

LOOP 202
South Mountain
Freeway Study

**Citizens Advisory Team Meeting
Draft EIS Review Meeting**

South Mountain Community College

Student Union

June 11, 2013

6 - 8 PM

Agenda

Duration
(minutes)

- ▶ Welcome and Introductions (5)
- ▶ SMCAT Operating Agreement Review (5)
- ▶ Draft EIS Review (40)
- ▶ Draft EIS Open Discussion (40)
- ▶ SMCAT Recommendation Process (5)
- ▶ Questions from Public (15)
- ▶ Closing Remarks (10)
- ▶ Adjourn

Welcome and Introductions

- ▶ Facilitators
- ▶ Arizona Department of Transportation
- ▶ Federal Highway Administration
- ▶ Study team members

SMCAT Membership

Organization Name	Representative Name
Ahwatukee Foothills Chamber of Commerce	Karen Starbowski
Ahwatukee Village Planning Committee	Melanie Beauchamp
Arlington Estates HOA	Camilo Acosta
AZ Forward	Charles Horvath
AZ Public Health Association	Al Brown
Calabrea HOA	Mike Buzinski
City of Avondale	Bryan Kilgore
Cottonfields / Bougainvillea Community HOA	Timothy Stone
Estrella Village Planning Committee	Peggy Eastburn
Foothills Club West HOA	Michael Hinz
Foothills Reserve HOA	Derrick Denis
Gila River Indian Community - District 4	LaQuinta Allison
Lakewood HOA	Chris Boettcher
Laveen Citizens for Responsible Development	Laurie Prendergast
Laveen Village Planning Committee	Wes Lines
Maricopa County Farm Bureau	Clayton Danzeisen
Mountain Park Ranch HOA	Jim Welch
Pecos Road/I-10 Landowners Association	Nathaniel Percharo
Phoenix Mountains Preservation Council	Michael Goodman
Sierra Club	Sandy Bahr
Silverado Ranch	Eric Baim
South Mountain Village Planning Committee	Tamala Daniels
Southwest Valley Chamber of Commerce	Woody Thomas
The Foothills HOA	Chad Blostone

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

Draft EIS Review

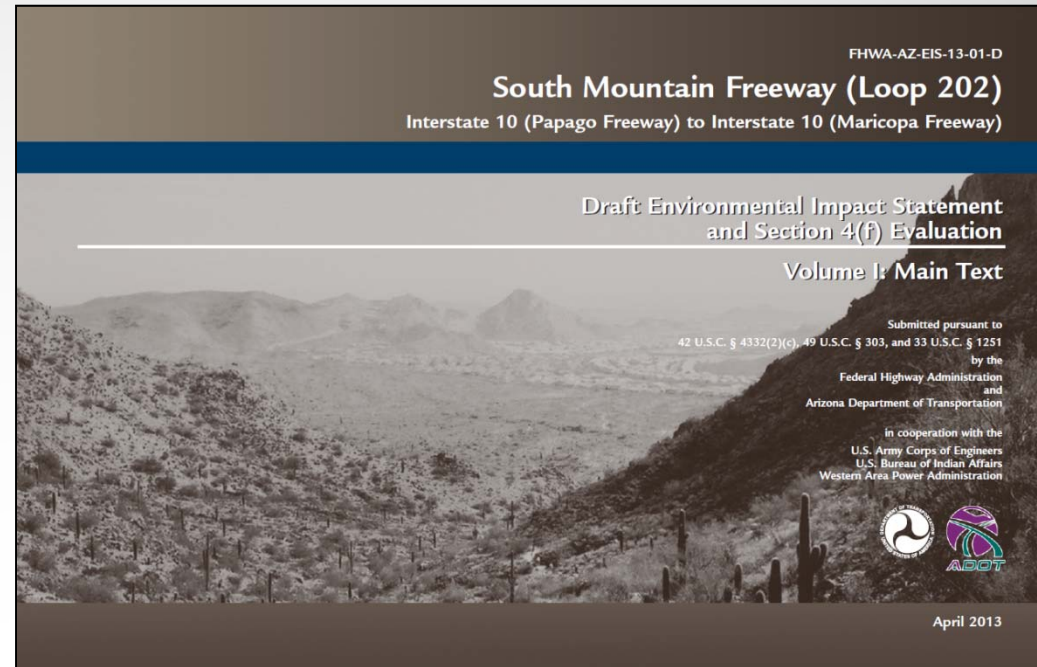
Ben Spargo and Scott Stapp, HDR Engineering

Draft EIS Review

- ▶ Detailed answers to the questions submitted in advance are provided as a handout.
- ▶ All answers in the handout and those provided tonight verbally should be considered draft.
- ▶ Responses are not considered final until they are presented in the Final EIS.
- ▶ All questions and comments provided during this meeting will be included in the Final EIS.

Draft EIS Review

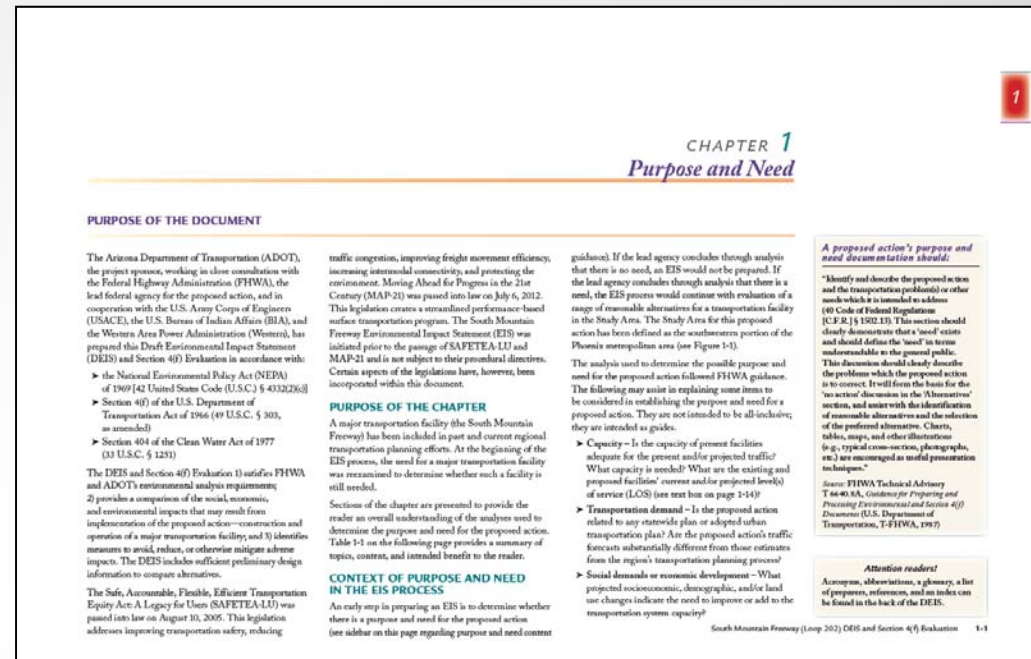
- ▶ Representation of information in the Draft EIS
- ▶ Touch on topics identified by CAT members in pre-submitted questions



www.azdot.gov/southmountainfreeway

Chapter 1, Purpose and Need

- ▶ An early step in preparing an EIS is to determine whether there is a **purpose and need** for the proposed project.
- ▶ If the lead agency concludes there is **NO NEED**, an **EIS would not** be prepared.
- ▶ If the lead agency concludes there is **A NEED**, the **EIS process would** continue with an evaluation of a range of reasonable alternatives in the Study Area.



