with the acquisition and development costs of outdoor recreation sites and facilities. This granting mechanism, the Land and Water Conservation Fund Act (LWCFA), is administered by the Interagency Committee for Outdoor Recreation (IAC) and the Department of the Interior National Park Service (NPS). IAC and NPS approval is necessary if there are impacts to resources utilizing LWCFA funding.

Section 6(f), also of the U.S. Department of Transportation Act of 1966, protects from permanent conversion to non-recreational uses, properties that have received LWCFA monies. If the conversion of protected land is unavoidable, Section 6(f) requires that replacement lands of equal value, location and usefulness are provided as conditions of approval for land conversion.

Section 4(f) and 6(f) are often discussed together because it is not uncommon for recreational resources to receive LWCFA funding, making Section 6(f) integral to the Section 4(f) process.

In the 1960s, the United States recognized the need for a national policy focusing on the development of transportation facilities and the protection of public parks, recreation lands, wildlife and waterfowl refuges and historic sites. Public schools may be considered Section 4(f) protected facilities if they provide walk-on public use without prior notification to the school. For example, if the school is open to play after hours, then it qualifies as a Section 4(f) protected resource that must be avoided from any action that would diminish the value of the resource—unless it were demonstrated there were no feasible and prudent alternatives available.

Federal, state and local officials have been tasked with interpretation of what constitutes a significant resource and therefore what is afforded protection under Section 4(f). For example, the State Historic Preservation Office (SHPO) addresses properties that are eligible for the National Register of Historic Places.

Both Section 4(f) and 6(f) properties are located in the Study Area. Some Section 4(f) properties would be located near the action alternatives but not impacted while others would be directly impacted by the action alternatives. Audrey will discuss these with you in just a moment. Although there are, in fact, Section 6(f) properties in the Study Area, none would be impacted by the action alternatives and thus, the topic of 6(f) will not be addressed further tonight except as perhaps a general or casual reference.

Audrey Unger will now continue our discussions on 4(f) properties.

Audrey Unger: Thank you, Mark.

SMCAT Member: So what is considered a walk-on public use of a school? What if the school has the grounds locked but they are available for the public if they get permission to use the facility with advance notice?

Audrey Unger: That is a very good question. I will tackle it in my presentation. If I don't answer your question, please let me know.

There are two types of impacts: direct and indirect. Direct impacts are the conversion of protected properties to a transportation use. An example of a direct impact would be the conversion of a portion of South Mountain Park into a transportation corridor. Indirect impacts are proximity impacts that substantially impair attributes qualifying a resource for protection under Section 4(f). These could include increased noise levels, changes to important viewsheds and obstruction of access. It is important to understand that indirect impacts only result in an indirect use, also called a constructive use, of a protected property if they substantially impair the attributes qualifying the resource for protection under Section 4(f). There are no constructive uses of Section 4(f) properties in the study area; however, to illustrate the concept of an indirect use, I would like to provide a hypothetical example. An example of an indirect use would be if there was an amphitheater next to the proposed freeway. If the noise level from the freeway substantially increased noise levels so much that audiences couldn't hear the events in the amphitheater then this would mean that the freeway caused the amphitheater to no longer function as originally intended. This would be a substantial impact resulting in a direct use.

The other thing to understand is that, according to the law, once there is a direct use of a Section 4(f) property, there is no requirement to analyze the indirect impacts to the rest of the property. This doesn't mean that we wouldn't be required under the National Environmental Policy Act to do so, just not under Section 4(f). For instance, in the Draft Environmental Impact Statement, under NEPA, there is a discussion about noise impacts on adjacent lands in the Noise and Land Use sections and a discussion of impacts to viewsheds in the Visual Resources section.

Let's talk about the 4(f) resources in the study area, how we categorize them as Section 4(f), or not, and what the potential impacts would be. Existing and planned trails whose sole or primary purpose is recreation are Section 4(f) resources. All eligible trails in the South Mountain study area are part of the Maricopa County Regional Trails System. Slide 34 shows the Maricopa County Regional Trails System. None of these trails would be impacted by the proposed freeway because the freeway would be designed to avoid the trail, where possible, or to span the trail. Regardless of whether a trail is determined to be Section 4(f) or not, it is the FHWA policy to maintain the connectivity of recreational trails wherever possible.

Outdoor recreational amenities associated with public schools may be considered Section 4(f) resources. We have several Section 4(f) schools on the western side of the study area and none currently on the east side. That said, Section 4(f) eligibility of Kyrene schools is

ongoing pending new information from the school district. Even if we end up reclassifying the schools recreational areas as Section 4(f), there will be no direct or indirect use of any of the schools near the E1 alignment, so the treatment of these schools will not change regardless of whether or not they are classified as Section 4(f).

To qualify for Section 4(f) protection, recreational areas must be available for walk-on public use. This means that there is no need to notify the school to use their outdoor recreational areas after school hours. The presence of a fence usually is a sign that a school does not allow walk-on public use, but we check with the school district to confirm which schools allow this. It is important to understand that it is not the school buildings or the fact that it is a school at all that is considered under Section 4(f)—it is just the outdoor recreational component that is looked at.

As was mentioned in the cultural resources presentation, cultural resources eligible for the National Register of Historic Places under criteria A, B, and C are considered Section 4(f) resources. The SHPO and other consulting parties are consulted on all cultural resources eligibilities and that information determines what will be proposed as Cultural Section 4(f). Unlike recreational areas, cultural resources can be privately held and receive Section 4(f) consideration. Slide 37 shows that there are no cultural resources qualifying for Section 4(f) in the western section, but of course, the Phoenix South Mountain Park/Preserve and the Traditional Cultural Property in the east section would be impacted by the E1 Alternative.

Existing and planned parks are also considered Section 4(f) resources if they are publicly owned and their primary purpose is recreation. Section 4(f) parks are shown on slide 38. An example of a park that is not publicly owned is one that is owned by a home owners association.

In some cases publicly owned parks or parts of publicly owned parks may not be considered Section 4(f) resources if the park or portion of the park has a primary purpose that is not recreational. An example would be Estrella District Park, which on this map is the Southwest (Estrella) City Services. The city services complex includes a fire and police, and city offices [which are not 4(f)] and a 100-acre park. Part of the park includes a retention basin whose primary purpose is obviously collect run-off, so this part of the park would not be considered Section 4(f).

Of course in the Eastern Section, you have the Phoenix South Mountain Preserve/Park, which has tremendous value as a Section 4(f) property—significant publicly owned park, as a historic property and as a traditional cultural property. Under Section 4(f), even the smallest portion of a protected resource that is taken must be taken into consideration. Even if 1 acre of the SMPP is taken, ADOT is obligated to avoid the resource to the extent possible. If there is no prudent and feasible way of avoiding the park, then ADOT is tasked with minimizing harm to the Section 4(f) resource as much as possible.

Through an iterative process, the proposed freeway alignments in the western section, including the W55 Alternative, were adjusted to avoid direct use of Section 4(f) properties. Some Section 4(f) resources remain close to the proposed alternatives and while there are indirect impacts, they would be minor, would not impair the use, and thus would not constitute a constructive use.

In the eastern section, the E1, if constructed, would result in direct and indirect impacts to Section 4(f) resources.

You can see on slide 40, which Section 4(f) properties were avoided by adjusting the proposed alignments. In the case of South Mountain Park/Preserve, the alignment was shifted to minimize the amount of land that would need to be acquired for the freeway. In 1988, the estimated amount of Phoenix South Mountain Park/Preserve land that would be needed was about 40 acres. After the alignments were adjusted, the current amount of land needed is closer to 32 acres—8.5 acres less than proposed in 1988.

Are there any questions?

SMCAT Member: On slide 40, it looks like the E1 Alternative has been shifted completely out of the Phoenix South Mountain Park/Preserve. In the past, we have been shown this alignment shifted more to east. The materials you are showing us don't seem to match.

Ben Spargo: To the best of my knowledge, the E1 Alignment that is shown here is the same one that is on the original. Much of the acreage from the park that was saved was along First Avenue. But in general, the alignment hasn't changed as you go through the park.

SMCAT Member: No, it has changed based on my own documentation. It has moved to the east. We even had a discussion of this in a past SMCAT meeting. It was mentioned that this would have to be discussed with the City of Phoenix. You told us that yourself.

Ben Spargo: The legal documents we have let you review show the 200-foot utility easement that is in our records. That is almost the exact horizontal alignment of the proposed roadway.

Tom Keller: Did you want to follow up on this?

Ben Spargo: We didn't try to manipulate where this alignment was going.

Tom Keller: We will verify this for you.

SMCAT Member: Okay.

Audrey Unger: Implementation of the E1 Alternative would directly and indirectly affect Section 4(f) resources. ADOT would need to acquire portions of Phoenix South Mountain Park/Preserve. The freeway would be constructed to span the Sun Circle/Maricopa Trail in the park to limit disturbance. The freeway would be constructed through a portion of the South Mountains TCP and would affect access to other portions of the TCP.

If the freeway were constructed, post-construction impacts would include: increased traffic-related noise levels on adjacent land, changes to the visual settings of properties from the presence of freeway, and changes in access to certain properties. An example would be the Sachs-Webster Farmhouse. If the W101 Alternative had been selected as the preferred, it would obstruct the Baseline Road Access, but in consultation with the landowner it was agreed that ADOT would construct an alternate access to the farmhouse a little further west. Because there would be new access, access to the property overall would not be substantially impaired and the modified access would not constitute a constructive use.

If the freeway were not constructed, there would be no project-specific impacts. But, that doesn't mean that Section 4(f) properties wouldn't be impacted by the Valley's continued growth and subsequent urban development. Unlike FHWA and ADOT, certain private sector developers are generally not required by law to minimize impacts to Section 4(f) properties.

Examples of how the impacts can be reduced or eliminated include: designing the freeway to avoid or minimize direct impacts, constructing barriers to reduce noise levels, reduce visual impacts by blending the freeway with the surrounding environment (e.g. clustering plant materials in an informal pattern to break up the hard line of the freeway, using earthen colors on light poles and overpasses to help them blend better with the surrounding environment, and adding vegetation buffers to screen views of the freeway and the sound walls).

ADOT could also provide freeway underpasses or culverts that could be used for pedestrians, equestrians, wildlife, and so forth. ADOT could provide areas for parking and access to trailheads, acquire additional lands to replace those used for the freeway and continue coordination with Native American communities to minimize impacts to features within South Mountains TCPs.

SMCAT Member: Since you ended your presentation on mitigation, do you have a picture or rendering of a 200-foot vertical cut through a mountain ridge?

Audrey Unger: I believe that issue was discussed in the visual resources presentation so I don't have anything handy tonight.

Ben Spargo: The presentation shows examples of slope cuts along State Route 51. I don't think the cuts in the South Mountains will be an easy thing to do. On State Route 87, ADOT has stained the rocks to downplay the slope cuts.

Tom Keller: I believe there were a few slides showing this a couple of meetings ago.

SMCAT Member: So, it is your determination that none of the schools in the E1 Alternative are Section 4(f)?

Audrey Unger: In the Eastern Section?

SMCAT Member: Yes.

Audrey Unger: We recently received information from the Kyrene School District so we are in the process of updating this information.

SMCAT Member: On slide 43 you state that stopping this freeway project would not prevent a loss of Section 4(f) properties due to urban development. I don't think that private developers would build a road through Phoenix South Mountain Park/Preserve.

SMCAT Member: I am glad to hear that you are reexamining the Section 4(f) schools. On slide 35, I don't see Desert Vista High School listed.

SMCAT Member: Kudos to ADOT on what they have done with the highway that leads to Payson. They actually put fake slurry in and obviously had their outdoor artists going to town. And now the boulders won't fall on your head.

We have a representative on the SMCAT from the Kyrene School District. But yet, the schools in the E1 Alternative aren't shown on your maps as Section 4(f) properties.

Also, when you talk about mitigation, I am hoping that you use shorter light poles. Near the Scottsdale Airpark, these poles are very short. As soon as you pass, they shoot up to 200 feet. I am sure they had to be approved so that they function well.

Mark Hollowell: The shorter poles are used due to the proximity to the airport.

SMCAT Member: I know that but why can't they be used as a part of this potential project?

Mike Bruder: The shorter light poles are not as efficient as they really should be. In a project, such as the South Mountain Freeway, if shorter light poles were used, there would need to be a lot more poles than if the standard height was used.

Ben Spargo: I think this was addressed in the visual resources topic. ADOT would make an effort to restrict light from going into those areas that currently don't have light. The proposed freeway lighting would also be directed away from residential areas.

SMCAT Member: I was thinking about the people that have their houses on the mountain that currently look into the darkness at night. Should this freeway be constructed, they will then be looking at a neon ribbon of lights. I just wonder why you can't think outside the box to find a better alternative.

Ben Spargo: Limiting light pollution would be part of the mitigation strategy.

SMCAT Member: I would like more explanation about the oversight about not including schools along Pecos Road in your Section 4(f) presentation.

Audrey Unger: Basically, it comes down to the public walk-on availability. This depends on how the school district wants to portray their schools. If there are "no trespassing" signs on school grounds then that's a strong indication the school doesn't have full walk-on availability.

SMCAT Member: What about the freeway noise that would impact the learning development of the students at these schools adjacent to the freeway?

Ben Spargo: This would be addressed in the noise mitigation.

Amy Edwards: For clarification purposes, what we showed you tonight are the Section 4(f) schools. We know that there are many other schools out there.

SMCAT Member: Several meetings ago, I asked what ADOT was doing regarding a chunk on land on the 51st Avenue alignment, which is private land. We have been discussing this off and on and I was told that we would be going into details at this meeting. It is obvious that this has been bypassed. Is ADOT going to be acquiring this land for the Phoenix South Mountain Park/Preserve?

Ben Spargo: That would be one of the strategies.

Audrey Unger: Measures to minimize harm must be agreed upon by the landowner, in this case the City of Phoenix, and ADOT that would need to be agreed upon by the landowner/City of Phoenix, and ADOT. ADOT would work closely with the city on finding replacement lands of equitable value. A representative from the city would need to be here to discuss that issue.

SMCAT Member: I have sat at this table for over a year and nothing has seemed to be happening. In fact, nothing is still happening. The interpretation on what qualifies as a Section 4(f) property near the South Mountains is subjective.

Typically, lawsuits will add years to the construction timeframe. ADOT says this project needs to be on the fast track. Why would ADOT want to select an alignment that is sure to incur many lawsuits?

Ben Spargo: As we have discussed in previous meetings, there really is no reasonable or prudent option of not going through the South Mountains since we can not consider any options on Gila River Indian Community land.

SMCAT Member: Well, there is another alternative. Don't construct the freeway.

Ben Spargo: Yes, we are looking at the No Action Alternative as well.

Tom Keller: Are there any other questions by someone who hasn't asked a question for this topic?

No response

Tom Keller: Well, let's move on to the final agenda item. We want to begin to prepare for the future air quality meetings.

SMCAT Member: It is my understanding that in order for ADOT to acquire any portion of the South Mountains, it would require a public vote.

Audrey Unger: In 1985, the city adopted provisions that prevented a roadway from going through preserve land without having a public vote on the matter. This provision was ratified by the state legislature; however, it stated that a vote would not be necessary for any planned roadway that was in the state transportation plan on or prior to August 15, 1990.

SMCAT Member: Well, the legislation is different between the state and the city. The state exempts this corridor from the South Mountains. The city legislation states that any part of a mountain preserve land would need to go to a public vote.

Audrey Unger: The way I understand it, the precise location of this proposed freeway is not the under the purview of the legislature, but rather the state transportation board. The legislature simply allowed the creation of a freeway through the preserve if it was in the state highway plan prior to the date I mentioned.

Tom Keller: Okay. Thank you. Now back to the air quality discussion. We have mentioned the last couple of months that we are considering having two air quality panel discussions. One meeting would be prior and the other post public release of the Draft Environmental Impact Statement. Does everyone remember that discussion? Fred and I took the liberty of putting a few slides together. The slides will guide the decision making about the specifics related to both of these meetings. What do you think?

No response

Right now, the time is 7:55 p.m. We have a significant amount of time left to have this discussion and then answer some public questions.

SMCAT Member: There is already an air quality summary on the study Web site. Couldn't we begin with what has already been published?

Amy Edwards: The air quality analysis has changed over time. There as been additional analysis, such as with mobile source air toxins. The summary on the Web site would only give you an understanding about what was presented at that time.

SMCAT Member: The copy I am familiar is dated February 2006. So you are saying that this would be out of date?

Amy Edwards: Yes, there has been additional analysis since then.

SMCAT Member: I would be interested in learning about the affects on health at schools located near freeways. Perhaps we could get someone to attend one of these meetings that has done this research.

Fred Erickson: Do you have anyone in mind?

SMCAT Member: I don't have any names with me tonight, but I can provide them to you later.

SMCAT Member: I would like to see what the human impact is on air quality and how it affects things such as the animals in the Phoenix South Mountain Park/Preserve. I want to make sure that ADOT and HDR have done all their research. I would like to see someone on the panel who is an expert on the air quality impacts to the land itself?

Tom Keller: Does anyone else know of anyone?

SMCAT Member: I think someone from Arizona State University should be a part of the panel.

SMCAT Member: I would like to see someone on the panel who is familiar with the NEPA process.

SMCAT Member: Ahwatukee is in a unique location. Should the freeway be built, the prevailing south wind would push the freeway exhaust into the residential areas on the South Mountains. Is there someone who can address that issue? Is that a specific or general issue?

Amy Edwards: I think what we need to capture here tonight is what your interests are and if you know someone who would want to participate on the air quality panel.

SMCAT Member: I don't know of anyone.

SMCAT Member: I have heard two of our committee members express an interest to hear more about the science and why it is important. I suggest we bring in one to three air quality experts, people who are familiar with the air quality in regards to freeways in general and have specifics about the status of air quality in the Valley.

SMCAT Member: I have heard that there is an issue with air quality modeling and that the Valley hasn't been meeting the federal standards. I would like to hear more about this. Has it been demonstrated that we would be close to what the model shows after the South Mountain Freeway would be in place?

Ben Spargo: I think we can find someone who has the background and the technology and we can look at people who have experience with other projects for pre- and post-construction type research.

SMCAT Member: The area topography creates its own air quality issues especially in regards to temperature inversion. I think we should have an air quality panel member who is a meteorologist who knows information about topography and how it affects weather cycles.

SMCAT Member: The layout of the freeway alignment would cross through a 24-hour sand and gravel operation. I have heard that the mitigation for this would be state-of-the-art street scrubbers. I do not see this as a good solution. Does the Department of Environmental Quality put regulations on these projects so that the restrictions will not be placed on private companies?

Tom Keller: How would this be addressed?

Amy Edwards: So the issue is with construction dust?

SMCAT Member: No, the freeway running through a sand and gravel operation.

Amy Edwards: You mean the issue of dust abatement?

SMCAT Member: With the freeway next to a sand and gravel operation, there will be a constant movement of air from the traffic. This will cause more dust to be in the air. I don't think that street scrubbers would be a proper mitigation technique. However, I don't think that restrictions should be placed on the private company.

Tom Keller: So, you want someone on the air quality panel who could address this?

SMCAT Member: The freeway would be right next to the river bottom. I think the air pollution would go right into the bottom and sit.

SMCAT Member: I think you should get someone on the panel from the Arizona State University College of Sustainability. I am not that familiar with them but I think ADOT has connections with that college.

Also, the text on slide 49 mentions that Maricopa County will be a part of the panel. Is this so they can give us information or is it so they can be grilled about past information they have given us.

Tom Keller: They would be part of the air quality panel that is post-public release of the Draft Environmental Impact Statement.

SMCAT Member: Can we ask them why they did what they did?

Ben Spargo: The purpose is to discuss what has been reported in the Draft Environmental Impact Statement.

SMCAT Member: That's fine. I was just not sure what the intent was.

Tom Keller: A reminder that tonight is just for brainstorming.

SMCAT Member: I have some suggestions for the meeting scheduled after the release of the Draft EIS. The panel should include representatives from the Arizona Department of Environmental Quality and Maricopa County Air Quality. The ADEQ has modelers who would be very useful in helping to explain the modeling process that was done. Maricopa County has a lot of existing data that they could bring, including information about the Valley's air quality rules and regulations.

Tom Keller: Do you have specific names?

SMCAT Member: I do. I have already initiated contact.

SMCAT Member: I would like to get a current update as far as today's air quality status in the Valley and the level of compliance.

Ben Spargo: Air quality for the region?

SMCAT Member: Yes, for the region and for any localized monitors that would be close to the Study Area.

Tom Keller: Would this include people from the agencies just mentioned?

SMCAT Member: Yes.

SMCAT Member: It would be helpful if they could also discuss the new ozone standards for the Valley.

Tom Keller: This is good. Would it be appropriate for Fred or me to put these thoughts together and then feed it back to you? In the meantime, we would do some research on the resources that were mentioned.

Affirmative response

Tom Keller: As always, you can forward any more thoughts on this subject through e-mail. I suggest that we block out some time on the next agenda to spend on this. Is this reasonable?

Affirmative response

SMCAT Member: Do you know any more information about when the Draft EIS will be released?

Mike Bruder: The timeframe is still up in the air.

Tom Keller: We will now take public questions. I have a number of them here already. If we don't get to all of them, the remainder will be answered in the Parking Lot Issues Memorandum. Are you all ready?

No response

Public Written Question: The original ADOT rights of way over South Mountain Park were grandfathered. But the original 1985 scope was much smaller. How has ADOT answered this change in scope and essential violation of the original right-of-way?

Mike Bruder: ADOT doesn't own any right-of-way in the proposed South Mountain Freeway corridor within the park. ADOT owns a few bits and pieces in other locations along the corridor outside of the park.

Public Question: But the purchase of land was based on the original scope. Now the scope has changed.

Mike Bruder: From the 1985 proposed alignment, ADOT has reduced the amount of acres of right-of-way needed in the park from 40 to 32 acres thus lessening the impact.

SMCAT Member: I think he is speaking about the freeway alignment in general.

Public Question: In the scope, the impact would be significant.

Audrey Unger: The intent of the legislation was the idea of putting a roadway through a public park that had already been planned—South Mountain Freeway. It excluded other freeways not being considered at that time.

Public Question: I understand the intent of the legislation. Your response didn't answer my question.

Public Written Question: If the proposed highway, South Mountain Freeway (Loop 202), was built, would Ahwatukee's air quality be the same, get worse or improve?

Amy Edwards: That topic will be discussed when we have the SMCAT meetings on air quality.

Public Written Question: If living near a major highway, such as the proposed South Mountain (Loop 202), adversely affects air quality, does it then shorten the human lifespan and, if so, how much shorter is one's lifespan? Would one of the ADOT and HDR Engineering personnel be able to bring in outside experts to comment on this and explain how poor air quality affects the body?

Mike Bruder: That will be one of the items that the air quality panel will discuss at the SMCAT meetings on air quality.

SMCAT Member: A few years ago, I believe Brigham Young University did a study on air quality with the conclusion that a person living in high air pollution levels can lose 1 percent of their lifespan.

Public Written Question: You stated that if during the construction of a highway, historic artifacts are found, construction stops. Who makes the decision to stop the construction? Is there actually an employee that looks for these artifacts as the ground breaking equipment moves soil? Is it considered a crime to disturb known Native American tribe's artifacts during highway construction?

Ruth Greenspan: In the construction contract, should cultural resources be encountered during construction, the contractor is obligated to stop the construction activity and notify the ADOT lead engineer and historic preservation team. At that time, a professional judgment would be made about how to continue.

Mark Brodbeck: Depending on the construction activity, there is usually an archeological monitor that is present at the construction site.

Ruth Greenspan: If we knew that construction was taking place near known cultural resource sites, the archaeological monitor would be present at that location.

Mark Brodbeck: We wouldn't be excavating every square inch of the site where construction could encounter cultural resources. We don't have those resources.

Public Question: Isn't that a crime?

Ruth Greenspan: That may depend on the jurisdiction of the land.

Mark Brodbeck: The answer to that question is no, as long as the proper compliance process is followed.

Public Written Question: Since State Route 801 will connect to the proposed South Mountain Freeway from CANAMEX thus allowing Canadian and Mexican trucks a direct path into Phoenix, will the air quality report for the EIS include the emissions from the trucks of the other countries mentioned? I bring this up because the other nations mentioned do not have the air quality standards for their trucks as we do in the United States.

Mike Bruder: The proposed South Mountain Freeway and proposed State Route 801 would not be part of the CANAMEX Corridor.

Tom Keller: Are there any final questions?

SMCAT Member: Awhile back we extended offers to other organizations for them to have representatives join the SMCAT. I don't know why we would allow someone to join the SMCAT now when we are so late in this process.

Tom Keller: The SMCAT agreed that there should be a limit on membership of 30 people. The current membership now stands at 27 people.

SMCAT Member: The member that I think should be allowed to join is from an organization that the SMCAT had earlier extended an offer. Would this need to be voted on or can the person just show up?

Tom Keller: I believe the SMCAT will need to decide this matter.

SMCAT Member: Does anyone oppose this addition to the SMCAT? The organization is located near Pecos Road from Central to 17th avenues.

SMCAT Member: Which organization?

SMCAT Member: The organization is Club West. This organization is definitely going to be affected by the South Mountain Freeway.

SMCAT Member: Since they are part of the original list, I don't have a problem with adding the representative from Club West, just as long as the representative gets him or herself up to speed on their own time and doesn't ask questions on topics we have already covered.

SMCAT Member: So, do we need to make a motion?

Tom Keller: Please wait one minute. Fred is checking the operating agreement.

Fred Erickson: The operating agreement states that the SMCAT will determine if new or replacement organizations should be included in the membership. I would say that requires a vote.

SMCAT Member: Membership was offered to them before. Now, someone wants to participate.

SMCAT Member: I think we should shore up our current membership list before we bring new members in to the SMCAT.

SMCAT Member: Club West is the largest homeowners association in the Study Area. They have the highest number of homes that would be directly affected.

SMCAT Member: I would say that they had their chance earlier when the offer was extended to them.

SMCAT Member: I wouldn't say that.

SMCAT Member: Why are they all of a sudden interested after we have been meeting for two years? I don't think the whole group should have to backtrack for them.

SMCAT Member: I don't see that happening. They won't be driving the schedule.

SMCAT Member: They will most likely be asking questions that have already been asked.

SMCAT Member: At this point in the meeting is the only time our group deviates from the topics.

SMCAT Member: It seems to me that any organization that would be directly affected by the proposed alignment should be invited to participate. I make a motion that we invite them to participate.

SMCAT Member: I second the motion.

SMCAT Member: I think you should state the name of the organization in question who you would like to add.

SMCAT Member: I make a motion that we invite the Foothills Club West Homeowners Association to be a part of the SMCAT.

SMCAT Member: I second the motion.

SMCAT Member: Do you know if they already have a representative?

SMCAT Member: Yes. They have someone here with an interest in participating.

SMCAT Member: Do you know if this person would be representing the entire homeowners association?

Tom Keller: The SMCAT operating agreement requires that all representatives inform their respective groups about the information that is given to them and discussed in these meetings.

SMCAT Member: So we are bringing someone in who is showing up at the last minute and, although we have been here for two years, they can vote on the freeway recommendation just like the rest of us?

SMCAT Member: I took the place of the person before me and it took me awhile to get up to speed on the project information. This organization had their opportunity. Are we going to constantly look for new SMCAT members or is this a one time deal?

SMCAT Member: I don't think that would be a bad thing to add more SMCAT members. I think the more opinions we have, the better.

SMCAT Member: I think adding this member is no different than what we have with the members who have low meeting attendance.

SMCAT Member: I think this would be a different situation if the organization that we were considering adding was new to the list. They were one of the groups that we considered adding awhile back.

Tom Keller: There is a motion and a second on the floor.

SMCAT Member: Is there something in the operating agreement about the final vote for the recommendation and whether a person has attended at least 65 percent of the meetings?

Tom Keller: No.

There is a motion and a second on the floor. Can I see a show of hands for all those in favor?

Majority of hands were raised

Tom Keller: We have 11 members in support and 5 against. The motion carries. We will take care of the invitation and the follow up.

SMCAT Member: I think we should also get the representatives to show up who have low attendance. I don't want them not attending these meetings and then showing up when we take the vote for the freeway recommendation.

Tom Keller: Any other questions?

No response

SMCAT Member: I make a motion that we adjourn.

Tom Keller: Is there a second?

SMCAT Member: I second the motion.

Tom Keller: All in favor?

Majority of hands were raised

Tom Keller: The next SMCAT meeting is scheduled for September 25. Thank you for your attendance.

The meeting is adjourned.

Meeting ended at 8:36 p.m.

Thirteen blue comment/question cards submitted by the public were unable to be asked during the meeting due to time restrictions. The information contained on the cards is as follows:

Please post in the Parking Lot Issues Memorandum the name of the ADOT person who handles the right-of-way acquisition.

The HDR speakers stated that 32.5 acres from South Mountain Park would be used to construct the proposed South Mountain Freeway. Does this include drainage, lighting, right-of-way fencing or anything else that is needed to construct the proposed highway? If it does not include what was just mentioned, how many actual acres will be taken from the park?

Who signs off on allowing ADOT to remove the acreage from South Mountain Park to build the proposed South Mountain Freeway (Loop 202)? Will this property be taken by state authorities or does the City of Phoenix have to release it?

Will this highway cross the path of the Salt River? If it does, will the highway impede the flow of the Salt River, if it is allowed to flow again?

How were historic artifacts identified being in the path of the South Mountain Freeway (Loop 202)? Was any type of detection system used that would look at this type of mass located underground? This is essentially a device similar to a metal detector.

ADOT and HDR have identified one village site and five habitation sites. What would have been the population of these projected/estimated populations?

When a past village or inhabited site (historical) is identified, how is it determined that mitigation is required? Who makes the decision if an archaeological dig will happen to study and capture and artifacts? Will any of the Native American local tribes have a say if a dig is required?

You state that local Native American tribes were consulted concerning the archaeological finds. Does this mean that they are included in the decision making process of preserving the finds? If so, how does this decision-making process work?

Were most, if not all, archaeological finds discussed tonight simply located by viewing the surface of the projected path of the South Mountain Freeway (Loop 202)? If not, what other means were used to locate the artifacts?

With regard to the public school recreational facilities, there are several schools adjacent to the proposed E1 Alignment that are not on the recreational facility map. Why? This refers to not only the Kyrene School District, but also the Tempe Union School District.

Various air quality studies have or are being performed, especially as it relates to schools and learning. The Sierra Club sued U.S. DOT over Interstate 95 in Las Vegas. There has been similar litigation in Albuquerque, New Mexico. Why has an independent study not been done in this area like has been done in Nevada by the Desert Research Institute?

How does a 200-foot superstructure become mitigated so as not to alter the mountain?

Where is the City of Phoenix representative regarding the park and what is their position. Have they been invited to these meetings?



South Mountain Freeway Study

September 25, 2008
Citizens Advisory Team Meeting

South Mountain Community College
Student Union

Agenda

Agenda Topic	Discussion Lead(s)	Expected Outcome(s)	Action Item(s)	Time
<ul style="list-style-type: none"> Welcome and introductions SMCAT role and responsibilities Upcoming SMCAT meeting topics SMCAT questions and comments SMCAT membership discussion Pre-Draft Environmental Impact Statement (DEIS) SMCAT position statement discussion 	<ul style="list-style-type: none"> Tom Keller All 	<ul style="list-style-type: none"> Introductions of all new participants (if any) Knowledge of proposed upcoming meeting topics Ask questions/clarification on issues, articles, press information since last meeting Discuss current SMCAT membership Discuss pre-DEIS SMCAT position statement 	<ul style="list-style-type: none"> N/A 	6:00 p.m.
Social conditions	<ul style="list-style-type: none"> ADOT/HDR 	<ul style="list-style-type: none"> Knowledge of SMF social conditions issues 	<ul style="list-style-type: none"> TBD 	
Break				
Estimated costs	<ul style="list-style-type: none"> ADOT/HDR 	<ul style="list-style-type: none"> Knowledge of SMF latest estimated costs 	<ul style="list-style-type: none"> TBD 	
Cumulative and secondary impacts	<ul style="list-style-type: none"> ADOT/HDR 	<ul style="list-style-type: none"> Knowledge of SMF cumulative and secondary impacts issues 	<ul style="list-style-type: none"> TBD 	
Visitor comment session	<ul style="list-style-type: none"> Tom Keller 	<ul style="list-style-type: none"> Questions/comments documented and addressed or added to future parking lot issues memorandum 	<ul style="list-style-type: none"> TBD 	
Adjourn				8:30 p.m.



Welcome and Introductions

- Facilitators
 - Tom Keller, KCA
 - Fred Erickson, KCA
- ADOT
- FHWA



SMCAT Membership

Organization Name	Representative Name(s)	Attended	Total	%
Ahwatukee Foothills Chamber of Commerce	Carola Tamarkin	12	14	86
Ahwatukee Village Planning Committee	Laurel Arndt	11	14	79
Arizona Trucking Association	Dave Williams	1	14	7
Arlington Estates HOA	Camilo Acosta	6	10	60
AZ Public Health Association	Al Brown	8	10	80
Calabria HOA	Brian Smith	9	10	90
City of Avondale	Carnell Thurman	9	14	64
City of Tolleson	TBD	3	14	21
Cottonfields Community HOA	Timothy Stone	10	10	100
East Valley Partnership	Jack Sellers	6	10	60
Estrella Village Planning Committee	Peggy Eastburn	11	14	79
Foothills Club West HOA	Michael Hinz	0	0	0
Foothills Reserve HOA	Jim Wesley	10	10	100
Gila River Indian Community	TBD	0	14	0
Kyrene Elementary District	Terry Tatterfield	11	14	79
Lakewood HOA	Chris Boettcher	11	14	79
Laveen Citizens for Responsible Development	Laurie Prendergast	9	14	64
Laveen Village Planning Committee	Wes Lines	12	14	86
Maricopa County Farm Bureau	Clayton Danzeisen	8	14	57
Mountain Park Ranch HOA	Diane Kreckler	3	10	30
Pecos Road/I-10 Landowners Association	Nathaniel Percharo	4	14	29
Phoenix Mountains Preservation Council	Michael Goodman	14	14	100
Sierra Club	Sandy Bahr	14	14	100
Silverado Ranch	TBD	3	10	30
South Mountain Village Planning Committee	Tamala Daniels	6	14	43
South Mountain/Laveen Chamber of	Lisa Bray	11	14	79
Southwest Valley Chamber of Commerce	Woody Thomas	10	14	71
The Foothills HOA	Chad Blostone	10	14	71
Valley Forward	Steve Barclay	10	14	71



SMCAT Purpose Statement

The South Mountain Citizens Advisory Team (SMCAT) will **provide a forum for communication** between the Arizona Department of Transportation (ADOT), Federal Highway Administration (FHWA) and the local community regarding the proposed South Mountain Freeway.

The SMCAT is a **voluntary advisory team, not a decision-making body**, and it will not be responsible for decisions made by the State of Arizona or the FHWA. The SMCAT **will meet regularly to review project status and provide input on issues** that are relevant to the project.