Purpose and Need (Chapter 1)

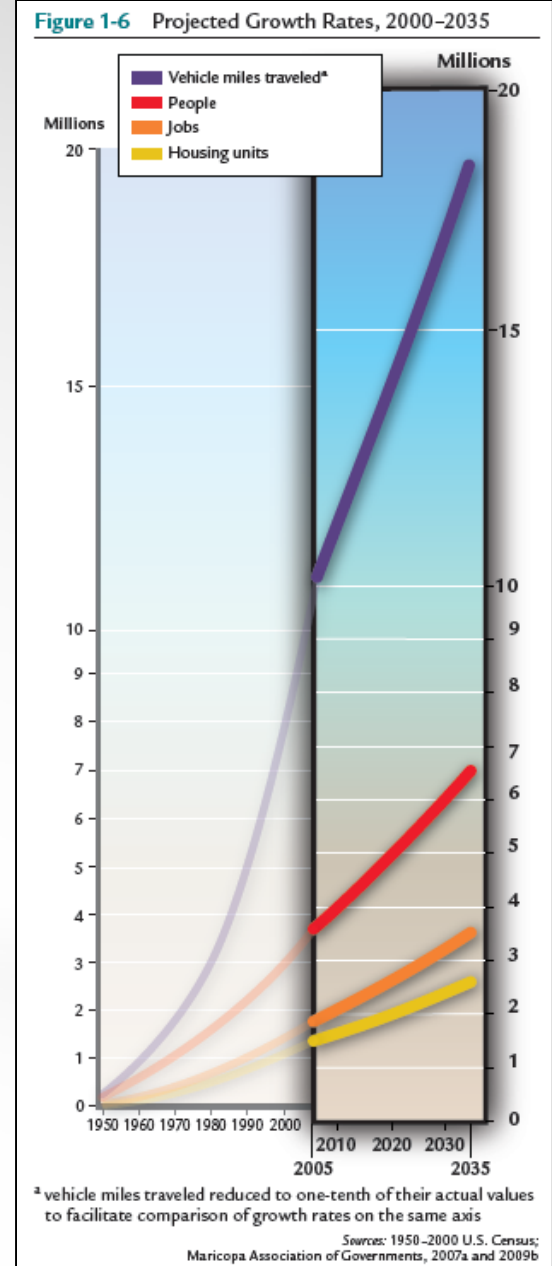
Question 1

- ▶ Purpose and need presented in the Draft EIS is developed following FHWA Guidance.
- ▶ As presented in the Draft EIS, the need is supported by:
 - socioeconomic factors
 - regional transportation demand
 - existing and projected transportation system capacity deficiencies
- ▶ An additional benefit of the proposed freeway includes east-west mobility as an alternative route to I-10.

Socioeconomic Data (1-11)

Question 2

- ▶ Socioeconomic data covers the period from 2005 to 2035
 - Most recent data available
 - MAG is in the process of adopting new traffic and socioeconomic projections
 - These new projections will be incorporated into the Final EIS



Traffic Modeling (1-13 and 3-27)

Question 3

- ▶ MAG travel demand model:
 - Certified by FHWA and reviewed by the EPA for air quality conformity
 - Provided level of demand for multimodal travel including automobiles, buses, and light rail

- ▶ Draft EIS presents results of technical analysis of MAG model output

- ▶ 2035 conditions with or without the proposed freeway assume other RTP facilities are complete



Chapter 2, Gila River Indian Community Coordination

- ▶ Based on the status of the coordination, in addition to decisions made by the Community, ADOT and FHWA have determined that an alternative alignment on Community land is not feasible.

CHAPTER 2
Gila River Indian Community Coordination

COORDINATION EFFORTS AND GILA RIVER INDIAN COMMUNITY INTERACTION PERTAINING TO THE PROPOSED ACTION

Interaction with the Gila River Indian Community (Community) regarding the proposed action has been important to individuals, organizations, agencies, and jurisdictions; as such, the proposed action-related issues directly pertaining to the Community have been consolidated into this chapter of the Draft Environmental Impact Statement (DEIS). Where appropriate, however, references are still made to Community-related issues throughout the DEIS, and the references are noted in this chapter for readers wishing to learn more about these topics.

Public comments strongly suggest a desire to understand how much coordination has occurred with the Community regarding the proposed action and also a desire for the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA) to exhaust efforts to study alternatives for the proposed action on Community land. This chapter presents:

- ▶ the roles and responsibilities associated with coordination efforts
- ▶ coordination efforts undertaken by ADOT and FHWA with the Community up to the time of DEIS publication
- ▶ major project-related concerns of the Community as understood by ADOT and FHWA
- ▶ status of Community interaction and determinations at the time of DEIS publication
- ▶ anticipated future actions pertaining to Community coordination

Discussions with the Community related to a predecessor of the proposed action date back to the mid- to late 1980s. At that time, Proposition 300 had been approved by Maricopa County voters and ADOT planners were in the process of identifying appropriate locations for what would become the proposed action. Review of applicable literature and other reports reveals coordination with Community representatives occurred during this period. Since that time, proposals similar to the proposed action have been considered by the Community, including two alignments studied for a privately funded toll road proposal in the mid-1990s.

The Community is an active member of the MAG Regional Council and participated in past decisions regarding the current *Regional Transportation Plan (RTP)*.

For the proposed action, decisions made by the Community have affected the direction of the environmental impact statement (EIS) process, including:

- ▶ processes associated with development and location of alternatives to be studied in detail in the DEIS (see Chapter 3, *Alternatives*)
- ▶ analysis of impacts of the proposed action on and off Community land (see Chapter 4, *Official Environment, Environmental Consequences, and Mitigation*)
- ▶ evaluation of resources afforded protection under Section 4(f) of the Department of Transportation Act (see Chapter 5, *Section 4(f) Evaluation*)

This chapter documents instances where efforts have been made to coordinate with the Community regarding the proposed action. Content and nature of the coordination efforts are limited in the DEIS for two reasons:

The Community is a sovereign nation, and its requests to keep certain Community information confidential must be respected (see sidebar on this page).