The single purpose of the SMCAT is to provide a **Build** or **No-Build** recommendation for the South Mountain Freeway.



SMCAT Meeting Protocol

- Welcome and introductions
- Establish a quorum
- Agenda
- Timekeeping process
- Standards for behavior notification
- “Discussion, debate, recommend” process
- Welcome visitors
- Parking lot issues
- Breaks



SMCAT Behavior

- SMCAT members are expected to treat each other with mutual courtesy, respect and dignity.
- Since the SMCAT is a voluntary advisory team, it is important that individual SMCAT members abide by accepted standards of behavior.
- Unacceptable or disruptive behavior will not be tolerated and will be grounds for exclusion from further participation in SMCAT activities.
- Any SMCAT member who acts disrespectfully toward other members, disrupts the SMCAT process or is unable to attend meetings on a consistent basis may be required by the third party facilitator, the ADOT public involvement team or a majority of the other SMCAT members, to leave or resign from the SMCAT.



Session Feedback Forms

SMCAT Members: Please complete **both sides** of the Session Feedback forms and return them before you leave.

Thank You.



Meeting Schedule and Topics

Date	Subject	Topics
September 25, 2008	E1 Alternative Draft EIS – Impacts	Social conditions Estimated costs Cumulative and secondary impacts
October 23, 2008	E1 Alternative Draft EIS – Impacts	Public comment summary Air quality panel discussion (continued) Discussion of SMCAT recommendation format

Meeting Schedule and Topics

Date	Subject	Topics
TBD	Air Quality Panel	Air quality (nonproject-specific)
TBD	Draft EIS for public review and comment	
TBD	Air Quality Panel	Air quality (project-specific)
TBD	Draft EIS Open Discussion	Discussion of action versus No-Action Alternative Discussion of mitigation SMCAT discussion regarding the Draft EIS
TBD	SMCAT Recommendation	SMCAT recommendation regarding Action versus No-Action Alternative

Project Coordination

ADOT coordinates with agencies regarding social conditions, estimated costs and cumulative and secondary impacts.



City of Avondale



City of Tolleson



City of Chandler



**Council on
Environmental Quality**



City of Goodyear



**Federal Highway
Administration (FHWA)**



City of Phoenix



**Gila River Indian
Community (GRIC)**



Project Coordination

ADOT coordinates with agencies regarding social conditions, estimated costs and cumulative and secondary impacts.



Maricopa Association of Governments (MAG)



U.S. Bureau of the Census



Maricopa County



U.S. Department of Labor



National Register of Historic Places (NRHP)



U.S. Department of Transportation (USDOT)



Office of Federal Housing Enterprise Oversight

Tonight's Topics

ADOT coordinates with agencies regarding social conditions, estimated costs and cumulative and secondary impacts.

- **What is the issue and why do we study it?**
- **Where are they located in the Study Area?**
- **What are the impacts of the Action Alternative?**
- **What are the impacts of the No-Action Alternative?**
- **How can we reduce or mitigate the impacts?**

Social Conditions

ADOT/HDR

Definitions

- **Demographic characteristics**—These are key elements within the Study Area that include information about race, income, employment, housing and population growth.
- **Community character**—A set of parameters that create a “sense of place” within a community. Factors contributing to this include:
 - Physical size
 - Compatible land uses within the community
 - Internal circulation
 - Distinct but consistent architecture and cultural activities

What are social conditions?

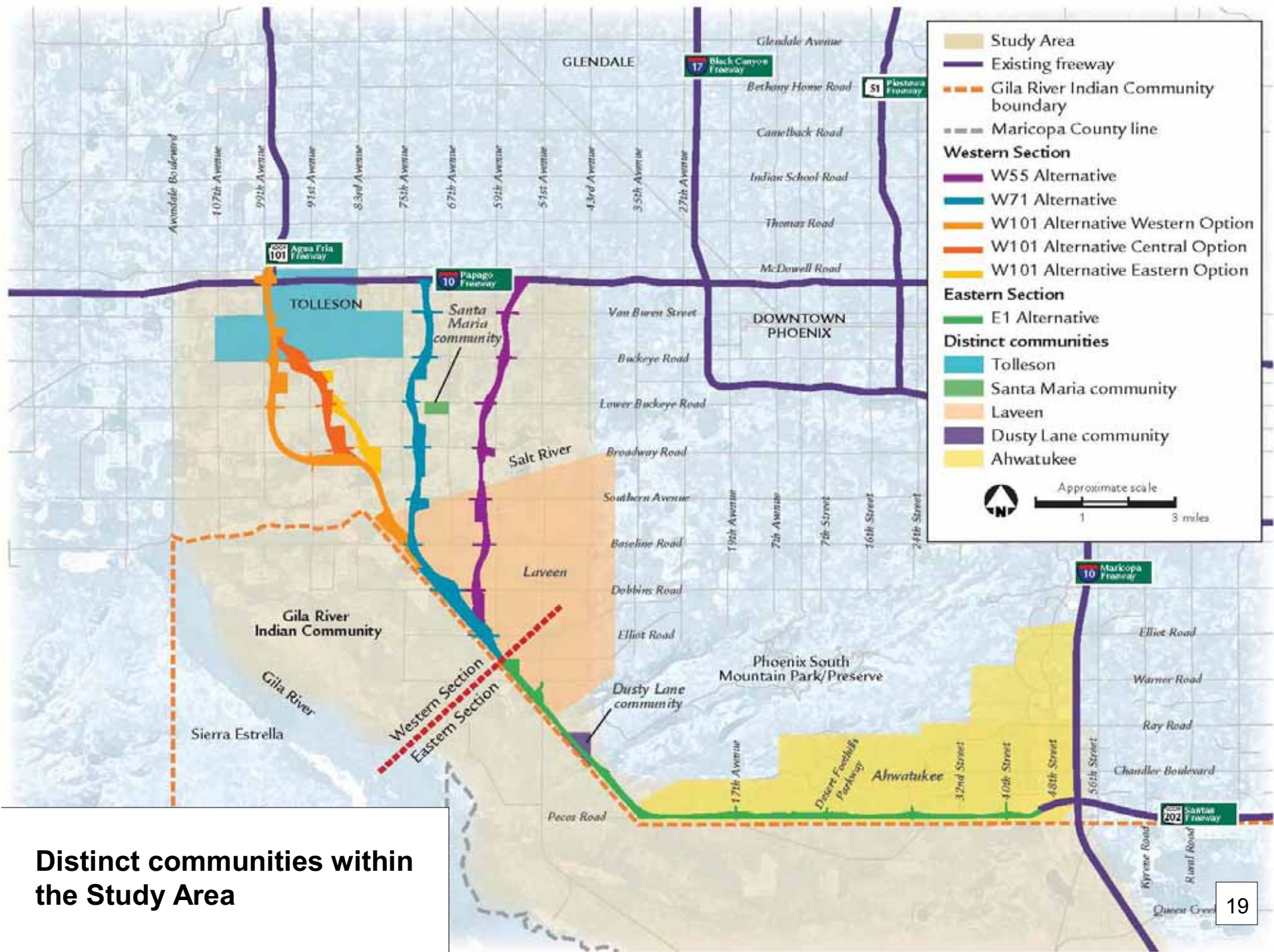
- **Results of human interaction with one another, over time, and of the patterns and characteristics they create in their surroundings**
- **Includes demographic characteristics, community character and public facilities used for social gatherings such as schools or churches**

Why study social conditions?

- **Phoenix has experienced huge growth during the past 100 years**
- **With this growth, communities and neighborhoods are created and evolve**
- **Patterns of life then develop within these communities, which contribute to a sense of place for residents**
- **Issues such as mobility, continuity, character, inclusion and maintenance of a sense of place become important aspects to residents in those communities**

Why study social conditions?

- **Proposed freeway could alter social conditions important to communities' residents**
- **Environmental planners analyze potential impacts on communities when construction and operation of a proposed freeway could result in beneficial and adverse consequences**
- **This type of study is difficult to prepare because it relies on professionals' opinions and preferences**
- **Involves an attempt to identify and evaluate individuals' behaviors in a community and the characteristics that make the community unique**



Distinct communities within the Study Area



What distinct communities are located within the Study Area?

City of Tolleson

- Located 10 miles west of downtown Phoenix—near Interstate 10, supports several highway-dependent uses such as warehouses
- Founded in 1912
- Six square miles in size—much smaller than most other incorporated cities in the Study Area
- Has a distinct downtown area with a family-oriented, small town atmosphere





What distinct communities are located within the Study Area?

Laveen

- Located within the city of Phoenix between the South Mountains and the Salt River—with the Gila River Indian Community (GRIC) to the west and south
- Founded in an agricultural heritage
- Valued by farmers, equestrians and those looking for mountain access
- A strong farming community identity—cotton and alfalfa fields bordered by canals and country roads giving a rural sense of character
- Over the years, an industrial edge has developed that provides local employment



What distinct communities are located within the Study Area?

Santa Maria community

- An 80-acre unincorporated townsite island established in early 1900s
- In early 1940s, Mexican immigrants working on farms in the area established a fairly substantial makeshift tent community on the land—in 1944 the property owner conducted a land survey for subdivision into 62 parcels for immigrant purchase
- Townsite became official in 1945 when immigrants were allowed to purchase lots
- Strong sense of rural character with its collage of buildings predominantly made using available resources, narrow streets built at ground level with no sidewalks and aboveground utilities



What distinct communities are located within the Study Area?

Dusty Lane community

- An area of residences on the south side of the South Mountains—accessible from Dusty Lane, off of 51st Avenue
- Retains a sense of separation from the larger metropolitan area with the South Mountains to the east and north and the GRIC to the south
- Single-family dwellings and manufactured homes are scattered along mostly unpaved roads, giving the area a rural feel
- Horses are kept at some of the homesites

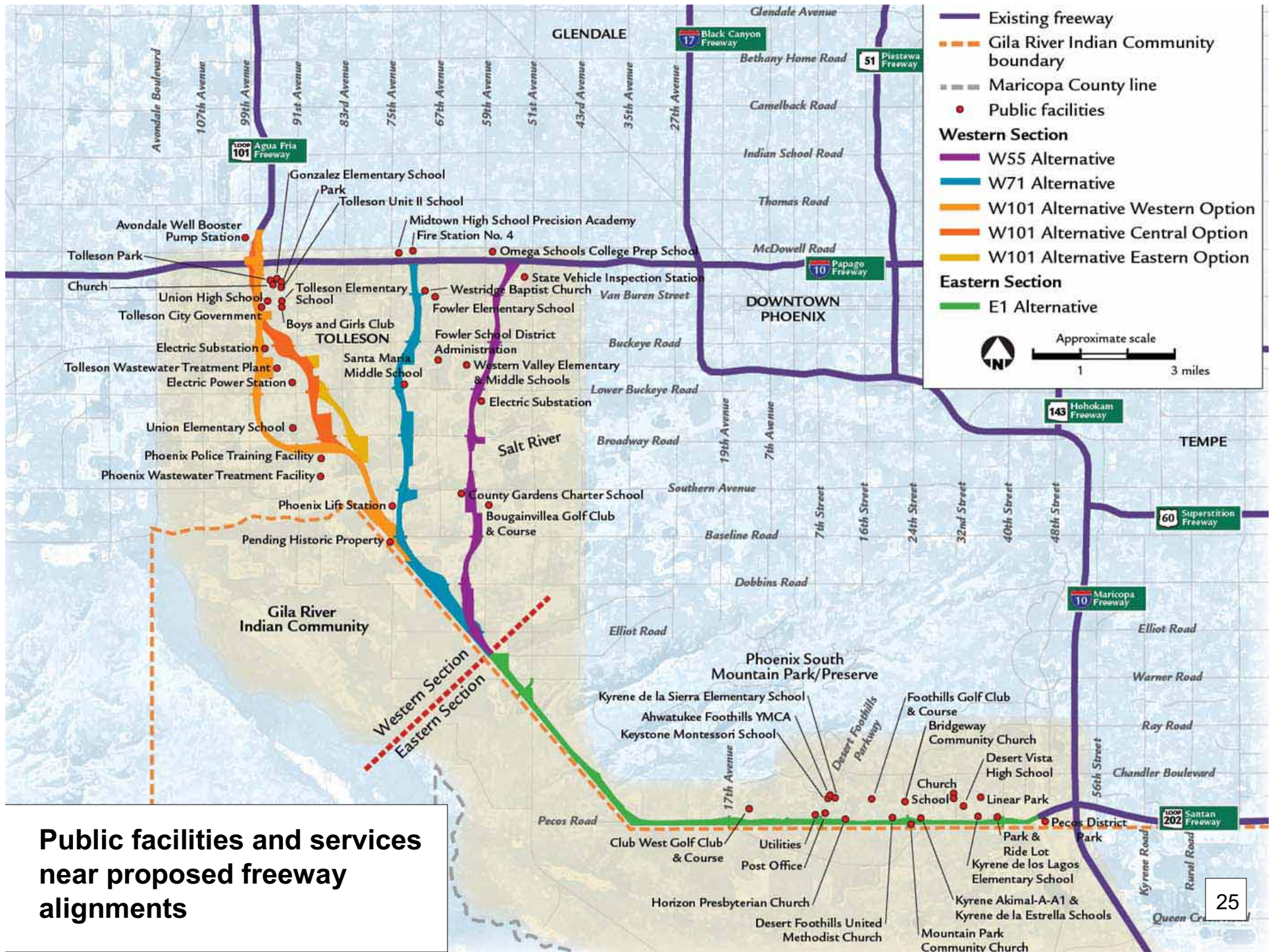


What distinct communities are located within the Study Area?

Ahwatukee

- Well-established, with new residential development
- Landlocked by Interstate 10 to the east, the South Mountains to the north and west and the GRIC to the south—Pecos Road is the southernmost boundary
- Composed of contemporary master-planned communities with desert landscaping, golf courses and lakes
- Adjacent mountains provide outdoor recreational activities
- Character is modern and unified





Public facilities and services near proposed freeway alignments



What are the potential construction-related impacts?

- **Visual and noise intrusions could alter current neighborhood character**
- **Existing neighborhoods could be temporarily divided and internal street systems disrupted**
- **Portions of neighborhoods and/or communities with distinct character could be temporarily isolated**
- **Access to public facilities could be temporarily altered**

What are the potential construction-related impacts?

- Residences, businesses and public facilities could be displaced and possibly relocated to some other geographic area
- Access to public facilities and businesses could be temporarily altered because of construction activities
- Temporary detours may affect police, fire and medical emergency travel routes and response times



Potential displacements for Action Alternative

Action Alternative ^a	Businesses ^b	Residential					Community facilities ^c
		SF ^d	Lots ^e	MH ^f	MF ^g	Total	
W55	119	45	0	3	0	48	0
E1	0	283	29	4	1	317	1

Source: Aerial photography flown in 2006; field inventories: September 2003, January and October 2005 and April 2006

^a displacements were estimated through the use of aerial photography, flown in 2004 supplemented by field observations during September 2003, January and October 2005, and April 2006

^b includes businesses whose buildings are directly affected by the action alternative, does not include businesses whose parking and outdoor storage areas would be affected by an action alternative.

^c Schools were included in the community facilities category, not businesses.

^d single-family

^e includes an estimate of the number of lots that have been platted but not built (i.e., streets have been built, construction has not begun)

^f manufactured homes

^g multifamily



Can ADOT purchase needed right-of-way in advance?

- **Hardship cases are being evaluated for properties within the proposed freeway right-of-way**
- **ADOT has a defined process for evaluating these cases**
- **For more information on the right-of-way purchasing process, please call Nan Wilcox with ADOT's Right-of-Way Group at 602.712.6126 or e-mail her at nwilcox@azdot.gov**



What are the potential impacts after construction?

- Increased road capacity from a new freeway could improve overall circulation and accessibility in the region
- Existing character of residential and agricultural areas could be affected by the presence of the freeway and associated visual and noise intrusions into nearby neighborhoods



What are the potential impacts after construction?

- **Business and industrial property access could change**
- **Operation of the proposed freeway in Western Section could accelerate the transition from agricultural to largely residential subdivisions and commercial developments**

What if the project were not constructed?

- **No direct impacts on community character and cohesiveness of existing or currently developing neighborhoods and commercial/industrial areas would occur**
- **Increasing congestion on local street network would be expected, leading to increased travel times and inefficient movement of traffic**
- **Major portions of Study Area are changing in character due to population growth and land development**

How can impacts be reduced or eliminated?

- **Maintain access to businesses, neighborhoods and public facilities during construction and after construction through grade separations and planned interchanges**
- **Consider timing of construction activities to minimize social impacts**
- **Coordinate with local jurisdictions to minimize impacts to emergency medical services, such as fire and police response times during and after construction of proposed freeway**
- **Evaluate proposed freeway alignment so that it doesn't bisect established communities**

How can impacts be reduced or eliminated?

- **Coordinate with local jurisdictions to address and correct impacts on internal road networks**
- **Use noise barriers and landscaping to reduce noise and visual intrusions**

Additional Questions

Break

Estimated Costs

ADOT/HDR

Definitions

- **Arizona Transportation Research Center (ATRC)**— Administers ADOT’s research activity and the publication of the results. Specific goals include evaluation of new materials and methods, development of design and analysis techniques and study of underlying causes of transportation problems.
- **Bureau of Labor Statistics (BLS)**— a unit of the U.S. Department of Labor that collects, processes, analyzes and distributes a broad range of data associated with labor economics and statistics.

Where have we been?

- Project cost information was last presented to the SMCAT on April 6, 2006 (leading up to the decision on the Western Section preliminary preferred alternative)

Alternative	Construction	Right-of-way	Total
W55	\$598,000,000	\$268,200,000	\$866,200,000
E1	\$478,000,000	\$331,980,000	\$809,980,000
Total	\$1,076,000,000	\$600,180,000	\$1,676,180,000



Construction material price trends

The ATRC publishes a monthly report:

Price Trends for Major Roadway Inputs

- Data is from the U.S. Department of Labor, Bureau of Labor Statistics
- Provides short-term (1 year) and long-term (5 year and 10 year) changes in price
- Evaluated materials include
 - Diesel
 - Gasoline
 - Asphalt
 - Steel
 - Concrete (PCC)
 - Lumber
 - Plastic
 - Labor



Construction material price trends

Short-term changes

- July 2006 to July 2007
- July 2007 to July 2008

Year	Diesel	Gasoline	Asphalt	Steel	PCC	Lumber	Plastic	Labor	Overall
7/2006 – 7/2007	-8%	+4%	-5%	+1%	+6%	-8%	-1%	+2%	+4%
7/2007 – 7/2008	+85%	+40%	+53%	+30%	+1%	-4%	+3%	+2%	+19%

Source: ATRC, BLS



Construction material price trends

Long-term changes

- July 2003 to July 2008 (5 year)
- July 1998 to July 2008 (10 year)

Year	Diesel	Gasoline	Asphalt	Steel	PCC	Lumber	Plastic	Labor	Overall
Past 5 years	+369%	+236%	+164%	+94%	+39%	0%	+32%	+18%	+71%
Past 10 years	+820%	+482%	*	+94%	+44%	-3%	+46%	+42%	+89%

* There is a gap in the data for asphalt that prevents a calculation of the price change over this period.

Source: ATRC, BLS

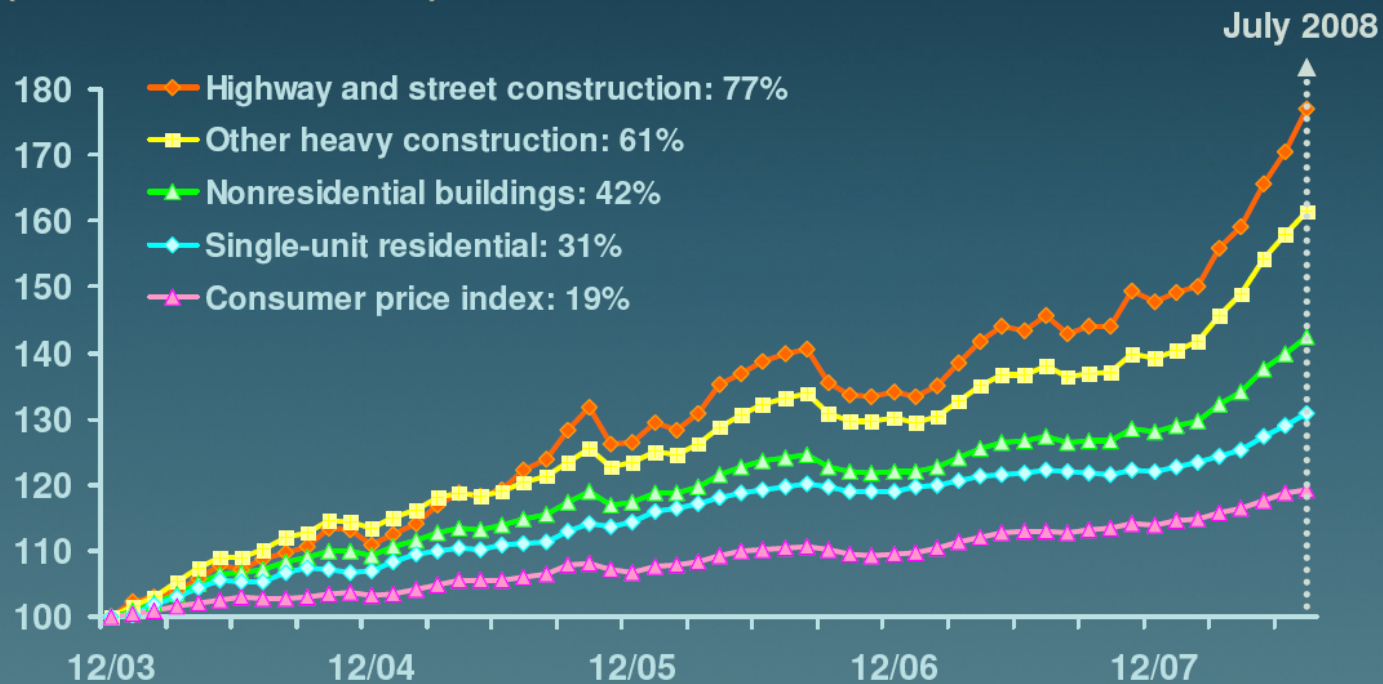
- The general pattern shows an accelerated rate of increases for the past 5-year period and a moderate rate of price increases prior to that. Whether the current pattern will persist over time is uncertain.

Construction material price trends

AGC of America
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
Quality People. Quality Projects.



Change in Producer Prices for Construction Segments, 2003 - 2008
(December 2003 = 100)



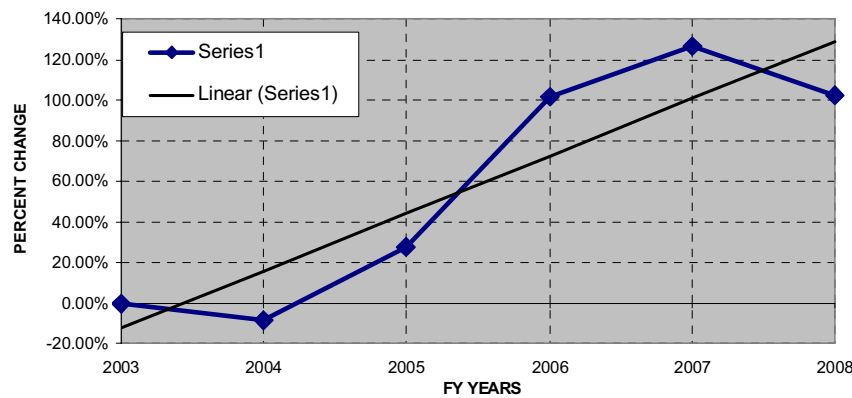
Source: BLS (CPI, PPI)

Construction material price trends

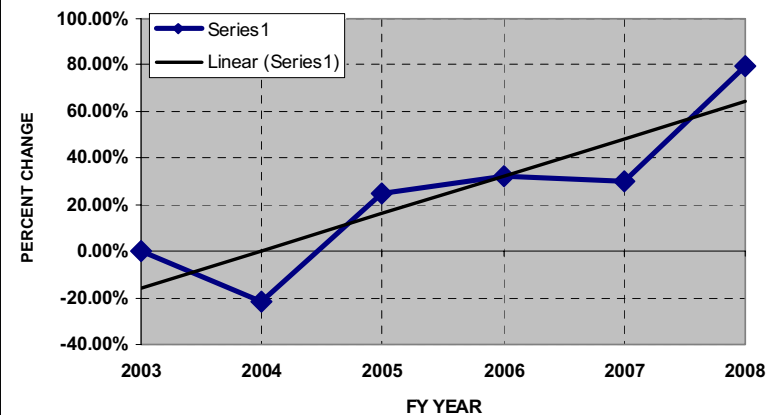
- **In addition to national material price trends, ADOT monitors local material costs by reviewing construction project bid tabulations**
- **Charts are derived from averaging the as-bid price for representative items for projects occurring in the same fiscal year**

Construction material price trends

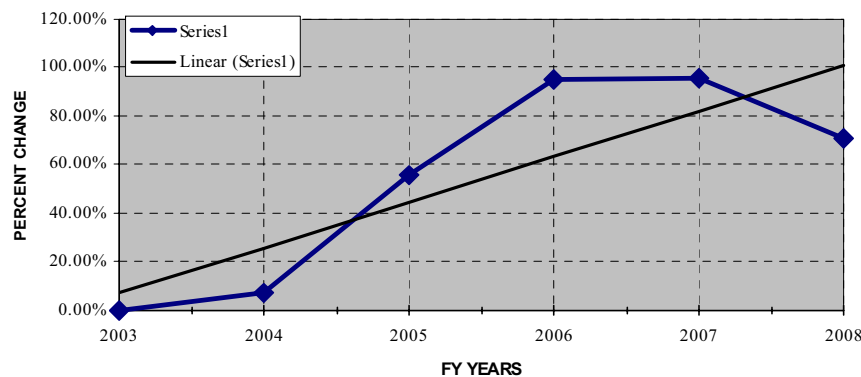
CHANGE IN ROADWAY EXCAVATION



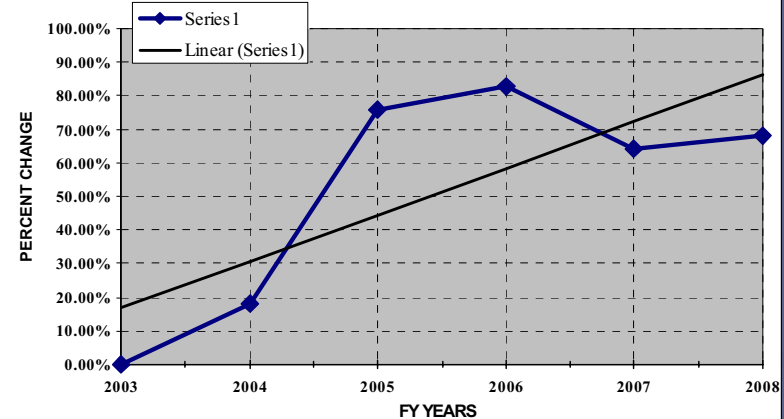
CHANGES IN SOUND WALLS



CHANGES IN CONCRETE SURFACING COSTS



CHANGES IN REINFORCING STEEL



What is included in the construction cost estimate?

- **Represents an update to the April 2006 estimate presented to the SMCAT**
- **Includes updated quantities reflecting design refinements and updated unit prices reflecting market changes**

What is included in the construction cost estimate?

- **Bridges**—includes all the materials needed to construct the Salt River bridge, railroad bridge, bridges over arterial streets, wildlife crossings and system traffic interchange bridges
- **Drainage**—includes on-site and off-site facilities, such as drainage basins, parallel channels, culverts, catch basins and pipes
- **Earthwork**—includes clearing and grubbing, roadway excavation through the South Mountains' ridges, drainage basins, placement of embankment material for the freeway and water
- **Pavement**—includes the concrete pavement and rubberized asphalt for the main line and other concrete and asphalt pavement for ramps and crossroads

What is included in the construction cost estimate?

- **Traffic**—includes traffic control during construction, guide signs, striping, lighting, new signals at interchanges and freeway management systems
- **Utilities**—includes relocation of utilities potentially impacted by the freeway
- **Walls**—includes sound walls and retaining walls
- **Roadway appurtenances**—includes guardrails, barriers, curb and gutter, fencing and crossroad sidewalks
- **Other items**—includes landscaping, mitigation measures, unidentified items (contingency) and construction mobilization, surveying, engineering and quality control

Construction cost estimate

Construction Element	Estimated Cost
Bridges	\$271,000,000
Drainage	\$106,000,000
Earthwork	\$137,000,000
Pavement	\$95,000,000
Traffic	\$87,000,000
Utilities	\$67,000,000
Walls	\$49,000,000
Roadway appurtenances	\$31,000,000
Other items	\$507,000,000
Total construction cost	\$1,350,000,000

What is included in the right-of-way cost estimate?

- Includes acquisition, relocation and demolition costs for each property
- A determination of highest and best use for the properties was made based upon an analysis of its physical and legal characteristics
- Field studies were performed in December 2005 and cost estimates were developed in January 2006

What is included in the right-of-way cost estimate?

- **Based on experience with other ADOT projects in the region, the right-of-way estimate has been increased to account for anticipated costs associated with condemnation process**
 - Legal fees
 - Appraisals
 - Court settlements
 - Survey costs

Right-of-way cost estimate

Element	Estimated Cost
Acquisition	\$ 582,000,000
Relocation	\$ 38,500,000
Demolition	\$ 16,300,000
Other costs	\$ 293,800,000
Total (Action Alternative)	\$ 930,600,000

Project cost estimate

All costs represent current dollars

Item	Estimated Cost
Construction	\$ 1,350,000,000
Design (10 percent of construction)	\$ 135,000,000
Right-of-way	\$ 930,600,000
Total (Action Alternative)	\$ 2,415,600,000

Additional Questions

Cumulative and Secondary Impacts

ADOT/HDR

What are cumulative impacts?

- **Occur where several actions in an area combine to create an impact greater than any individual activity**
- **Occur over time and over typically a much larger area than directly associated with a project**
- **Consider past, current and future contributions that are “reasonably foreseeable”**
- **A resource must be directly affected**

What other activities are considered for cumulative impacts?

- **Types of activities that could result in cumulative impacts in Study Area:**
 - Other highway projects
 - Planned mass transit projects
 - Major utility projects
 - Other general development patterns
- **These are actions occurring in the past, present, or in the foreseeable future**

What are secondary, or indirect, impacts?

- **Caused by the action, or from an action, resulting from the proposed action**
- **Typically occur later in time and/or farther removed in distance**
- **Such impacts must be “reasonably foreseeable”**

Why study cumulative and secondary impacts?

- Phoenix metropolitan area is growing rapidly and is projected to continue this growth well into the future
- Evaluating cumulative impacts provides an understanding of the overall condition of each resource and how it would be affected by the proposed freeway
- Proposed freeway may result in impacts which occur elsewhere or later in time; secondary impacts are evaluated to identify if such impacts would occur

Cumulative impact severity classification

Impact Category	Impact Classification	Description
Type^a	Neutral or negative	Compares the final condition of a given resource with its existing condition (assumes that the expected impact occurs)
Severity	Minor, moderate or substantial	Considers the relative contribution of the proposed action to a given impact
Duration	Temporary or permanent	Permanent is assumed unless otherwise noted

^a The project can have positive impacts

Cumulative impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Biological resources	Habitat loss from direct conversion to transportation use	Habitat loss from urban and transportation development	Neg/Mod
	Habitat isolation and fragmentation	Habitat loss and isolation from urban and transportation development	Neg/Mod
	Vehicle-animal collisions	Wildlife population reduction	Neg/Mod
	Loss of native vegetation	Future construction of residential, industrial, commercial and transportation projects	Neg/Mod
	Introduction of noxious weeds	Future nonfederal and nonstate-funded projects' contributions to the spread of invasive species; federally funded and state-funded projects' reductions in this spreading	Neu/Min

Neu = neutral; Neg = negative; Min = minor; Mod = moderate

Cumulative impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Water resources	Increased runoff and flushed contaminants from impervious surfaces	Increased runoff volumes from other projects and higher potential for pollutant discharges into receiving water bodies	Neg/Min
	Loss and/or alteration of natural drainage features	Loss from urban development	Neg/Min
	Modification of groundwater tables from pumping to drain a depressed facility	Future construction of residential, industrial, commercial and transportation projects	Neg/Min
	Increased demand on water availability	Ongoing development in the region	Neg/Min
Air quality	All predictable measures below federal and state standards; mobile source air toxics (MSATs) being evaluated	Reductions in on-highway emissions of air toxics due to attainment requirements and source emission requirements as established by air quality programs implemented by such agencies as the Maricopa Association of Governments and the Environmental Protection Agency	To be included with air quality report summary

Neu = neutral; Neg = negative; Min = minor; Mod = moderate

Cumulative impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Cultural resources	Disturbance to known historic and prehistoric sites	Enhanced access to undisturbed land; permanent loss due to proposed action and ongoing urban growth; preservation of some cultural resources in place as a result of the proposed freeway	Neu/Min
Land use	Conversion of agricultural land to a transportation use	Conversion from ongoing urban development	Neg/Min
	Loss of recreational lands	Ongoing residential, industrial and commercial development and other transportation and public infrastructure projects	Neg/Min
	Residential and business displacements	Proposed project and other transportation and public infrastructure projects' contribution to displacements	Neg/Min
	Land use ownership conversions	Ongoing residential, industrial and commercial development and other transportation and public infrastructure projects	Neu/Min
	Alteration to community character and cohesion		Neg/Min

Neu = neutral; Neg = negative; Min = minor; Mod = moderate

Secondary impact severity classification

Impact Category	Impact Classification	Description
Type^a	Neutral or negative	Compares the final condition of a given resource with its existing condition (assumes that the expected impact occurs)
Severity	Minor, moderate or substantial	Considers the relative contribution of the proposed action to a given impact
Duration	Temporary or permanent	Permanent is assumed unless otherwise noted

^a The project can have positive impacts

- **The same severity classification is applied as that applied to cumulative analyses**

Secondary impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Biological resources	Habitat loss from direct conversion to transportation use	Habitat loss from urban development	Neg/Mod
	Vehicle-animal collisions	Wildlife population reduction	Neg/Mod
	Loss of native vegetation	Increased rate of land conversion	Neg/Mod
Water resources	Loss and/or alteration of natural drainage features	Loss from urban development	Neg/Min
	Modification of groundwater tables from pumping to drain a depressed facility: eventual impact on the water table by removing this water from use	Groundwater drawdown from continued development	Neg/Mod
Air quality	Particulate matter due to construction activities	Reduced air quality from construction activities related to continued rapid urban growth in the region	To be included with air quality report summary

Neu = neutral; Neg = negative; Min = minor; Mod = moderate; Sht-Trm = short-term

Secondary impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Cultural resources	Disturbance to known historic and prehistoric sites	Loss due to enhanced access to undisturbed land	Neg/Min
Land use	Conversion of agricultural land to other uses	Conversion from ongoing urban development	Neg/Min
	Land use ownership conversions	Conversion of zoned parcels to more intensive land uses	Neu/Min
	Alteration of community character	Change in character from ongoing urban development and its effect on community character	Neu/Min
Economic conditions	Enhanced movement of goods, materials, and services	Projected growth in land values and economic activity in study area	Neu/Min

Neu = neutral; Neg = negative; Min = minor; Mod = moderate; Sht-Trm = short-term

Proposed mitigation for secondary and cumulative impacts

Issue	Proposed Action Impact	Proposed Mitigation Measure
Biological resources	Habitat loss from direct conversion to transportation use	Construct wildlife crossings, salvage native plants, provide native plantings in R/W, implement measures to prevent the spread of invasive species in accordance with Executive Order 13112
	Habitat isolation and fragmentation	
	Vehicle-animal collisions	
	Loss of native vegetation	
	Introduction of noxious weeds	
Water resources	Increased runoff and flushed contaminants from impervious surfaces	Best management practices used; erosion control provided during and after construction; measures included in the Stormwater Pollution Prevention Plan and National Pollutant Discharge Elimination System
	Loss and/or alteration of natural drainage features	Fill in jurisdictional areas avoided or limited by narrowing the roadway width or by other means; compliance with Sections 404 and 401 permits

Proposed mitigation for secondary and cumulative impacts

Issue	Proposed Action Impact	Proposed Mitigation Measure
Land use	Displacements—residential and business displacements	Relocations conducted in accordance with federal and state guidance/regulations; land uses converted in accordance with applicable planning and zoning
	Community character and cohesion—alteration to community character and cohesion	Overpasses, architectural treatment of structures, and adherence to established design standards, general plans, and zoning
	Local traffic access pattern alteration; improved traffic flows during construction and operation	Alternative access routes identified during construction as part of the traffic plan
	Public service access	ADOT traffic plan to minimize construction impacts on existing routes
Economic conditions	Enhanced movement of goods, materials, and services; property value changes	Local governments to ensure development is consistent with local and regional planning

What if the project were not constructed?