As with any nation whose cultural beliefs and practices are respected, ADOT and FHWA are committed to publishing only non-sensitive information regarding Community beliefs and practices.

What is a sovereign nation?

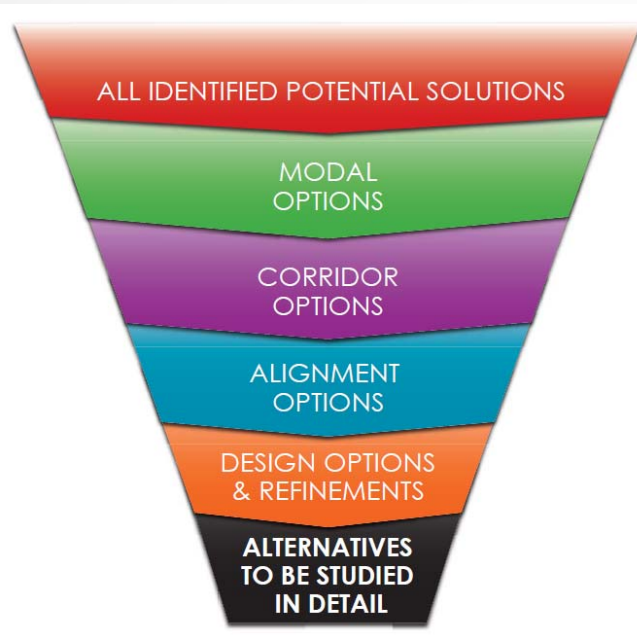
Tribal sovereignty is based in the inherent authority of Native American tribes to govern themselves. Sovereignty is limited only by rights tribes have delegated in treaties. Sovereignty is recognized under current federal policy, with an emphasis on government-to-government relations and formal communications between each tribe and the federal government. While this notion of sovereignty is recognized in many areas, generally Native American land is held in trust by the United States. The federal government is obligated by this trust responsibility to represent the best interests of tribes and their members. This specific responsibility is delegated to the U.S. Bureau of Indian Affairs (BIA), a branch of the U.S. Department of the Interior.

Given their sovereign status, many tribes operate as nations within a nation. For instance, many tribes have an executive, legislative, and judicial system, as well as more localized forms of government administration and public services. Tribes have the authority to regulate land use and activities on their lands. States have very limited authority over activities within tribal land. From a practical standpoint, this means that ADOT and FHWA do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or conduct tribal land for public benefit through an eminent domain process.

South Mountain Freeway (Loop 202) DEIS and Section 4(f) Evaluation 2-1

Chapter 3, Alternatives

- ▶ Presents the alternatives development and screening process



BACKGROUND AND ALTERNATIVES DEVELOPMENT AND SCREENING

PURPOSE OF THE CHAPTER

Information in this chapter is presented to provide the reader an understanding of steps taken to identify those alternatives ultimately studied in detail in the Draft Environmental Impact Statement (DEIS). Table 3-1 provides a summary of topics, content, and intended benefits to the reader.

CONTEXT OF ALTERNATIVES IN THE EIS PROCESS

After a purpose and need has been established for the proposed action (see Chapter 1, *Purpose and Need*), a key step in the environmental impact statement (EIS) process is to identify a range of reasonable alternatives to be studied in detail in the DEIS (see sidebar, on this page, regarding the definition of a range of reasonable alternatives). This step is commonly referred to as an alternatives development and screening process. Its purpose is to identify reasonable alternatives to the proposed action to allow for meaningful subsequent comparison of how these alternatives may affect the human and natural environment (described in Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation*).

ALTERNATIVES DEVELOPMENT AND SCREENING

Alternatives for a major transportation facility in the Study Area have been proposed and studied since the

mid-1980s. Those proposals were not discarded, but rather were incorporated into the consideration, development, and study of alternatives for the EIS process, which began in 2003 following the clear determination of a purpose and need for the proposed action. Figure 3-1 illustrates the relationship of the Study Area for the proposed action to other transportation facilities and issues of the communities in the region it would serve. Beginning with the initial agency and public scoping efforts, numerous alternatives were considered to determine the most appropriate transportation investment strategy. Alternatives considered included past freeway proposals as well as transportation system management (TSM)/transportation demand management (TDM), transit (e.g., commuter rail, light rail, expanded bus services), arterial street network improvements, land use controls, new freeways, and a No-Action Alternative.

Alternatives Development and Screening Process

The following text describes the process used to identify, develop, and screen action alternatives, concluding with identification of the action alternatives to be studied in detail in the DEIS. The screening process is summarized to facilitate readers' understanding of the process and of the logic for actions taken by the project team (see sidebar on this page for a description of project team). More detail can be found in the *Alternatives Screening Report* (2003) (see sidebar on page 3-2).

Reconfirm the Purpose and Need for the Proposed Action

The first step in the alternatives development and screening process was to reconfirm the purpose and need for the proposed action, as presented in Chapter 1. The analysis described in Chapter 1, *Purpose and Need*, concluded a major transportation facility is needed in the Study Area to address increases in population, housing, and employment projected in the Maricopa Association of Governments (MACOG) region over the next 25 years. These socioeconomic factors are expected to almost double between 2005 and 2035, and VMT are expected to grow from 101 million to 185 million over the same period. Much of this growth will occur in areas that would be served by a major transportation facility in the Study Area. A major transportation facility is also needed to address projected increases in transportation demand and deficiencies in transportation system capacity. Although capacity deficiencies exist today, they are expected to worsen and cause even greater increases in travel times (delay) by 2035.

The purpose of the proposed action—a major transportation facility—is to address the transportation needs described above. Constructing and operating such a facility may serve other purposes as well, including:

- ▶ providing regional transportation system linkage as planned in the *Regional Transportation Plan* (RTP)
- ▶ saving regional mobility needs (saving trips from lower capacity to higher capacity facilities)

CHAPTER 3 Alternatives

What is meant by a range of reasonable alternatives?

Federal regulations stipulate that an EIS shall "generously explore and objectively evaluate all reasonable alternatives" (40 Code of Federal Regulations [C.F.R.] § 1502.14). In 1969, the Council on Environmental Quality (CEQ) issued guidance stating "reasonable alternatives include those that are practical or feasible from a technical and economic standpoint" and "not infeasible in any sense." When a large number of alternatives may exist, "only a reasonable number . . . covering the full spectrum of alternatives, need be analyzed and compared in the EIS" (*Federal Register* 44:18924 [1969]).

Who is the project team?

The project team is a group of individuals who represent a comprehensive set of diverse viewpoints and have expertise relevant to environmental concerns, design requirements, traffic optimization goals, project costs, and concerns of local importance. The team includes local jurisdictions and federal, State, and regional agencies. (See Chapter 6, *Comments and Coordination*, for a list of project team members.)