- **No project-specific impacts would be experienced**
- **No action would not preclude other activities from affecting resources in a similar matter**
- **Most cumulative impacts would result from ongoing conversion of land to residential and commercial development**



How can project-related impacts be reduced or eliminated?

- Disclosure of impacts does not require the project proponent to propose and implement mitigation
- Project-specific mitigation as proposed to mitigate direct impacts addresses reductions in cumulative impacts
- By disclosing cumulative impacts, those concerned are provided a mechanism to contact responsible parties either contributing to or regulating such impacts

Induced Travel

- **Traffic volume increases observed on a new highway after it has opened**
 - Diverted from other routes (often intended)
 - Travelers choose to shift travel modes (i.e., bus to car)
 - New travel is generated to previously “suppressed” destinations
 - Travelers choose to shift travel schedules
- **Induced travel is often a behavioral outcome associated with perception in savings in time and money (it is often an intended outcome of a proposed action)**

Would this freeway cause induced travel?

- Proposed freeway would be constructed where existing traffic congestion has already decreased travel speeds throughout the regional freeway system and the arterial network
- Some induced travel would represent new trips; however, most of the traffic increase is expected to come from trips already being made before proposed freeway were operational

Would this freeway cause induced travel?

- Each user of the proposed freeway could contribute to increased traffic congestion
- Improvements for any type of transportation system (bus route, rail transit line, commuter rail) would lead to changes in travel behavior, which could lead to increased use of the system

Would this freeway cause induced travel?

- **As improvements are made to all transportation systems, cyclical benefits and impacts would occur**
- **For example:**
 - Capacity improvements enhance transit performance leading to increased ridership
 - As congestion increases, some travelers make choices to use transit

Would this freeway cause induced travel?

- Numerous studies have been performed analyzing induced travel
- Many variables affect results of analyses
 - Land use
 - Driver behavior (assigned value of benefit)
 - Ethnicity
 - Economy
- Induced travel would occur and is accounted for in the MAG regional traffic model

Induced Growth

- **Unplanned growth or “urban sprawl”**
- **Reference is made in the context of rapid and uncontrolled urban growth onto previously undeveloped land**
- **Usually occurring on the “outskirts” of an existing urban area**
- **Usually associated with a rapid increase in demographic metrics (population, housing, employment) that would exceed past and projected trends**

Would this freeway cause induced growth?

- Land accessibility, as a result of the proposed freeway, may make land more attractive for development
- Other factors contribute to where and how development would occur
 - Utility infrastructure
 - Quality of public services
 - Land acquisition and development costs
 - Economic conditions
 - Entitlement costs

Would this freeway cause induced growth?

- Valley growth rates from the 1950s to the 1980s (pre-freeway conditions) have been the same or exceeded growth rates from the 1980s to current and match rates projected into the future
- Land uses have been planned in conjunction with the transportation network since first introduced



Would this freeway cause induced growth?

- Would not provide new or substantially improved access to a large undeveloped geographic area where growth is already occurring and planned for
- Would occur in an area planned for urban growth as established in local jurisdiction land use planning activities for as much as the last 20 years
- Purpose is not to promote economic development but to respond to growing need for additional transportation capacity
- Would contribute to acceleration in “planned” growth

Additional Questions



Session Feedback Forms and Questions from the Public (time permitting)

SMCAT Members: Please complete **both sides** of the Session Feedback forms and return them before you leave.

Thank You.



South Mountain Transportation Corridor Study

Citizens Advisory Team
Draft Technical Report Summary

Social Conditions

Why study social conditions in the Environmental Impact Statement (EIS)?

Phoenix has grown from a small agricultural town to a major metropolitan city over the last 100 years. Its rapid growth is expected to continue well into the future. With this growth, communities and their neighborhoods are created and evolve. Patterns of life then develop within these communities, which contribute to a sense of place for its residents. Issues such as mobility, continuity, character, inclusion and maintenance of a sense of place become important aspects to residents in those communities.

Construction and operation of a major transportation facility like the proposed South Mountain Freeway could alter social conditions important to communities' residents. Environmental planners analyze potential impacts on communities when the construction and operation of a freeway like the proposed South Mountain Freeway could result in consequences both beneficial and adverse to those aspects important to communities, neighborhoods and their residents.

Often, this type of analysis is subjective because it may be influenced by personal preferences from the person conducting the research. It involves an attempt to identify and evaluate individuals' behaviors in a community and the characteristics that make the community unique. Studying social conditions of communities is challenging because communities, particularly those in the Phoenix metropolitan area, change rapidly. The communities of today may look very different from those 25 years in the future.

What are the social conditions in the Study Area?

Overall, the social conditions in the Study Area can best be described as dynamic. The southwestern area of Phoenix is one of the fastest growing areas in the region. Consequently, those community characteristics important to residents (i.e., mobility, continuity, character, inclusion and sense of place) are continually changing. The character of the communities as they are today will most likely change dramatically over the course of the next 25 years. For example, 29 percent of the land in the Western Section of the Study Area is currently agricultural. An examination of what is regulated through local zoning ordinances, however, shows that only 9 percent is planned for future agricultural use. The Western Section of the Study Area, has been transitioning from agricultural-based communities to more contemporary residential communities characterized by relatively large homes situated on small lots.

Throughout the Study Area, communities maintain distinct characteristics:

- The City of Tolleson, approximately 10 miles west of downtown Phoenix, was founded in 1912. The city is unique because it is only about 6 square miles—much smaller than most other incorporated cities in the Study Area. With a population of approximately 5,500 individuals, Tolleson has a distinct downtown area and maintains a family-oriented small-town atmosphere.



South Mountain Transportation Corridor Study

Citizens Advisory Team Draft Technical Report Summary

Social Conditions

- Laveen Village, located within the city of Phoenix between the South Mountains and the Salt River, has an identity intimately linked to its agricultural heritage. First homesteaded in the late nineteenth century, the area is still valued by farmers, equestrians and those looking for mountain access. Cotton and alfalfa fields bordered by canals and county roads contribute to Laveen's persisting rural character. West of Laveen is the Gila River Indian Community (GRIC), characterized by open space and views of the Sierra Estrella. The combination of Phoenix's most recent rapid growth to the southwest and Laveen's proximity to central Phoenix has triggered substantial local development pressures. The village contains largely undeveloped and agricultural property within a 10- or 20-minute commute to Interstate 10 (I-10) and downtown Phoenix. A planned village core, in the vicinity of 59th Avenue and Dobbins Road, will provide a blend of employment, commercial and recreational uses and will concentrate community activities. Current planning seeks to protect Laveen's rural character in the face of strong development pressures over the coming decades.

- The Santa Maria community is an 80-acre unincorporated county island. Established in the early 1900s, the community sits on a slightly raised ridge, which was unsuitable for farming when the community was established, but was ideal for residences. The original homestead was established in 1916 under authority of the Homestead Act of 1862. In the early 1940s, Mexican immigrants working on farms in the area established a fairly substantial makeshift tent community on the land. In 1944, the property owner conducted a land survey so that this property could be formally subdivided into 62 parcels for the immigrants to purchase. In 1945, Santa Maria was legitimately established through resultant land purchases.

From 1945 to today, the original Santa Maria townsite has thrived as a rural Hispanic community. Many of the original founding families maintain a strong community presence. The original 62 parcels have now been further subdivided into 137 parcels. A Roman Catholic mission church was built in the community in 1973 as part of the Cashion Parish. Today, the community retains a strong sense of its rural character, with its collage of buildings predominantly made using available resources, narrow streets built at ground level (no gutters or sidewalks) and aboveground utilities.

- The Dusty Lane community is an isolated residential area on the south side of Phoenix South Mountain Park/Preserve and is accessible by Dusty Lane. The area is bounded by the GRIC to the south and the park/preserve to the east and north. The mountain ridges create a sense of separation from the rest of Phoenix. Single-family dwellings and manufactured homes are scattered along mostly unpaved roads, giving the area a strong rural feel.
- Ahwatukee Foothills Village is bounded by I-10 to the east, the South Mountains to the north and the GRIC to the west and south. (Pecos Road—the 1988-approved alignment for the proposed South Mountain Freeway is the southernmost boundary.) Many people—residents and nonresidents alike—have characterized the area as one large cul-de-sac. Unlike portions of the Western Section of the Study Area, much of Ahwatukee is developed; vacant, undeveloped land is relatively rare. With its numerous contemporary, master-planned communities characterized by desert landscaping, golf



South Mountain Transportation Corridor Study

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Social Conditions

courses and lakes, Ahwatukee is distinct in the Study Area. The adjacent Phoenix South Mountain Park/Preserve provides opportunities for hiking, biking and jogging. The lack of commercial development, the more recently developed master-planned residential communities and separation provided by the Phoenix South Mountain Park/Preserve and the GRIC define the village's modern and architecturally unified character.

What kind of impacts could occur from construction?

- Visual and noise intrusions could alter current neighborhood character.
- Existing neighborhoods could be temporarily divided and internal street systems disrupted. Local transportation patterns could be altered.
- Portions of neighborhoods and/or communities with distinct character could be temporarily isolated.
- Access to public facilities could be temporarily altered.
- Residences, businesses and public facilities could be displaced and possibly relocated to some other geographic area.
- Access to public facilities and businesses could be temporarily altered because of construction activities.
- Temporary detours may affect police, fire and medical emergency travel routes and response times.

How do the alternatives differ in construction-related impacts?

Any action alternative implemented would affect the character and cohesion of adjacent communities and distinct portions of the overall Study Area. Each alignment would affect different neighborhoods, but all would have similar types of impacts on social conditions.

One form of social impact would be displacement of residences and businesses that would require relocation. Potential displacements, by action alternative, are shown on the following page.



South Mountain Transportation Corridor Study

Citizens Advisory Team Draft Technical Report Summary

Social Conditions

Potential Displacements^a

Alternative/ Option	Businesses ^b	Residential					Community Facilities ^f
		Single- family	Lots ^c	MH ^d	MF ^e	Total	
W55	119	45	— ^g	3	—	48	0
W71	10	162	543	3	—	708	1
W101 and Options	3–6 ^h	168–193	53–323	5–6	—	228–522	0-1
E1	0	283	29	4	1	317	1

Source: Aerial photography flown in 2006; field inventories: September 2003, January and October 2005 and April 2006

^a Displacements were estimated through use of aerial photography, flown in 2006, supplemented by field observations during September 2003, January and October 2005 and April 2006. Estimated displacement numbers may change because the aerial photography, fieldwork and design are continually updated and revised.

^b includes businesses whose buildings would be directly and adversely affected by implementation of the action alternative and option; does not include businesses whose parking and outdoor storage areas would be adversely affected by an action alternative's construction and operation

^c includes an estimate of the number of lots that have been platted but not built (streets have been built, construction has not begun)

^d manufactured homes

^e multifamily

^f Schools were included in the community facility category, not businesses.

^g not applicable

^h W101 Alternative and options include ranges because of design options.

The W55 Alternative would cause the most business displacements, while the W101 Alternative would cause the most residential displacements. The W71 and W101 alternatives would affect platted lots in subdivisions currently under construction and, therefore, would cause additional residential displacements.

What kinds of freeway operational impacts (postconstruction) would occur?

For all action alternatives, increased road capacity from a new freeway would improve overall circulation and accessibility both in the Study Area and in the greater Phoenix metropolitan area.

The existing character of residential and agricultural areas could be affected by the presence of the freeway and associated visual and noise intrusions into nearby neighborhoods. In the Western Section, however, the largely transitional character from agricultural to residential has been underway for several years. Operation of the freeway, in fact, has long been planned through Laveen Village since the late 1980s. Operation of the South Mountain Freeway could accelerate the rate of the transition from agricultural to largely residential subdivisions.



South Mountain Transportation Corridor Study

Citizens Advisory Team
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Social Conditions

The E1 Alternative would not substantially alter the character of Ahwatukee Foothills Village. As mentioned, Ahwatukee is nearly fully developed. Because the freeway alignment would incorporate the existing four-lane Pecos Road, located at the southern border of the village, Ahwatukee's internal mobility, established sense of place, feeling of inclusion and internal continuity would not be altered. While the proposed South Mountain Freeway would introduce additional noise impacts along the southern edges of the village, this type of impact would not be new, considering I-10 borders the village to the east.

Another overall general impact would be that business and industrial property access could change, particularly on a potential alignment that would bisect large, existing developed properties.

How do the alternatives differ in operational-related impacts?

Any of the action alternatives, when operational, generally would have similar types and levels of impacts on social conditions. Differences among the action alternatives have been described in preceding paragraphs.

What if the project were not constructed?

No direct impacts on community character and cohesiveness of existing or currently developing neighborhoods and commercial/industrial areas would occur as a result of selection of the No-Action Alternative. However, increasing congestion on the local street network would be expected, especially in the most rapidly urbanizing portions of the Study Area, if a controlled-access, high-speed travel option is not available to area residents, businesses and visitors. Lack of such an option could lead to increased travel times and inefficiencies in movement of people and goods in and across the area. It should also be noted that major portions of the Study Area are currently changing in character due to population growth and land development activity.

Are there any specific and/or unique impacts from implementation of any of the action alternatives?

For a project the magnitude of the proposed South Mountain Freeway, no specific and/or unique impacts are anticipated from implementation of any of the action alternatives. However, the ability to complete the planned and approved Regional Freeway System (RFS) is being outpaced by Valley growth. Continued growth will lead to substantial congestion on the local arterial street network as well as on the RFS. Also, without the proposed South Mountain Freeway, the RFS would not operate as intended.



South Mountain Transportation Corridor Study

Citizens Advisory Team
Draft Technical Report Summary

Social Conditions

What could the Arizona Department of Transportation (ADOT) do to reduce construction impacts?

ADOT would look at a number of ways to avoid or reduce construction-related impacts. The following are examples of some of the measures that could be used.

- maintain access to businesses, neighborhoods and public facilities during construction
- consider timing of construction activities to minimize social impacts
- coordinate with local jurisdictions to minimize impacts to emergency medical services and fire and police response times due to construction detours

What could ADOT do to reduce social impacts once the freeway were operational?

ADOT would look at ways to avoid or reduce operation-related impacts. The following are examples of some of the measures ADOT could undertake:

- use noise barriers and landscaping to reduce noise and visual intrusions
- maintain access to public facilities, neighborhoods and commercial areas through grade separations and planned interchanges
- coordinate with local jurisdictions to address and correct impacts on internal road networks
- coordinate with all appropriate emergency services and utility companies to ensure that emergency and utility services are maintained to all service areas

Measures will be presented in the Draft EIS and, if an action alternative is the selected alternative, would be finalized during the final design process.

Are the conclusions presented in this summary final?

Quantitative findings relative to impacts could change. Potential changes would be based on outcomes related to the following issues and will be presented to the public as part of publication of the Draft EIS, Final EIS and, if an action alternative were selected, in the final design process. The issues include:

- refinement in design features through the design process
- updated aerial photography as it relates to rapid growth in the Western Section of the Study Area
- ongoing communications with the City of Phoenix regarding measures to minimize harm to Phoenix South Mountain Park/Preserve
- ongoing communications with the GRIC regarding granting permission to study action alternatives on GRIC land
- ongoing consideration of public comments



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Social Conditions

- potential updates to traffic forecasts as regularly revised by the Maricopa Association of Governments
- potential changes regarding updated census data
- regularly updated cost estimates for construction, right-of-way acquisition, relocation and mitigation

Even with these factors possibly affecting findings, the study team anticipates effects would be equal among the alternatives and, consequently, impacts would be roughly comparable. This assumption would be confirmed if, and when, such changes were to occur.

As a member of the Citizens Advisory Team, how can you review the entire technical report?

The complete technical report is available for review by making an appointment with Mike Bruder at 602-712-6836 or Mark Hollowell at 602-712-6819.



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Cost Estimate

What is included in the cost estimate?

This cost estimate summary combines the construction and right-of-way (R/W) cost estimates, and adds a cost for the design of the freeway. All of the estimates are based on September 2008 dollars.