- ▶ Identifies the **W59 and E1 Alternatives** as the Preferred Alternative

Nonfreeway Alternatives (3-4, Table 3-2)

Question 4, 5

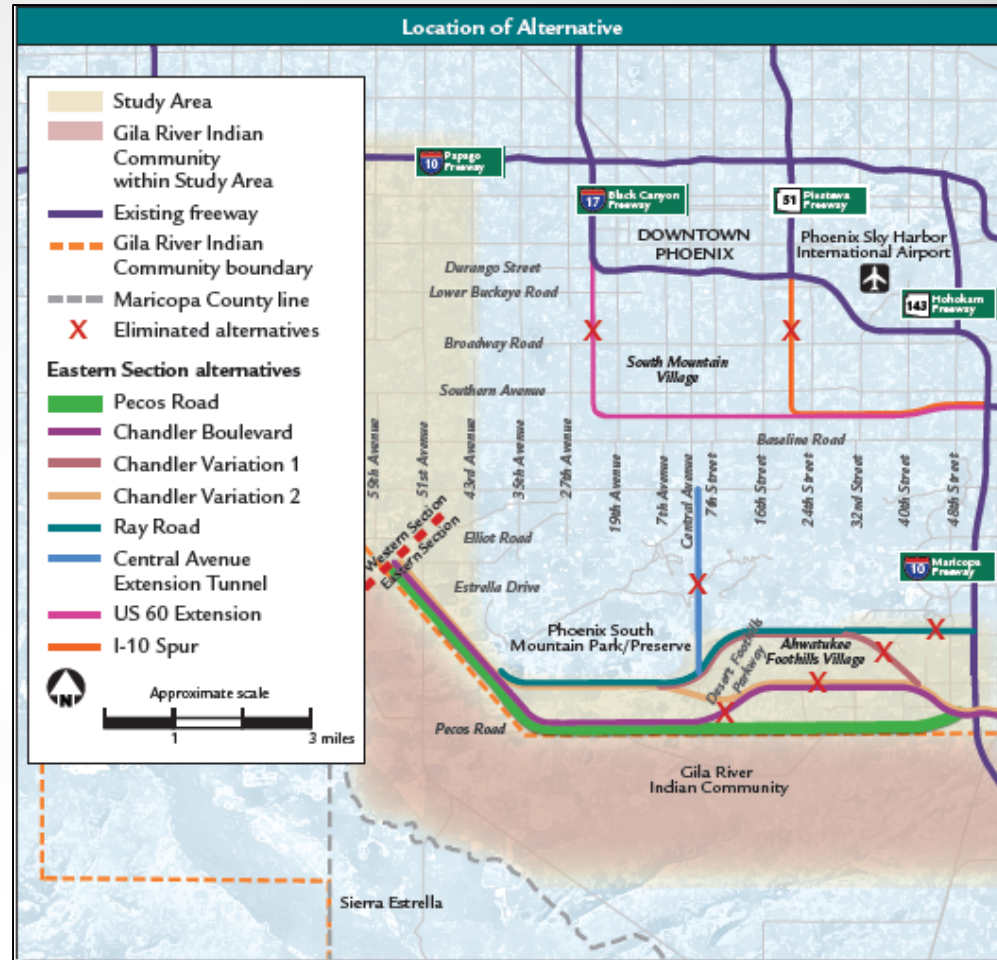
- ▶ These alternatives alone would have limited effectiveness in reducing overall traffic congestion in the Study Area and, therefore, would not meet the purpose and need for the proposed action.
- ▶ The proposed freeway would incorporate aspects of nonfreeway alternatives, where appropriate, to optimize traffic operational characteristics.
 - For example, the proposed freeway would support regional freeway-dependent transit services such as Express and Rapid bus routes.



Eastern Section Alternatives (3-12)

Question 6

- ▶ Alternates to the E1 Alternative would not meet the purpose and need or result in substantial impacts on residences and businesses.
- ▶ No alternatives on Community land are studied in detail in the DEIS.
- ▶ To date, the Community has not permitted ADOT to study alternatives in detail on Community land.



Depressed Freeway (3-15)

Question 7

- ▶ **Drainage** – Served as the primary design constraint for depressing the Pecos Road segment of the E1 Alternative.

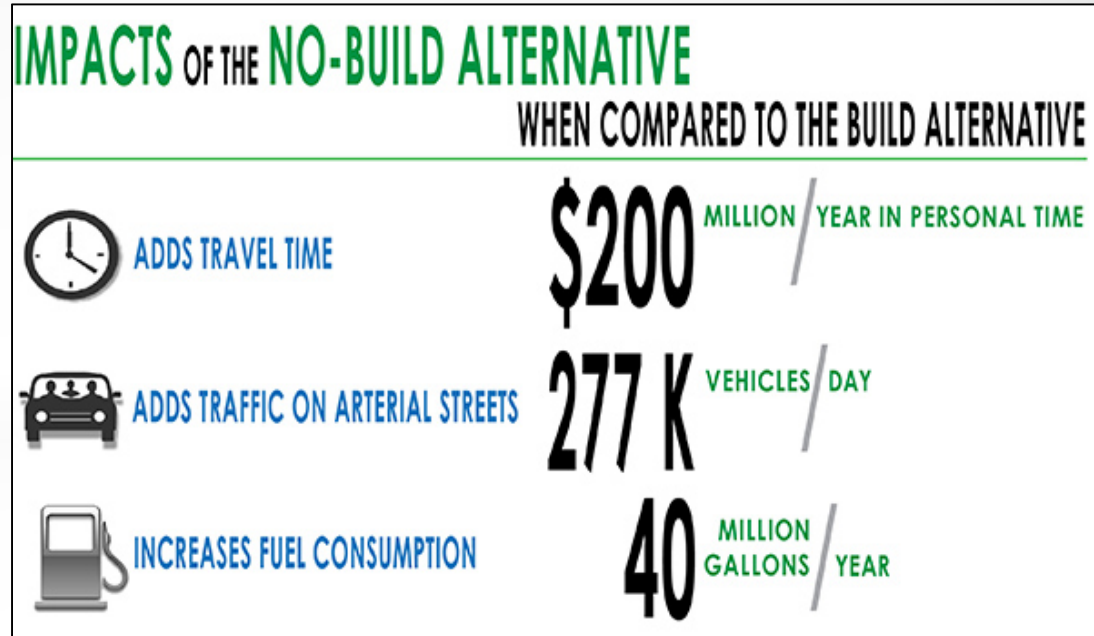
	At-grade rolling profile	Depressed profile
Area of right-of-way (acres)	883	1033
Single-family residential displacements	112	264 to 438
Total cost (right-of-way, design, and construction)	\$761 million	\$1.23 to \$1.26 billion

- ▶ Depressing the E1 Alternative profile would result in:
 - 150 additional acres of land needed
 - 152 to 326 additional homes acquired
 - \$469 to \$472 million more in total cost

No-Action Alternative (3-40)

Question 8

- ▶ Increased difficulty in gaining access to adjacent land uses and the Interstate and regional freeway systems from the local arterial street network
- ▶ Increased levels of congestion-related impacts
- ▶ Continued degradation in performance of regional freeway-dependent transit services
- ▶ Increased trip times
- ▶ Higher user costs

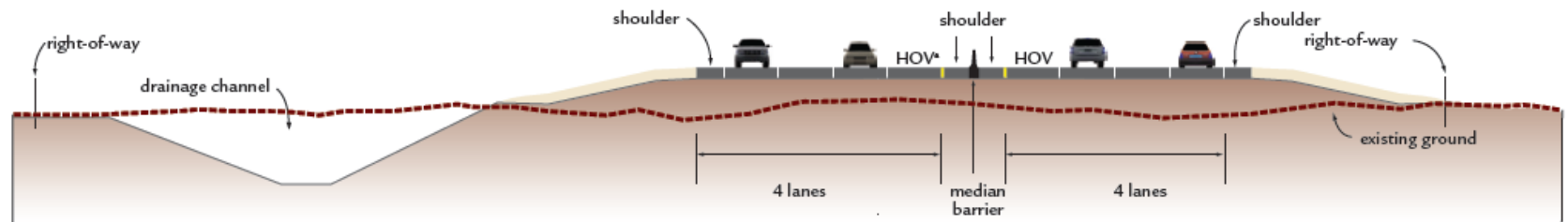


Right-of-way Area (3-52)

Question 9 (10 – not in DEIS)

- ▶ The typical right-of-way width would vary throughout the Study Area, but would normally be less than 500 feet, except at interchange locations
- ▶ For comparison, at the Union Pacific Railroad crossing, the right-of-way width would be 525 feet for the W59 Alternative. At a similar location, the W55 Alternative right-of-way width would have been 740 feet.
- ▶ The right-of-way width for other freeways such as Loop 101 range from 350 to 500 feet.

Figure 3-34 Typical Eight-lane Freeway Section



Right-of-way width varies

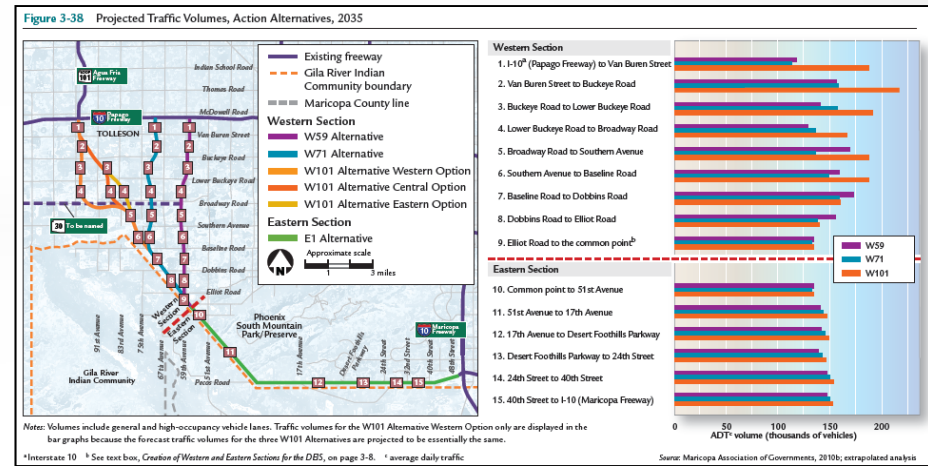
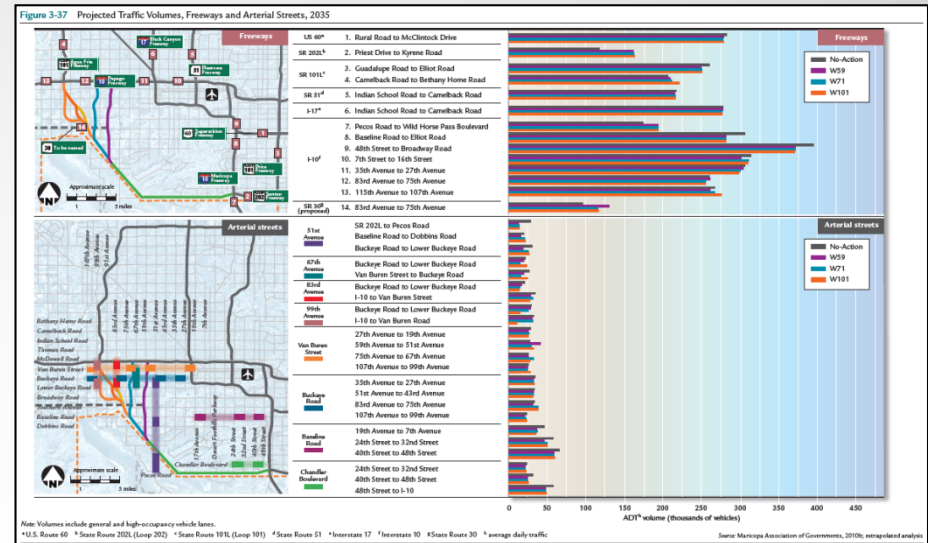
^a high-occupancy vehicle lane

The freeway cross section would be typical of those found throughout the region's freeways. Regional consistency in lane geometry improves driver expectancy and safety and can contribute to enhanced traffic operation as a result. Right-of-way width varies at specific locations depending on presence of noise walls, drainage basins or channels, retaining walls, etc.

Projected Traffic Volumes (3-61 to 3-62)

Question 11

- ▶ All of the action alternative would provide similar traffic operational benefits when compared to the No-Action Alternative
- ▶ Future daily traffic volumes on the action alternatives would be similar to those of other freeways in the region.