ADOT has identified the W55 Alternative as the preliminary preferred alternative in the Western Section and the E1 Alternative as the only action alternative in the Eastern Section. Therefore, the cost estimate reflects the cost for the entire corridor, combining these two alternatives.

Why address these issues in the Environmental Impact Statement (EIS)?

While cost is not a primary criteria for eliminating alternatives during the detailed study phase, it is a criteria used in the comparison of similar alternatives. As such, a certain level of cost estimating is performed.

What if the project were not constructed?

If the project were not constructed, the funding currently designated would be returned to the regional freeway funding source administered by the Maricopa Association of Governments (MAG). The money could not be used for other elements including transit or arterial streets.

What is included in the construction cost estimate?

This construction cost estimate summary represents an update to the April 2006 estimate presented to the South Mountain Citizens Advisory Team (SMCAT). It includes updated quantities reflecting design refinements and updated unit prices reflecting market changes.

The major construction elements of the cost estimate include:

- Bridges—includes all the materials needed to construct the Salt River bridge, railroad bridge, bridges over arterial streets, wildlife crossings and system traffic interchange bridges
- Drainage—includes on- and off-site facilities, such as drainage basins, parallel channels, culverts, catch basins and pipes
- Earthwork—includes clearing and grubbing, roadway excavation through the South Mountains' ridges, drainage basins, placement of embankment material for the freeway and water
- Pavement—includes the concrete pavement and rubberized asphalt for the main line and other concrete and asphalt pavement for ramps and crossroads
- Traffic—includes traffic control during construction, guide signs, striping, lighting, new signals at interchanges and freeway management systems
- Utilities—includes relocation of utilities potentially impacted by the freeway
- Walls—includes sound walls and retaining walls

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Cost Estimate

- Roadway appurtenances—includes guardrails, barriers, curb and gutter, fencing and crossroad sidewalks
- Other items—includes landscaping, mitigation measures, unidentified items (contingency) and construction mobilization, surveying, engineering and quality control

The approach for developing construction estimates has been developed by the Arizona Department of Transportation (ADOT) and MAG over the last 20 years during implementation of the Regional Freeway System. As projects move into design and ultimately reach construction bidding, cost estimates are refined based upon the developed design details.

At this time, the cost estimate reflects the following:

- Roadway elevation is at-grade or elevated everywhere except 1 mile of semi-depressed freeway at Dobbins Road
- Open cuts through the South Mountains' ridges
- Initial construction of 3 lanes in each direction

The construction cost estimate is presented for the entire corridor (W55 and E1 alternatives) in Table 1.

Table 1. Construction Cost Estimate by Element

Construction Element	Estimated Cost
Bridges	\$ 271,000,000
Drainage	\$ 106,000,000
Earthwork	\$ 137,000,000
Pavement	\$ 95,000,000
Traffic	\$ 87,000,000
Utilities	\$ 67,000,000
Walls	\$ 49,000,000
Roadway appurtenances	\$ 31,000,000
Other items	\$ 507,000,000
Total construction cost	\$ 1,350,000,000



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Cost Estimate

What is included in the right-of-way cost estimate?

This R/W cost estimate summary represents an update to the April 2006 cost estimate presented to the SMCAT. It includes updated costs reflecting design refinements, market changes and costs associated with the acquisition process.

The individual property cost estimates are composed of three components: acquisition, relocation and demolition. Properties being acquired are classified as either business, residential or vacant. A determination of highest and best use for the properties was made based upon an analysis of its physical and legal characteristics, the influences of the surrounding region and neighborhood and supply and demand of the properties market segment. Once highest and best use of the property was determined, recent comparable sales and current listings were evaluated, and discussions occurred with knowledgeable market participants (real estate agents, developers and area buyers and sellers) familiar with the land in the various market segments.

Acquisition cost estimates were prepared in conformity with the Uniform Appraisal Standards for Federal Land Acquisitions and the Uniform Standards of Professional Appraisal Practice (USPAP), 2005 except to the extent that the Uniform Appraisal Standards for Federal Land Acquisitions required revocation of USPAP's Jurisdictional Exception Rule.

Field studies were performed in December 2005 and cost estimates were developed during January 2006.

Factors Affecting Real Estate Costs

As real estate is fixed in location, it is important to analyze the external forces, which affect its value. This section introduces the four interrelated forces that have both a direct and indirect affect upon the marketability of real estate in the Phoenix metropolitan area. These factors are:

- Environmental Forces—includes an analysis of topography, climate, land-use patterns, water availability, transportation and street patterns, as well as constraints on future growth and development potential
- Economic Forces—includes an analysis of population and employment trends, wage levels, local market trends (including supply/demand characteristics of major market segments), availability of financing, and the availability of goods and services
- Government Forces—includes an analysis of local/regional governmental attitudes and policies regarding growth, development, provision of services, taxation, city planning and incentives to commerce, industry and real estate development
- Social Forces—includes an analysis and discussion of the demographic composition of the population and its demand for real estate. Consideration is also given to attitudes of the population regarding education, growth, development and lifestyle options



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Highest and Best Use Analysis

Highest and best use reflects a basic assumption about real estate market behavior—that the price a buyer will pay for a property is based on his or her conclusions about the most profitable use of the land or property. As defined by *The Dictionary of Real Estate Appraisal*, highest and best use is:

The reasonably probable and legal use of vacant land or improved property, which is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are: legal permissibility, physical possibility, financial feasibility, and maximum profitability.

The determination of a property's highest and best use may or may not conform to the existing use. The determination of highest and best use must be based upon careful consideration of prevailing market conditions, trends affecting market participation and change and the existing use of the subject property. This analysis was performed for all vacant and improved land.

Assumptions

The R/W cost estimates were developed using the following assumptions:

- No title reports were acquired, rather the Maricopa County Assessor's records were used
- Acquisition costs for property were made for partial and total parcel takes
- Improved properties were typically estimated using the Sales Comparison Approach
- Parcels identified as public R/W were not included
- Properties were inspected from the exterior only, typically from the public R/W
- The title to the property is marketable and free and clear of all liens
- Utility relocation costs were not estimated
- The property is owned in fee simple title without encumbrances, unless otherwise mentioned
- Legal descriptions were correct and descriptive of the subject property, no survey or title reports were obtained for verification
- Improvements are within the boundaries of property lines and no encroachments exist unless otherwise noted
- No hidden or unapparent conditions of the property, subsoil or structures exist that would render the property more or less valuable
- Subsurface rights (mineral, oil, etc.) were not considered unless otherwise noted
- Property was assumed as vacant or improved and there was no historical or archeological significance
- All applicable zoning and use regulations and restrictions have been complied with unless a nonconformity is noted
- Properties are not in violation of any government regulations or laws pertaining to the environment
- No hazardous materials present on the property unless otherwise noted



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- No inclusion of the time and cost of potential condemnation litigation
- Railroad tracks, spurs and drill lines will not be severed from the improved properties relying on them
- Drainage channels and canals will not be severed and will be allowed to pass through the freeway R/W
- Aboveground storage tanks (except those owned by Arizona Fueling Facilities Corporation—tank farm), transmission towers and related improvements were considered personal property that could be relocated

The conclusion of opinions of values were not based on:

- Racial, ethnic or religious homogeneity of the inhabitants of an area or of a property
- Racial, religious and ethnic factors as predictors of value trends or price variance
- Neighborhood trends analyzed upon stereotyped or biased presumptions relating to race, color, religion, sex or national origin, or upon unsupported presumptions relating to the effective age or remaining life of the property or the life expectancy of the neighborhood in which it is located

Other costs have been added to the estimate based on recent experience with regional freeway projects. These costs are associated with property surveys, appraisals, and legal fees and court settlements associated with the condemnation process.

The R/W cost estimate is presented for the entire corridor (W55 and E1 alternatives) in Table 2.

Table 2. Right-of-Way Cost Estimate by Element

Right-of-Way Element	Estimated Cost
Acquisition	\$ 582,000,000
Relocation	\$ 38,500,000
Demolition	\$ 16,300,000
Other costs	\$ 293,800,000
Total R/W cost	\$ 930,600,000



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Cost Estimate

What is the total cost of the action alternative?

Design costs are estimated at approximately 10 percent of the total construction cost. Table 3 summarizes the cost estimates as evaluated in September 2008.

Table 3. Total Cost Estimate

Item	Estimated Cost
Construction	\$1,350,000,000
Design (10 percent of construction)	\$ 135,000,000
Right-of-way	\$ 930,600,000
Total Cost	\$ 2,415,600,000

Are the costs presented in this summary final?

The construction and R/W cost estimate could change. Since they are presented in current dollars, they are anticipated to increase at a minimum for inflation. Other potential changes would be based on the following and would be presented to the public during the Draft EIS, Final EIS and, if an action alternative were selected, in the final design process:

- Refinement in design features through the design process
- Updated aerial photography as it relates to rapid growth in the Western Section of the Study Area
- Ongoing communications with the City of Phoenix regarding measures to minimize harm to Phoenix South Mountain Park/Preserve
- Ongoing communications with the Gila River Indian Community (GRIC) regarding granting permission to study action alternatives on GRIC land
- Ongoing consideration of public comments
- Potential updates to traffic forecasts as regularly revised by MAG
- Potential changes regarding updated census data
- Regularly updated unit prices for construction, right-of-way acquisition, relocation and mitigation

Even with these factors possibly affecting the cost, the study team anticipates effects would be equal among the alternatives and, consequently, changes would be roughly comparable. This assumption would be confirmed if, and when, such changes were to occur.



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Cost Estimate

As a member of the Citizens Advisory Team, how can you review the entire technical report?

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Cumulative and Secondary Impacts

What are cumulative and secondary impacts?

Federal guidance defines cumulative impacts as “the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions” (40 CFR 1508.7). In more basic terms, cumulative impacts occur where several actions in an area combine to create an impact on a given resource greater than any one individual activity. An example of this is when individual cars added together in one general location lead to a traffic jam. Cumulative impacts result from spatial (geographic) and temporal (time) crowding of environmental impacts. The effects of human activities would accumulate when a second impact occurs at a site or in a region before the environmental system can fully rebound from the effect of the first impact.

Secondary impacts (sometimes referred to as indirect impacts) are “caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate and related effects on air and water and other natural systems” (40 CFR 1508.8). An example of this is when a new highway interchange is constructed, a cross street can attract development, such as a gas station.

The draft technical report follows two principles outlined by the Council of Environmental Quality (CEQ) guidance (1997) in considering secondary and cumulative analyses: (1) focus only on the effects and resources within the context of the proposed action; and (2) present a concise list of issues that have relevance to the anticipated effects of the proposed action or eventual decision.

Why study cumulative and secondary impacts in the Environmental Impact Statement (EIS)?

The Phoenix metropolitan area is growing rapidly and has been since the 1950s. The Valley has gone from a set of small agricultural towns to a major metropolitan area over the last 100 years. The rapid growth is expected to continue well into the future, which would result in cumulative effects on natural resources in the area, communities, residents, infrastructure and economic conditions. Evaluating cumulative impacts from the proposed action and other activities on various resources provides an understanding of the overall health, or condition, of each resource and the proposed action’s contribution to effects on the resource. The proposed action may also result in impacts which occur elsewhere or later in time; therefore, secondary impacts are evaluated to identify if such effects are occurring.

The primary purpose of presenting these types of impacts in an EIS is specifically for public disclosure—to inform the public through this process the health of resources affected, the contribution of the action’s impacts on the resources, and what other non-project related impacts are affecting the resources.



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What other activities are considered in evaluating cumulative impacts?

The definition of cumulative impacts requires consideration of past, present and reasonably foreseeable changes that could result in cumulative impacts when combined with the environmental effects of the proposed action. Specifically, activities are identified when, in combination with the potential impacts of the proposed action, they could result in substantial cumulative impacts. In accordance with precedence set by court cases, other projects deemed reasonably foreseeable were limited to those that are planned and/or funded. The following types of activities that could result in cumulative impacts were reviewed:

- Other highway projects
- Planned mass transit projects in the Study Area
- Major utility projects in the Study Area
- Other general development patterns

Other proposed transportation projects in the proximity to the Study Area include light rail on Interstate 10 (I-10), the I-10 Median and Outside Widening projects (State Route [SR] 303L to SR 101L [Agua Fria Freeway]), the I-10 Outside Widening project (SR 101L [Agua Fria Freeway] to I-17), the SR 801 project, the I-10 Corridor Improvement Study (SR 51 to SR 202L [Santan Freeway]) (local and express roads), and the Avenida Rio Salado project. No major utility projects were identified aside from local distribution system extensions to service existing growth.

What kind of impacts would occur from the proposed action?

Critical resources warranting secondary impact analysis are presented in this section. To address the potential impact severity, classifications in accordance with Federal Highway Administration (FHWA) guidance are presented in Table 1.

Table 1. Secondary and Cumulative Impact Severity Classification

Impact Category	Impact Classification	Description
Type^a	Neutral or negative	Compares the final condition of a given resource with its existing condition (assumes that the expected impact occurs).
Severity	Minor, moderate or substantial	Considers the relative contribution of the proposed action to a given impact.
Duration	Temporary or permanent	Permanent is assumed unless otherwise noted.
^a The project can have positive impacts		

Tables 2 and 3 summarize anticipated secondary and cumulative impacts, respectively, that can be reasonably foreseeable as they relate to the proposed action.



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Cumulative and Secondary Impacts

Table 2. Secondary Impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Biological resources	Habitat loss from direct conversion to transportation use	Habitat loss from urban development	Neg/Mod
	Vehicle-animal collisions	Wildlife population reduction	Neg/Mod
	Loss of native vegetation	Increased rate of land conversion	Neg/Mod
Water resources	Loss and/or alteration of natural drainage features	Loss from urban development	Neg/Min
	Modification of groundwater tables from pumping to drain a depressed facility; eventual impact on the water table by removing this water from use	Groundwater drawdown from continued development	Neg/Mod
Air quality	Particulate matter due to construction activities	Reduced air quality from construction activities related to continued rapid urban growth in the region	To be included with air quality report summary
Cultural resources	Disturbance to known historic and prehistoric sites	Loss due to enhanced access to undisturbed land	Neg/Min
Land use	Conversion of agricultural land to other uses	Conversion from ongoing urban development	Neg/Min
	Land use ownership conversions	Conversion of zoned parcels to more intensive land uses	Neu/Min
	Alteration of community character	Change in character from ongoing urban development and its effect on community character	Neu/Min
Economic conditions	Enhanced movement of goods, materials, and services	Projected growth in land values and economic activity in study area	Neu/Min
Neu = neutral; Neg = negative; Min = minor; Mod = moderate; Sht-Trm = short-term			



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Cumulative and Secondary Impacts

Table 3. Cumulative Impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Biological resources	Habitat loss from direct conversion to transportation use	Habitat loss from urban and transportation development	Neg/Mod
	Habitat isolation and fragmentation	Habitat loss and isolation from urban and transportation development	Neg/Mod
	Vehicle-animal collisions	Wildlife population reduction	Neg/Mod
	Loss of native vegetation	Future construction of residential, industrial, commercial and transportation projects	Neg/Mod
	Introduction of noxious weeds	Future nonfederal and nonstate-funded projects' contributions to the spread of invasive species; federally funded and state-funded projects' reductions in this spreading	Neu/Min
Water resources	Increased runoff and flushed contaminants from impervious surfaces	Increased runoff volumes from other projects and higher potential for pollutant discharges into receiving water bodies	Neg/Min
	Loss and/or alteration of natural drainage features	Loss from urban development	Neg/Min
	Modification of groundwater tables from pumping to drain a depressed facility	Future construction of residential, industrial, commercial and transportation projects	Neg/Min
	Increased demand on water availability	Ongoing development in the region	Neg/Min
Air quality	All predictable measures below federal and state standards; mobile source air toxics (MSATs) being evaluated	Reductions in on-highway emissions of air toxics due to attainment requirements and source emission requirements as established by air quality programs implemented by such agencies as the Maricopa Association of Governments and the Environmental Protection Agency	To be included with air quality report summary
Cultural resources	Disturbance to known historic and prehistoric sites	Enhanced access to undisturbed land; permanent loss due to proposed action and ongoing urban growth; preservation of some cultural resources in place as a result of the proposed freeway	Neu/Min



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Cumulative and Secondary Impacts

Table 3. Cumulative Impacts

Resource	Proposed Action Impact	Reasonably Foreseeable Impact	Impact Classification
Land use	Conversion of agricultural land to a transportation use	Conversion from ongoing urban development	Neg/Min
Land use (continued)	Loss of recreational lands	Ongoing residential, industrial and commercial development and other transportation and public infrastructure projects	Neg/Min
	Residential and business displacements	Proposed project and other transportation and public infrastructure projects' contribution to displacements	Neg/Min
	Land use ownership conversions	Ongoing residential, industrial and commercial development and other transportation and public infrastructure projects	Neu/Min
	Alteration to community character and cohesion		Neg/Min
Neu = neutral; Neg = negative; Min = minor; Mod = moderate			

How do the alternatives differ in cumulative and secondary impacts?

The action alternatives would have comparable effects. The various activities affecting resources and people in the Study Area and the proposed action can have localized variations at a project level, depending on the specific location of a given effect. However, applying a broader view to the cumulative and indirect effects on affected resource, each action alternative has comparable effects.

What if the project were not constructed?

If the South Mountain Freeway were not implemented, the incremental effects contributed solely by the proposed action would not occur. However, no action would not preclude other activities from affecting resources in a similar manner. Most cumulative impacts would result from ongoing conversion of land to more intensive human-based development. These effects, such as the permanent loss of cultural resources and the permanent loss of agricultural lands would occur without the proposed action in place.