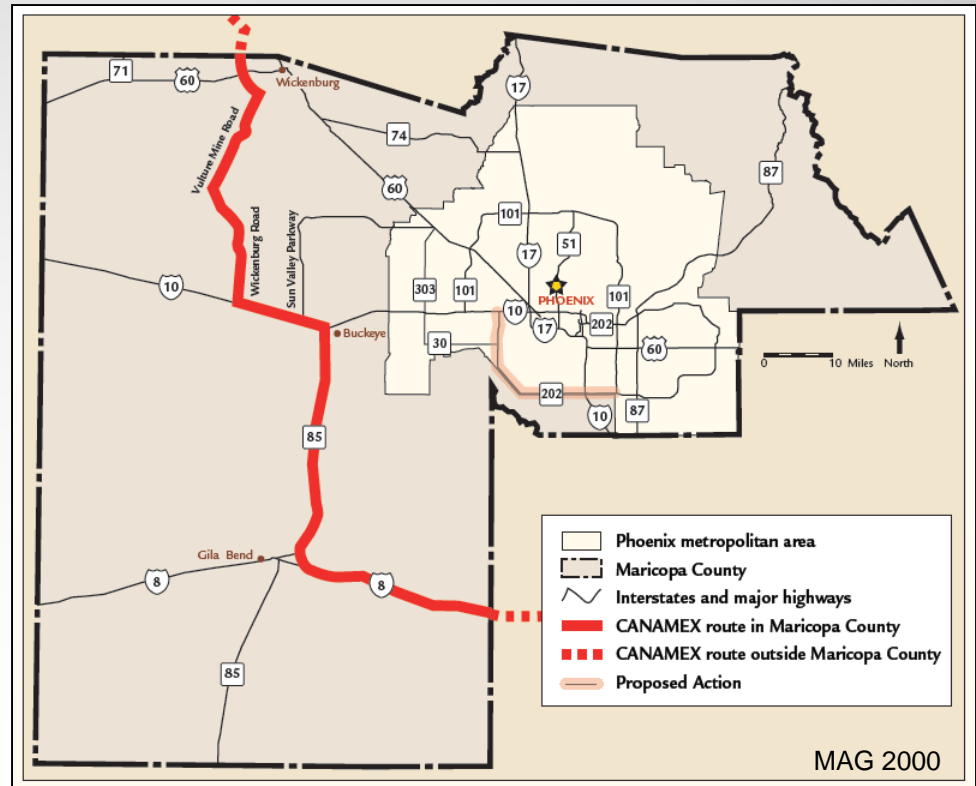


CANAMEX (3-64)

Question 12

The 1995 Congressional definition states:

“In the State of Arizona, the **CANAMEX** Corridor shall generally follow—
(i) I-19 from Nogales to Tucson; (ii) I-10 from Tucson to Phoenix; and (iii) United States Route 93 in the vicinity of Phoenix to the Nevada Border.”



The definition allows for broad interpretation so that local, regional, and state agencies could further define the specific routes for the corridor.

- In April 2001, MAG Regional Council formally adopted the route depicted in the map.
- On July 6, 2012, passage of the MAP-21, formally added the segment of the CANAMEX corridor through Maricopa County to the Interstate Highway system as Interstate 11

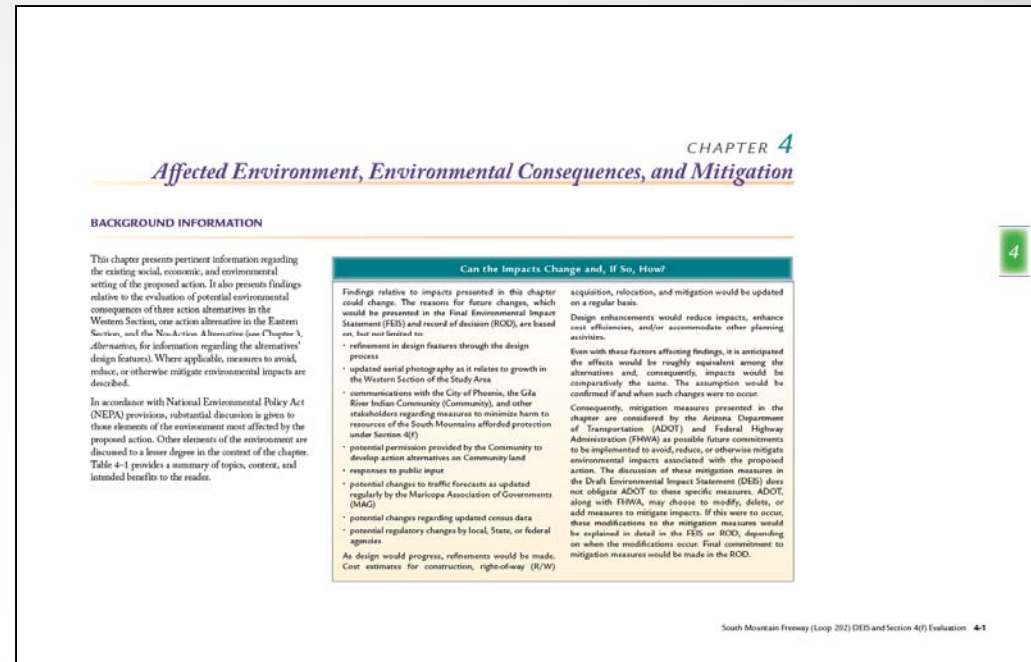
Truck Routing (3-64)

Question 13

- ▶ The designated truck bypass for the Phoenix metropolitan area is SR 85 and Interstate 8 (similar to the CANAMEX route)
- ▶ As with all other freeways in the MAG region, trucks would use the proposed freeway for the through-transport of freight, for transport to and from distribution centers, and for transport to support local commerce.
- ▶ Using the proposed freeway for through-transport would require trucks to enter congested areas; therefore, choosing to travel on the proposed freeway versus using the designated truck bypass route would not translate to substantial travel time benefits.

Chapter 4, Affected Environment, Environmental Consequences, and Mitigation

- ▶ Presents potential impacts on the social, economic, and environmental setting from the action alternatives and the No-Build Alternative.



- ▶ Presents proposed mitigation or actions taken to reduce or eliminate an adverse impact from construction, operation, or maintenance of the proposed freeway.
- ▶ Sections of Chapter 4

Displacements Mitigation (4-45)

Question 14

- ▶ Complying with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Title VI of the Civil Rights Act of 1964.
- ▶ Providing, where possible, alternative access to properties losing access to the local road network
- ▶ Negotiated with individual land owners

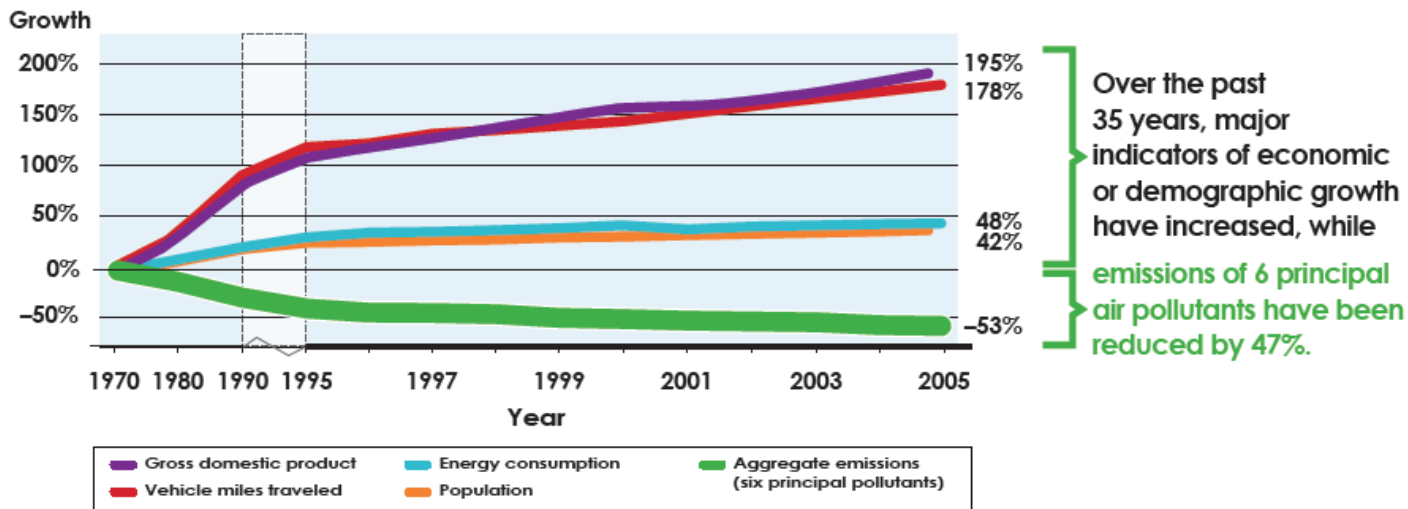
Table 4-12 Potential Displacements, Action Alternatives

Action Alternative/Option ^a	Businesses ^b	Residential				Total	Community Facilities ^c	Utilities ^d
		SF ^e	Lots ^f	MH ^g	MF ^h			
Western Section								
W59	41	53	0	0	680	733	0	1
W71	22	705	120	0	0	825	0	0
W101 Western Option	14-30 ⁱ	598-599	326-327	2	0	926-928	3	3
W101 Central Option	14-29	769	350	0	0	1,119	3	2
W101 Eastern Option	14-28	857	447	0	0	1,304	3	2
Eastern Section								
E1	0	112	17	9	0	138	1	2

Air Quality (4-58)

- ▶ Regulatory overview
- ▶ Criteria pollutants
- ▶ Mobile Source Air Toxics (MSATs)
- ▶ Environmental Consequences (impacts)
- ▶ Conclusions

Comparison of National Economic and Demographic Growth Indicators



Mobile Source Air Toxics (4-74)

Questions 15, 16

- ▶ A discussion of the National Near Roadway MSAT study is presented on page 4-74 as a summary of the study as recommended by NEPA, not as a complete duplication of the paper and its findings. FHWA finds the summary of this report as presented in the Draft EIS to be inclusive and satisfactory, as demonstrated by its *Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA*
- ▶ On page S-14 in Table S-3 the statement regarding MSAT emissions will be changed to “For all action alternatives, increased traffic volumes ~~could~~ will produce elevated MSATs emissions near the proposed action”

Mobile Source Air Toxics (4-69)

Question 17

- ▶ As noted on page 4-69 of the Draft EIS, it is FHWA's view that information to credibly predict project-specific health impacts attributable to changes in MSAT emissions associated with a proposed set of freeway alternatives is incomplete or unavailable for several reasons:
 - (1) total exposure to MSAT pollutants is a function of exposures from all sources,
 - (2) uncertainties are associated with emissions and dispersion models,
 - (3) there is lack of national agreement on air dose-response values,
 - (4) it is unclear how to determine lifetime exposures, and
 - (5) there is no national consensus on acceptable risk.

Monitoring Sites

Questions 18, 19, 20, (21 – not in DEIS)

- ▶ Emission trends - average emission rates per vehicle based on all vehicle types in the Maricopa County area
- ▶ The closest monitoring site to Ahwatukee is the Maricopa County Air Quality Department's West Chandler monitor (Ellis Street and Frye Road), which collects information on meteorological conditions, ozone, carbon monoxide, and particulate matter less than or equal to 10 microns in aerodynamic diameter (PM_{10}).
- ▶ Gila River Indian Community maintains a monitoring site at the St. Johns School. Data on meteorological conditions and ozone are collected there.

Noise (4-45)

Questions 22, 23

- ▶ The noise impact of the proposed freeway on noise-sensitive land uses (residences) was evaluated to determine if noise reduction was needed according to ADOT's Noise Abatement Policy - refined during design.
- ▶ Modeled with existing barriers – I-10/W59.
- ▶ South Mountain Park/Preserve – direct use under Section 4(f)



Water Resources (4-45)

Question 24

- ▶ Water resource issues examined in the Draft EIS considered effects on surface water quality, irrigation canals, and access to groundwater supply.
- ▶ In regards to the Foothills well:
 - After reviewing Arizona Department of Water Resources and U.S. Geological Survey well records in the general area, ADOT and FHWA were unable to find a reason that a replacement well location could not be found that would produce water comparable in quality and quantity to the acquired well; however, the discussion on page 4-100 of the Draft EIS concludes that in the event that well replacement were not possible, ADOT would replace the well through alternative sources of water that are described in detail.

Biological Resources (4-117)

- ▶ Wildlife and plant species in Arizona are regulated and protected through state and federal laws and regulations.
- ▶ The Western Section action alternatives:
 - may affect foraging behavior of the Sonoran Desert population of bald eagles along the Salt River.
 - Would not affect threatened and endangered species or their critical habitat.



- ▶ The E1 Alternative:
 - May affect the Sonoran desert tortoise through vehicular conflicts, displacement from construction, loss of food sources and cover habitat, and habitat degradation.

Biological Resources Mitigation (4-126)

Question 25

- ▶ Mitigation specific to the Sonoran desert tortoise would include, but would not be limited to:
 - Coordinating with U. S. Fish and Wildlife Service (USFWS) and Arizona Game and Fish Department to determine whether additional species-specific mitigation measures would be required.
 - Designing drainage structures near the South Mountain Park and Preserve to accommodate multifunctional crossings.
 - Educating construction personnel of guidelines for handling Sonoran desert tortoises, if encountered.

Cultural Resources (4-128)

Question 26

- ▶ Cultural resource investigations were performed to establish the proposed freeway's compliance with the National Historic Preservation Act and other laws.
- ▶ Cultural resources generally include archaeological sites, historic buildings and structures, artifacts and objects, and places of traditional, religious, and cultural significance.
- ▶ Impacts on and mitigation for the Phoenix South Mountain Park/Preserve are discussed in several sections of the Draft EIS (see pages 4-9, 4-15, 4-16, 4-122, 4-123, 4-124, 4-129, 4-130, 4-154, 4-155, and 5-14 to 5-28).