Secondary effects would not occur as such effects must be tied directly to the proposed action.

What could be done to reduce cumulative or secondary impacts?

Disclosure of secondary and cumulative impacts does not require the project proponent to propose and implement mitigation to address such impacts. Project-specific mitigation as proposed to mitigate direct impacts inherently addresses reductions in reported cumulative impacts. However, impact disclosure primarily is for informative purposes. By disclosing these



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types of impacts, those concerned are provided a mechanism to contact responsible parties either contributing to such impacts or having regulatory authority pertaining to such matters. For example, the Environmental Protection Agency has enacted rules to reduce vehicle emissions at the national and regional levels. Local jurisdictions governing land development have enacted local zoning ordinances to control and regulate development.

Will the proposed action induce additional travel to occur?

Induced travel is a phrase often used to describe observed traffic volume increases occurring on a new highway after it is opened to traffic. The observation is prominent in areas where congestion is already evident (the Phoenix metropolitan area is a prime example) for the reasons summarized below.

The proposed action would be constructed where existing traffic congestion has already decreased travel speeds throughout much of the regional freeway system and the major arterial network. To avoid the congestion, over time, some travelers have diverted to alternative routes, changed the time they make their trips, switched to different travel modes, traveled to other destinations or decided not to make a particular trip at all. Because the proposed action would carry substantially more traffic before it would become congested, many of these travelers may switch to the new facility when opened to take advantage of decreased travel times. Some travelers using transit as a choice may also switch and further, some may choose to travel to a different (more distant) destinations (e.g., for shopping) or take a trip that they previously avoided altogether, because it was previously "too much trouble" to make. The behavior driving this switch is often associated with drivers' perception in resulting decreases in the generalized cost of travel, including both travel-time and out-of-pocket costs. However, it is commonly recognized the cause of this 'switch' is more complex; involving various travel behavior responses, evolving individual needs, residential and business location decisions and changes in regional population and economic growth.

Some induced travel would represent 'new trips' or 'induced demand.' However, most of the increase in traffic caused by induced travel is expected to come from trips already being made before the proposed action were put into operation (predictable traveler behavior accounted for in the travel demand forecasts conducted for the proposed action). The resulting traffic increase on the South Mountain Freeway is also expected to be largely offset by decreases in traffic volumes on parallel routes and at other times of the day. It is fully expected the net effect on daily vehicle miles of travel in the Valley as a result would be minimal. Examples in the Valley where this phenomenon has been experienced include the recent openings of the Pima Freeway in Scottsdale and Red Mountain Freeway in Mesa. Studies by the cities of Scottsdale and Mesa found substantial reductions in traffic volumes on parallel arterials within two miles of the freeways.

The results of both studies provide insight to general driver behavior. At the time of opening, both freeways represented to drivers a savings in time and/or cost in travel. Consequently, drivers moved from the arterial network to the freeway system. Over the course of time, it would be expected that some drivers would return to the arterial network as more vehicles traveled on the freeways. For the South Mountain Freeway project, a net reduction on the arterial network is



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anticipated through the design year 2030 as projected traffic volumes on the arterial network are projected to be less with the proposed action in place than without the proposed action.

For the proposed action, the minimal contribution to overall traffic use by induced travel is expected to have both positive and negative consequences (positive effects on the neighboring roadway network have been previously addressed). Changes in driving behavior leading to the use of the proposed action would be the result of perceived benefits which could include reduced total daily travel time and cost or an increased value associated with a new destination (e.g., a previously 'inaccessible' shopping area with more variety or lower costs).

As a negative consequence, each user of the proposed action would contribute to increased congestion on the freeway. As congestion grows on the new facility, the benefit attributable to potential travel time savings would be expected to decline. Congestion-related impacts (e.g., reduced air quality) would also increase over time. However, it is important to note the overall contribution to projected traffic volumes on the proposed action is anticipated to be minimal (some of which is accounted for in regional traffic models).

It is important to consider that improvements proposed for any type of transportation system (e.g., a new bus route, rail transit line or commuter rail service) would likely lead to changes in travel behavior, which in turn would lead to increased use of the particular system. It is the purpose of 'improvements' made to a given transportation system—to attract new users to the improvement. If this were not a primary goal, the improvement would not be effective nor warranted. For the proposed action, a goal is to attract users of other segments of the regional freeway system and the local arterial network, now and in the future, to the project to optimize, in part, the entire regional transportation system. Further, it is important to consider that as improvements are made to all transportation systems, cyclical benefits and impacts would occur. For example, as auto trips are diverted to transit (either due to direct improvements or increased congestion), traffic congestion on parallel highway facilities may lessen, at least temporarily. The resulting reduction in highway traffic congestion may, in turn, attract additional highway trips, similar to an increase in highway capacity.

The FHWA's current position relative to induced travel is consistent with the consensus of the transportation planning and travel behavior research community—induced travel is neither more nor less than the cumulative result of individual traveler choices and land development decisions made in response to an improved level of transportation service. Many of the travel choice decisions are accounted for in current travel forecasting models or land use transportation interaction models.

Will the proposed action lead to unplanned growth?

Unplanned growth is often termed urban sprawl. Generally, the reference is made in the context of the rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Construction of projects like the proposed action is pointed to as a major contributor to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and therefore more attractive for development.

But as with issues surrounding induced growth, the relationship between transportation improvements and land development is complex. Land accessibility in a particular area as a



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result of a freeway project may make land more attractive for development, but other factors such as utility infrastructure, quality of public services, land acquisition and development costs, economic conditions and entitlement costs contribute major roles in determining where and how development would occur. And in fact, in many cases, new development being attracted to one part of a metropolitan region often represents development that has been redirected from other parts of the region.

The proposed action would occur in an already quickly urbanizing area (most noticeably in the Western Section of the Study Area). As such, the proposed action would not provide new or substantially improved access to a large undeveloped geographic area. The proposed action would occur in an area planned for urban growth as established in local jurisdiction land use planning activities for as much as the last 20 years. The purpose of the project is not to promote economic development but to respond to a growing need for additional transportation capacity as a result of Valley growth occurring now and as projected into the future.

Are the conclusions presented in this summary final?

Findings relative to impacts could change. Potential changes would be based on outcomes related to the following issues and will be presented to the public as part of publication of the Draft EIS, Final EIS and, if an action alternative were selected, in the final design process. The issues include:

- refinement in design features through the design process
- updated aerial photography as it relates to rapid growth in the Western Section of the Study Area
- ongoing communications with the City of Phoenix, Gila River Indian Community (GRIC) and other stakeholders to finalize measures to minimize harm to the South Mountains
- ongoing communications with the GRIC regarding granting permission to study action alternatives on GRIC land
- ongoing consideration of public comments
- potential updates to traffic forecasts as regularly revised by the Maricopa Association of Governments
- New previously unavailable data, studies, or analytical methods that would provide further insight to impact analysis and add value to the decision making element of the EIS process
- potential changes regarding updated census data
- regularly updated cost estimates for construction, right-of-way acquisition, relocation and mitigation

Even with these factors possibly affecting findings, the study team anticipates effects would be equal among the alternatives and, consequently, impacts would be roughly comparable. This assumption would be confirmed if, and when, such changes were to occur.



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As a member of the Citizens Advisory Team, how can you review the entire technical report?

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The following questions or issues were brought forward as part of the August 12, 2008 (rescheduled from July 24, 2008) and August 28, 2008, South Mountain Citizens Advisory Team (SMCAT) meetings and designated as parking lot issues because the study team needed to conduct research to address the question or issue accordingly. In addition, questions submitted on blue question cards by SMCAT members and the public are answered below. Each comment received on a blue question card is written in this document as submitted. Each parking lot issue is addressed by presenting the question asked, followed by the Arizona Department of Transportation's (ADOT) written response.

This document is divided into three sections. The first section lists the questions from the August 12 meeting and the associated ADOT responses. The subsequent section contains the ADOT responses to the questions from the August 28 meeting. The final section lists any questions that will be addressed in a future parking lot issues memorandum.

Questions addressed from the August 12 meeting

Topic	SMCAT member/public question	ADOT response
Cost estimate	When ADOT releases the revised cost estimates to construct the proposed South Mountain Freeway on Pecos Road in the upcoming months, will the cost exceed \$2.5 billion? In the recent past, how close has the ADOT projected cost estimate been to the actual cost on segments for the Loop 202 and Loop 101?	The cost estimate will be updated for the September 25, 2008, SMCAT meeting. There are many variables that impact the changes in total cost between the preliminary estimates and the actual construction, including the time between initial studies and construction of facility and economic variability of unit costs.
Economic impacts	I want information about the loss of homeowners association's funds for those homes that would be removed as part of this potential project.	ADOT would compensate the homeowner associations for this loss of revenue. The negotiations for the amount of compensation would occur during the property acquisition process, if the freeway were constructed. ADOT, in coordination with the State Attorney General's Office, is currently in the process of developing a policy to address this issue.

Topic	SMCAT member/public question	ADOT response
Economic impacts (continued)	What should be expected for the loss of home values and the associated loss of property taxes and tax revenues for the state, city and schools?	<p>The effects on loss of property tax are addressed in the economic section of the Draft Environmental Impact Statement (DEIS). Because the number of homes being impacted is relatively negligible in the context of the total number of homes in the City of Phoenix, as well as the fact that many residents would likely relocate within the city, the effects on city revenues were deemed negligible when considering the W55 and E1 alternatives.</p> <p>Home values are also addressed in the DEIS. In general, many variables contribute to home value including location, comparative pricing, economic conditions, growth markets and personal preferences. Studies to assess freeway effects on home values have had variable conclusions but a general consensus is that freeways in proximity to homes do not cause depreciation, but may cause those homes adjacent to the freeway to appreciate at a slightly slower rate than other homes.</p>
	What about the loss of the community's desirability due to the freeway "locking in" the community? It would be a degradation to the entire Ahwatukee community.	Ahwatukee is defined by geographic, political and transportation boundaries. The South Mountains, Gila River Indian Community (GRIC), Pecos Road and Interstate 10 (I-10) serve as those boundaries, respectively. In essence, the proposed action would replace Pecos Road.
	What about the cost of air quality and the health issues created for residents and schoolchildren?	Air quality impacts associated with the Action and No-Action alternatives will be discussed at the SMCAT air quality panel meetings.
	What about the loss of value of the South Mountain Park and the ridgelines, which would be destroyed?	The transfer of Phoenix South Mountain Park/Preserve (SMPP) land to a freeway use represents 0.2 percent of the total land within SMPP. Considering the very small amount of land that would be converted, the land conversion would occur in one corner of the park and the conversion has been planned, known about and approved through adopted land use planning, the impact to the park's value is deemed minimal. Additionally, while in preliminary stages of planning, ADOT's current intentions would be to compensate the park's owner (City of Phoenix) with replacement land. Private owners of other portions of the South Mountains would be compensated as well. This cost is included in the right-of-way portion of the project cost estimate.
	What about the loss of value and future tax revenue on state trust land? There should be an amount for the value of the state trust land, which will be devalued.	ADOT would compensate the State Land Department for the acquisition of its property. This cost is included in the right-of-way portion of the project cost estimate. There is no conclusive evidence that State Trust Land would be devalued.

Topic	SMCAT member/public question	ADOT response
Economic impacts (continued)	ADOT has put a monetary figure on time. Can they put a monetary value on vision or view? Do you have a value that takes this into account? The loss of monetary value is huge for the people who are left behind.	Effects on visual quality are analyzed and will be presented in the DEIS. The methodology used quantifies the impact through assignment of numeric values to visual quality and character to allow for meaningful comparison of impact. However, it is not the intent of the National Environmental Policy Act (NEPA) to comprehensively assign monetary value to impact analyses, as this leads to a cost-benefit analyses not necessarily desired under NEPA. Several aspects of the environment (i.e., social conditions and visual quality) typically require a qualitative assessment of impacts because of the variables associated with variations in human perception.
	Has anyone done a study of the economic impacts to the area after the Loop 101 was constructed? It seems that the Loop 101 was in a similar situation, with the Salt-River Pima Maricopa Indian Community on one side. This should be done as a holistic view. You might be able to get a better idea about this project's secondary impacts by looking at the secondary impacts from that project. I would also like to see what the impacts were on the area schools.	An economic study was done during the project development for the Loop 101 to anticipate the area conditions after freeway construction. A study was not performed after the construction of the freeway that assessed the current economic conditions.
	What was done to evaluate residential property values in the Eastern Section of the Study Area?	For the right-of-way cost estimate, professional appraisers were used to evaluate the residential and commercial property values throughout the Study Area. Acquisition cost estimates were prepared in conformity with the Uniform Appraisal Standards for Federal Land Acquisition and the Uniform Standards of Professional Appraisal Practice (USPAP 2005). Evaluations were based on recent comparable sales and current listings, and discussions with knowledgeable market participants (real estate agents, developers and area buyers and sellers) familiar with the land in the various market segments.
Miscellaneous	So for this project, how much money has already been spent on this study?	As of June 30, 2008, ADOT has spent \$86.4 million of Proposition 300 money and \$20.3 million of Proposition 400 money for a total of \$106.7 million. The money has been used for right-of-way acquisition, environmental studies, design and construction. Please see attachments regarding Proposition 300 and 400 obligations for more information.
	Where can we see the Stormwater Pollution Prevention Plan?	A sample Stormwater Pollution Prevention Plan will be made available at the September 25, 2008, SMCAT meeting. Due to the document size, it is not attached.
	In a letter from Eric Anderson, Transportation Director, dated 8-4-08, he wrote, "This year, however, we face the unusual situation of having nearly all of the federal funds already programmed through 2013." What impact does that have on the funding for the proposed South Mountain Freeway?	The project team does not believe that the statement in the MAG letter has any bearing to the funding for the proposed South Mountain Freeway.

Topic	SMCAT member/public question	ADOT response
Miscellaneous (continued)	When the SMCAT is asked for their input regarding the Action versus No-Action alternatives, how will that process be conducted? Will there be full disclosure by each SMCAT member or via secret ballot?	The SMCAT will determine the process for providing their input regarding the Action and No-Action alternatives. The process would be in the spirit of the open meeting law. A discussion of this process is scheduled for the October 23, 2008, SMCAT meeting.
	Who is the primary contact at ADOT for Proposition 203–Transportation and Infrastructure Moving Arizona’s Economy (TIME)? What percentage of that ballot initiative is ADOT paying?	For information regarding ADOT’s involvement in the TIME initiative, please contact ADOT Communication and Community Partnerships at 602.712.7355.
	If ADOT build this totally unnecessary freeway, some people will lose their homes. Some may lose their mental health. Some will lose their physical health. Some may lose their peace and quiet. Some will lose their views of the mountains and open land. We all will lose the current, natural beauty of the South Mountains! Take the freeway to the Westside of the Estrellas south and southeast to connect with the I-10 (way south of Pecos Road). Show us proof that you are explaining alternative routes! Update the cost of building this unnecessary freeway along Pecos Road. No build is the only solution to all the problems building this albatross would create.	The DEIS will provide the information that explains the comprehensive alternatives analysis process. The cost estimate will be updated for the September 25, 2008, SMCAT meeting.
	Why doesn't ADOT assume responsibility for errors such as the one on US 60 where dozens of drivers/passengers were stuck for five hours or more recently because the highway was flooded during a monsoon or rainfall? I wonder what such a delay would do to their time savings and cost. Why doesn't ADOT admit that all this enormous expense is a waste (planning and building the South Mountain Freeway that is)? Spend 10 percent of this much money and energy planning and building mass transit—and the Valley of the Sun would be all set!	This flooding was caused by an extraordinary amount of rainfall in a short duration of time; ADOT responded accordingly to fix the problems. The region needs all types of transportation options including freeways and transit. The <i>Regional Transportation Plan</i> includes funding for the next 20 years for a multimodal transportation system in Maricopa County.

Questions addressed from the August 28 meeting

Topic	SMCAT member/public question	ADOT response
Air quality	Various air quality studies have or are being performed, especially as it relates to schools and learning. The Sierra Club sued U.S. DOT over Interstate 95 in Las Vegas. There has been similar litigation in Albuquerque, New Mexico. Why has an independent study not been done in this area like has been done in Nevada by the Desert Research Institute?	Discussions about air quality issues will occur closer to the release of the DEIS. Questions on this topic will be addressed at the public hearing and at the two SMCAT meetings that will have this topic as its focus.
Cultural resources	How were historic artifacts identified being in the path of the South Mountain Freeway (Loop 202)? Was any type of detection system used that would look at this type of mass located underground? This is essentially a device similar to a metal detector.	The historic (and prehistoric) artifacts were identified during the surveys through visual inspections of the ground surface. No subsurface detection devices were used.
	ADOT and HDR have identified one village site and five habitation sites. What would have been the population of these projected/estimated populations?	It is difficult to know exactly how many people lived at one site at any specific time. In general, habitation sites could have been on the order of 10s or 100s of people whereas villages were on the order of 100s or 1000s of people.
	When a past village or inhabited site (historical) is identified, how is it determined that mitigation is required? Who makes the decision if an archaeological dig will happen to study and capture and artifacts? Will any of the Native American local tribes have a say if a dig is required?	The sites are assessed by archaeologists to determine if they would be eligible for listing in the National Register of Historic Places. If they are eligible, and FHWA/ADOT determine that they would be adversely impacted, then the sites would be mitigated through archaeological excavations. FHWA/ADOT will consult with Native American groups and the State Historic Preservation Office (SHPO) throughout the process, which includes the identification of sites, determining if sites are eligible for the National Register, and in developing appropriate strategies for mitigation.
	You state that local Native American tribes were consulted concerning the archaeological finds. Does this mean that they are included in the decision making process of preserving the finds? If so, how does this decision-making process work?	Native American tribes are consulted throughout the decision-making process as part of Section 106 consultations per the National Historic Preservation Act. Through a combination of letters and meetings, FHWA and ADOT solicited input from Native American tribes on all aspects of the identification, evaluation and treatment of cultural resources as they pertain to the project. This consultation is an on-going process.
	Were most, if not all, archaeological finds discussed tonight simply located by viewing the surface of the projected path of the South Mountain Freeway (Loop 202)? If not, what other means were used to locate the artifacts?	Yes. The sites discussed were identified through visual inspections of the ground surface. A cultural resource survey, which includes visual inspection of the ground surface, also includes review of the literature and site files, so that the survey team is aware of what archaeological finds have been made in the past in the project vicinity. This can be particularly important in a built environment, where surface evidence of sites may have been obscured by modern development.

Topic	SMCAT member/public question	ADOT response
Right-of-way	The original ADOT rights of way over South Mountain Park were grandfathered. But the original 1985 scope was much smaller. How has ADOT answered this change in scope and essential violation of the original right-of-way?	Provisions in the Phoenix Mountain Preserve Act clearly indicate voter approval is not applicable to a planned state route, if the state route was in the state highway system on August 15, 1990. The proposed South Mountain Freeway was in the state system prior to 1990 and it is thus exempt. Known legislative history of this statute does not mention a specific alignment or right-of-way or roadway width. These specifics were to be determined through the collaborative project development process. In addition, throughout the study process, engineering refinements have reduced the amount of park acreage from the original 40 acres to 32.5 acres that would currently be required.
	Please post in the Parking Lot Issues Memorandum the name of the ADOT person who handles the right-of-way acquisition.	The ADOT contact for right-of-way acquisition is Nan Wilcox. She can be reached by phone at 602.712.6126 or through e-mail at nwilcox@azdot.gov .
	The HDR speakers stated that 32.5 acres from South Mountain Park would be used to construct the proposed South Mountain Freeway. Does this include drainage, lighting, right-of-way fencing or anything else that is needed to construct the proposed highway? If it does not include what was just mentioned, how many actual acres will be taken from the park?	The 32.5 acres includes all of the area needed to construct the freeway (including those items listed and others).
	Who signs off on allowing ADOT to remove the acreage from South Mountain Park to build the proposed South Mountain Freeway (Loop 202)? Will this property be taken by state authorities or does the City of Phoenix have to release it?	The City of Phoenix, under provisions set forth in the Phoenix Mountain Preserve Act would not be able to sell park land to ADOT for the proposed freeway. Therefore, ADOT would undertake the condemnation process to obtain the land.
	On slide 40, it looks like the E1 Alternative has been shifted completely out of the Phoenix South Mountain Park/Preserve. In the past, we have been shown this alignment shifted more to east. The materials you are showing us don't seem to match.	The location of the freeway through the South Mountains and the Phoenix SMPP has remained generally unchanged since the original 1988 study. The graphic was not intended to show the detailed location of the freeway, but rather, show the proposed freeway's relation to other properties in the area. More detailed location information of the proposed freeway can be found on the project Web site: http://www.azdot.gov/Highways/Valley_Freeways/Loop_202/South_Mountain/maps.asp .

Section 4(f)	So what is considered a walk-on public use of a school? What if the school has the grounds locked but they are available for the public if they get permission to use the facility with advance notice?	<p>Not all public schools are afforded protection under Section 4(f). To be considered a Section 4(f) resource, outdoor school recreational areas must be publicly owned and must be available for walk-on activity by the public. Walk-on activity implies individuals do not have to make arrangements with school officials prior to use of the school's outdoor recreational facilities. School recreational facilities only serving school activities and functions are not subject to Section 4(f) protections.</p> <p>The Section 4(f) eligibility was determined based on correspondence with school and district officials and site visits.</p> <p>It should be noted that although none of the schools were identified as Section 4(f) resources, the main protection of that law—avoidance unless there is no prudent and feasible alternative—has been provided. No schools along the E1 Alternative (or the W55 Alternative) would be directly impacted.</p>
	On slide 35, I don't see Desert Vista High School listed [as a 4(f) property].	
	With regard to the public school recreational facilities, there are several schools adjacent to the proposed E1 Alignment that are not on the recreational facility map. Why? This refers to not only the Kyrene School District, but also the Tempe Union School District.	
Miscellaneous	How does a 200-foot superstructure become mitigated so as not to alter the mountain?	As presented at the February SMCAT meeting (Profile Options at the South Mountains' Ridges), tunnel and bridge options were evaluated as mitigation measures to avoid certain impacts to the South Mountains. Complete avoidance was not possible and associated impacts and costs were determined to not be prudent, so these options were eliminated from further study. The current preference for construction of the freeway is to excavate through the ridges of the South Mountains.
	Where is the City of Phoenix representative regarding the park and what is their position. Have they been invited to these meetings?	<p>The City of Phoenix is part of the project team and has been updated throughout the study process regarding park-related issues. Comments opposed to having the freeway going through the South Mountains have been received from the City of Phoenix Parks Board, the Phoenix Mountain Preservation Council and the Arizona State Horseman's Association.</p> <p>Coordination with these groups and others regarding mitigation measures would continue through the design and construction phases if freeway were to be built.</p>
	Will this highway cross the path of the Salt River? If it does, will the highway impede the flow of the Salt River, if it is allowed to flow again?	Yes, the proposed freeway alignment would cross the Salt River at approximately 63rd Avenue. A new bridge would be constructed across the river. The elevation of the bridge would be such that it would be high enough for a large amount of water to pass through (water associated with a major storm and normal river flow) unimpeded under the freeway. As required by Maricopa County Flood Control regulations, the bridge and its associated piers and substructure would be constructed in such a manner as to not impact the river's flow.

Questions to be answered in a future parking lot issues memorandum

Topic	SMCAT member/public question
Traffic projections/ economics	Where can I get the detailed projected traffic volume data (cut-line analysis) for the South Mountain Freeway? This would be the traffic volume on which the \$400 million per year in time savings at \$16.25 per hour is based. Please provide enough source reference for a Freedom of Information Act request. I think it would be interesting seeing some of that cumbersome data.

Freeway meeting brings more confusion

[By Doug Murphy | AFN](#)

August 29, 2008 - 10:32AM

Thursday night the South Mountain Citizens Advisory Committee listened to a confusing presentation on how excessive freeway noise that impacts school playgrounds has to be mitigated, but that noise that impacts a school classroom is a different topic and would be dealt with at a later meeting.

They were also told that while it didn't appear that there would be any impacts on the schools near Pecos Road, ADOT had just received information from the Kyrene Elementary School District that would have to be evaluated before they could get back to advisory team members.

It's a reframe that Brian Smith, a member of the advisory committee representing the Calabrea Homeowners Association, has heard before.

"We hear that a lot: 'We'll talk about that later,'" he said after the Aug. 28 meeting of the advisory team, which is tasked with helping ADOT update the 1985 freeway plan to take into account growth and development over the past 2 decades.

The advisory team was also told that within the proposed path there were the remains of six HohoKam villages on the west side along with lithic quarries, where Indians collected rocks used to make tools, a petroglyph site and trails in the Ahwatukee Foothills area that would also be affected and would require some kind of mitigation.

But the big issue, both literally and figuratively, was South Mountain Park which has both historic and pre-historic elements which they were told construction of the freeway through 32 acres, cutting hundreds of feet deep through three ridges, wouldn't be a problem.

Ruth Greenspan, a historic preservation specialist with ADOT, said that no special efforts would be needed because no historic elements of significance are in the freeway's right of way, despite Gila River Indian Community's resolution calling South Mountain sacred and culturally significant.

That issue has held up approval of a draft environmental impact statement as the tribe and ADOT attempt to reach a mutually satisfactory solution to how to cut into the park.

And Mike Goodman, who represents the Phoenix Mountain Preservation Council, argued that often ADOT downplays open space, like the ridges that must be gouged out.

"You keep downplaying South Mountain because it's undeveloped," said Goodman.

The freeway has been controversial almost from the beginning. In 1985 it was approved, but funding soon ran low and it was put on the back burner. As Ahwatukee Foothills grew, from 2,172 people in 1980 to 62,519 in 1995, ADOT considered several options including allowing a toll road south of Pecos Road and allowing the city of Phoenix to build Pecos Road as a parkway around South Mountain.

In 2001 ADOT began a new study to update the old plan and to take into account rapid growth along the freeway's proposed route, along Pecos Road, through the park and then north to connect with Interstate 10.

Since 2001 the estimated cost has grown from \$900 million to \$1.7 billion with a new update expected in September.

As the cost of the freeway grows, so does the number of homes that will need to be demolished in Ahwatukee Foothills, from 255 to 317 as planners went from the original 6-lane concept in 1985 to the current 10-lane plan.

South Mountain downplayed

by y

[By Doug Murphy | AFN](#)

September 2, 2008 - 4:50PM

On Thursday night the South Mountain Citizens Advisory Committee listened to a confusing presentation on how excessive freeway noise impacting school playgrounds has to be mitigated, but that the noise impacting a school classroom is a different topic and would be dealt with at a later meeting.

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East-west rivalry evident in S. Mtn. freeway advisory group

by *Kerry Fehr-Snyder* - Sept. 2, 2008 06:05 PM
The Arizona Republic

The South Mountain Citizens Advisory Team has voted to add another east-side resident to the group, potentially stacking the deck for a no-build recommendation on the proposed freeway if the committee splits along east-west lines.

The advisory group voted, 11-5, by a show of hands Thursday to invite a representative of the Foothills Club West homeowners association to join the 28-member group. The group will recommend if the 22-mile, 10-lane South Mountain Freeway should be built. Many of the "no" votes for adding another member came from west-side group members.

The proposed freeway is pitting east-side residents against those on the west side.

Many east-side residents who live in Ahwatukee oppose the freeway because they argue it would bring unwanted traffic, noise and streetlight pollution to the area.

Many residents on the west leg of the freeway favor the freeway as a means to generate economic development and provide better access to the community.

The final build or no-build vote likely will come down to an east vs. west decision, although the ultimate decision lies with ADOT and the Federal Highway Administration. The Maricopa Association of Governments also will decide whether to allocate money to build the \$1.7 billion freeway.

Wes Lines, a member of the Laveen Village Planning Committee and advisory team member, opposed adding a Club West Homeowners Association representative to the freeway advisory group at Thursday's meeting because the group has already been meeting for more than a year. Adding a new member, he argued, could slow the process.

But Brian Smith, an advisory team member and representative of the Calabrea HOA in Ahwatukee Foothills, said he favored adding a Club West representative because that community would be one of the most affected by the freeway.

Advisory team member Sandy Bahr, who represents the Sierra Club, also favored adding the additional member.

"It's not like we're going out and fishing for new members," she said.

Chad Blostone, an advisory team member and representative of the Foothills Homeowners Association, argued during the

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meeting that the group should add someone from the Foothills Club West HOA for two reasons: The team originally had invited someone from the 2,000-home association to participate on the committee, and the community is one of the largest affected by the freeway's alignment along Pecos Road.

The Club West HOA didn't accept the original invitation to join and hasn't been represented for the past year.

Mike Hinz, a real estate agent who has lived in Club West for 14 years, attended Thursday's meeting and said he would be willing to serve on the group's committee.

"Personally, I live far enough away (from the freeway) that it's not going to affect me," Hinz said after the meeting. "But I don't see the case for it. I'm certain that the freeway has no positive impact for Ahwatukee."

The advisory team voted 11-5 to add a Club West representative.

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Ahwatukee representation in Dist. 20 at risk

by *Lisa Halverstadt and Edythe Jensen* - Sept. 3, 2008
 02:42 PM
 The Arizona Republic

House Majority Whip John McComish, R-Ahwatukee, may lose his seat, and Ahwatukee Foothills could lose its only representation in the state legislature.

But not all the primary election results are in and McComish, 65, still has reason to hope.

Chandler resident Jeff Dial, 32, was the top vote-getter in the District 20 Republican primary Tuesday. Tempe political newcomer Frank Schmuck, 42, was next, with McComish trailing him by fewer than 100 votes. There are two Republican spots on the Nov. 4 general election ballot for District 20, which includes Ahwatukee, west Chandler and south Tempe.

Maricopa County **elections** officials may not have unofficial results until late Friday and final numbers until Sunday. They also weren't able to say how many mail-in ballots still need to be counted for District 20.

Wednesday, McComish tried to wait patiently.

"I think everybody is still trying to figure out

what happened, just like me," McComish said. "I wish it weren't close but that's the way it is. . . I'm still trying to digest it all."

Rep. Bob Robson of Chandler, who serves with McComish in the House, said he was still holding out hope for his friend. Term limits prevented Robson from seeking re-election and on Tuesday he lost the Republican primary for a seat on the Arizona Corporation Commission.

Robson said McComish has prevailed in situations like this one before, during his first successful run for the House in 2004. At the time, Robson was the incumbent and top vote-getter. Initial results in that race showed McComish trailed opponent Anton Orlich. A recount revealed the final vote tally to be 5,633 to 5,620, with McComish ahead.

Dial, then an Ahwatukee Foothills resident, came in fourth place.

"I'm not going to count (McComish) out, he's a scrapper," Robson said.

If McComish were to lose, it would be a big loss to the community, Phoenix District 6 City Councilman Greg Stanton said.

"John is an institution in the Ahwatukee Foothills," Stanton said. "It's not just his legislative leadership, it's his community leadership."

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Before serving as a state representative, McComish was president of the Ahwatukee Foothills Chamber of Commerce , participated in a number of community groups and owned a bookstore in the area.

That previous involvement and his leadership in the House would mean "a big hole" and "big shoes to fill" if additional ballot counts don't come out in McComish's favor, Stanton said.

The results could bode well for the only Democrat and only remaining Ahwatukee resident in the race, Rae Waters, 52, a former member of the Kyrene Elementary School District board.

"The area needs representation," she said.

Controversy over the alignment of Loop 202 through Ahwatukee has been a key issue for the community, and McComish has been a vocal opponent of the state's plan. Waters said she also opposes the current alignment along Pecos Road.

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Governor top vote getter in GRC primary

[By Doug Murphy | Ahwatukee Foothills News](#)

September 17, 2008 - 1:00PM

Voters on Gila River Indian Community went to the polls Tuesday, narrowing a crowded field of 10 candidates for Governor down to the top two, who will now face off in November's general election.

Current Gov. William R. Rhodes was the big vote getter, with unofficial results showing he received 586 votes, 33 percent, followed by Jennifer Allison-Ray with 270 votes, 15 percent. The other eight candidates brought up the rear.

It was a solid showing for a man who in June easily beat back a recall attempt.

The June 20 recall was fueled by allegations that Rhodes had unfairly fired tribal employees, including most of the department heads and the long-time community manager, during his first months in office and replaced them with people of his own choosing.

Tribal officials declined to speak on the record about the recall or Tuesday's primary election, but Rhodes wrote in an election statement that his campaign platform was to eliminate corruption, and that the tribal government was designed to provide efficient services and not be an employment program for tribal members.

Rhodes has been open to the idea of a community-wide vote on allowing construction of the South Mountain Loop 202 on tribal land, but the council has been consistently opposed to the idea.

Rhodes was elected in 2005 to the three-year term and from the beginning, his administration has battled the tribal council.

Just months after being elected, the council suspended Rhodes from office for three weeks for undisclosed reasons after receiving an internal audit of the events surrounding the firing and replacement of the department heads.

Rhodes, a U.S. Navy veteran of the Korean War, was the tribe's first volunteer fire chief. He also served nine years in law enforcement and was the tribal court's Chief Judge from 1999 until being elected governor.

Ma ge planners to tackle freeway debate and more

[By Doug Murphy | Ahwatukee Foothills News](#)

September 18, 2008 - 1:49PM

After a long summer break, the Ahwatukee Foothills Village Planning Committee will be back Monday night with a full agenda.

Topics include an update on the South Mountain Loop 202 as well as a visit by Phoenix Assistant Police Chief Kevin Robinson, who has added the south Phoenix patrol area to his list of responsibilities, plus a brief presentation on a potential senior care facility at 44th Street and Knox Road.

Also on the agenda is an update on the series of community meetings held city-wide to prioritize park improvement projects. Desert Foothills Park is on the list of parks to be finished, with city staff suggesting a dog park, expanded parking and additional ball fields. But local teens would also like to see a BMX park where they can ride bikes and perform tricks.

The Village Planning Committee meets at 6 p.m. Sept. 22 in the multi-purpose room of the Pecos Park Community Center, 17010 S. Pecos Road.

Ahwatukee planning panel to discuss preserve, freeway

by *Lisa Halverstadt* - Sept. 19, 2008 07:43 AM
The Arizona Republic

The Ahwatukee Foothills Village Planning Committee will reconvene on Monday.

Here are some topics the committee plans to hear at the public meeting at 6 p.m. at Pecos Park Community Center, 17010 S. 48th St.:

- The Parks and Recreation Department is set to provide an update on the city's potential purchase of land north of Chandler Boulevard. If the city buys the land, it may become part of the South Mountain Preserve. Attendees will also learn about the potential for new recreation programs and updates to Desert Foothills Park, village planner Chris Hood said.
- A new senior-care facility may be built at the corner of 44th Street and Knox Road in a long-vacant piece of land.
- A guest from ASU's Stardust Center for Affordable Homes and the Family will talk about sustainability options.

Following her presentation, the committee

plans to discuss ways to make Ahwatukee Foothills developments more sustainable, Hood said.

- Attendees can get an update on developments related to the proposed South Mountain Freeway.
- Committee Vice-Chair Mel Hannah will introduce Ahwatukee Foothills resident Kevin Robinson as the South Patrol Division Chief for the Phoenix Police Department.

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