Hazardous Materials Transport (4-154)

Question 27

- ▶ The South Mountain Freeway, if implemented, is expected to operate under the same rules and regulations as other similar facilities in the state; **transport of hazardous cargo is expected to be permissible.**
- ▶ Emergency responders would address the construction of the proposed freeway by amending the local emergency response plan to include the facility.
- ▶ This would include emergency response on the road and alternative routes for diversion of traffic in the event that a hazardous materials incident occurred along the roadway.
- ▶ In addition, drainage facilities along the proposed action would be designed to also function as chemical-spill containment structures.

Visual Resources (4-155)

Question 23

- ▶ The Study Area was evaluated in terms of the existing visual conditions and landscape character. The analysis identified distinct features, areas of preservation and disturbance, key landmarks, and major viewpoints.
- ▶ Impacts on and mitigation for the Phoenix South Mountain Park/Preserve are discussed in several sections of the Draft EIS (see pages 4-9, 4-15, 4-16, 4-122, 4-123, 4-124, 4-129, 4-130, 4-154, 4-155, and 5-14 to 5-28).



Chapter 5, Section 4(f) Evaluation

- ▶ Section 4(f) applies to projects that receive funding from or approval by an agency of the U.S. Department of Transportation.
- ▶ Within or near the Study Area, the following are subject to protection under Section 4(f):
 - Recreational trails
 - Historic properties
 - Recreational facilities associated with public schools
 - Public parks

CHAPTER 5
Section 4(f) Evaluation

PROCEDURES FOR PROTECTING SECTION 6(f) AND SECTION 4(f) RESOURCES

SECTION 6(f)	SECTION 4(f) Use
<p>Section 6(f) of the Land and Water Conservation Fund Act (LWCF), administered by the Interagency Committee for Outdoor Recreation and National Park Service (NPS), pertains to projects that would cause impacts on or result in the permanent conversion of outdoor recreational property acquired with LWCF assistance. The LWCF established the Land and Water Conservation Fund (LWCF), a matching assistance program providing grants paying half the acquisition and development cost of outdoor recreational sites and facilities. Section 6(f) prohibits the conversion of property acquired or developed with these grants to a nonrecreational purpose without approval from the Interagency Committee for Outdoor Recreation and NPS. NPS must ensure replacement lands of equal value, location, and usefulness are provided as conditions of approval for land conversions (16 U.S.C. §§ 4608-4 through 4608-11). Section 4(f) properties that have received LWCF assistance are discussed in tables associated with Figures 5-6 and 5-7, beginning on page 5-10. All Section 6(f) properties in the Study Area would be avoided and are, therefore, not discussed further.</p>	<p>A "use" of a Section 4(f) resource, as defined in 23 Code of Federal Regulations (C.F.R.) § 774.12, occurs: 1) when land is permanently incorporated into a transportation facility (a direct use), 2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purpose (a direct use), as determined by the criteria in 23 C.F.R. § 774.15(d), or 3) when there is a constructive use of land as determined by the criteria in 23 C.F.R. § 774.15. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from the Section 4(f) resource, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the resource are substantially diminished (23 C.F.R. § 774.15). For example, a constructive use can result when one or more of the following occur:</p> <ul style="list-style-type: none">• The proximity of the proposed action substantially impairs aesthetic features or attributes (such as blocking the view from a Section 4(f) property) of a resource protected by Section 4(f), when such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be locating a proposed transportation facility in such proximity that it obstructs or eliminates views that are considered part of an NHPA-eligible, architecturally significant, historical property's Section 4(f) eligibility. Another example would be locating a proposed transportation facility in such proximity that it detracts from the setting of a park or historic site which derives its value in substantial part because of its setting.• The proposed action results in a restriction on access that substantially diminishes the utility of a significant publicly owned park, recreation area, or historic site.

embodiment of a distinctive design of a given type, period, or method of construction), and Criterion D (three yielded, or are likely to yield, information important in prehistory or history). Generally, cultural resources eligible

South Mountain Freeway (Loop 202) DEIS and Section 4(f) Evaluation 5-1

- ▶ Highway planners and designers must demonstrate there is no prudent and feasible alternative before allowing a highway project to impact a Section 4(f) resource.

South Mountains Mitigation (5-23 to 5-27)

Question 28

- ▶ Mitigation specific to the South Mountains would include, but would not be limited to:
 - Establishing a slope treatment plan for cuts through the ridgelines to blend the cuts into the South Mountains' natural setting.
 - Consulting with the Gila River Indian Community and other agencies regarding design and locations of multiuse crossings.
 - Contracting with the Gila River Indian Community to perform a full TCP evaluation.
 - City of Phoenix would identify potential replacement recreational land.

Chapter 6, Comments and Coordination

- ▶ Documents the agency and public involvement process up to publication of the Draft EIS.
- ▶ Identifies comments, concerns, and suggestions collected during communications, interviews, and meetings.

CHAPTER 6
Comments and Coordination

PAST COORDINATION AND PROJECT ACTIONS

Public and agency interaction early and often in the environmental impact study (EIS) process can help shape and influence proposed action-related determinations by the Arizona Department of Transportation (ADOT) and Federal Highway Administration (FHWA). The involvement can also contribute to an informed public, to constructive agency participation, and ultimately to better decision-making. The proposed action has a history of public involvement and agency coordination. This chapter summarizes the history and presents:

- ▶ activities undertaken to engage the agencies and public in constructive dialogue about the proposed action since the start of the EIS process in 2001
- ▶ the results of those activities
- ▶ future coordination activities planned through the completion of the EIS process

SUMMARY OF PAST AGENCY AND PUBLIC INVOLVEMENT, PRE-EIS PROCESS

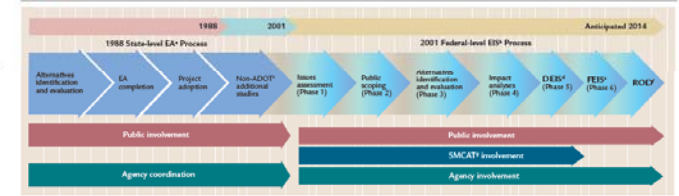
Early versions of the proposed action have been the subject of several studies to determine the need for the facility in the region, the integrated nature of the facility with other major transportation investments, and the location/alignment of the facility and what it might look like. Every study has actively sought to engage the public and agencies in the processes surrounding these determinations (Figure 6-1).

In the early 1980s, planners from local jurisdictions that make up the Maricopa Association of Governments (MAG) membership (see text box on page 1-4 for more information regarding MAG) began to study regional transportation needs. During this time, MAG actively sought public and other agencies' input in the process to develop the region's *Long-Range Transportation Plan* (LRTP) (which included the concept of the proposed freeway as a prominent piece of the planned 232-mile Regional Freeway and Highway System).

In 1985, voters of Maricopa County passed Proposition 300 to create a ¼ cent sales tax to fund the construction of the Regional Freeway and Highway System. The public was invited to continue

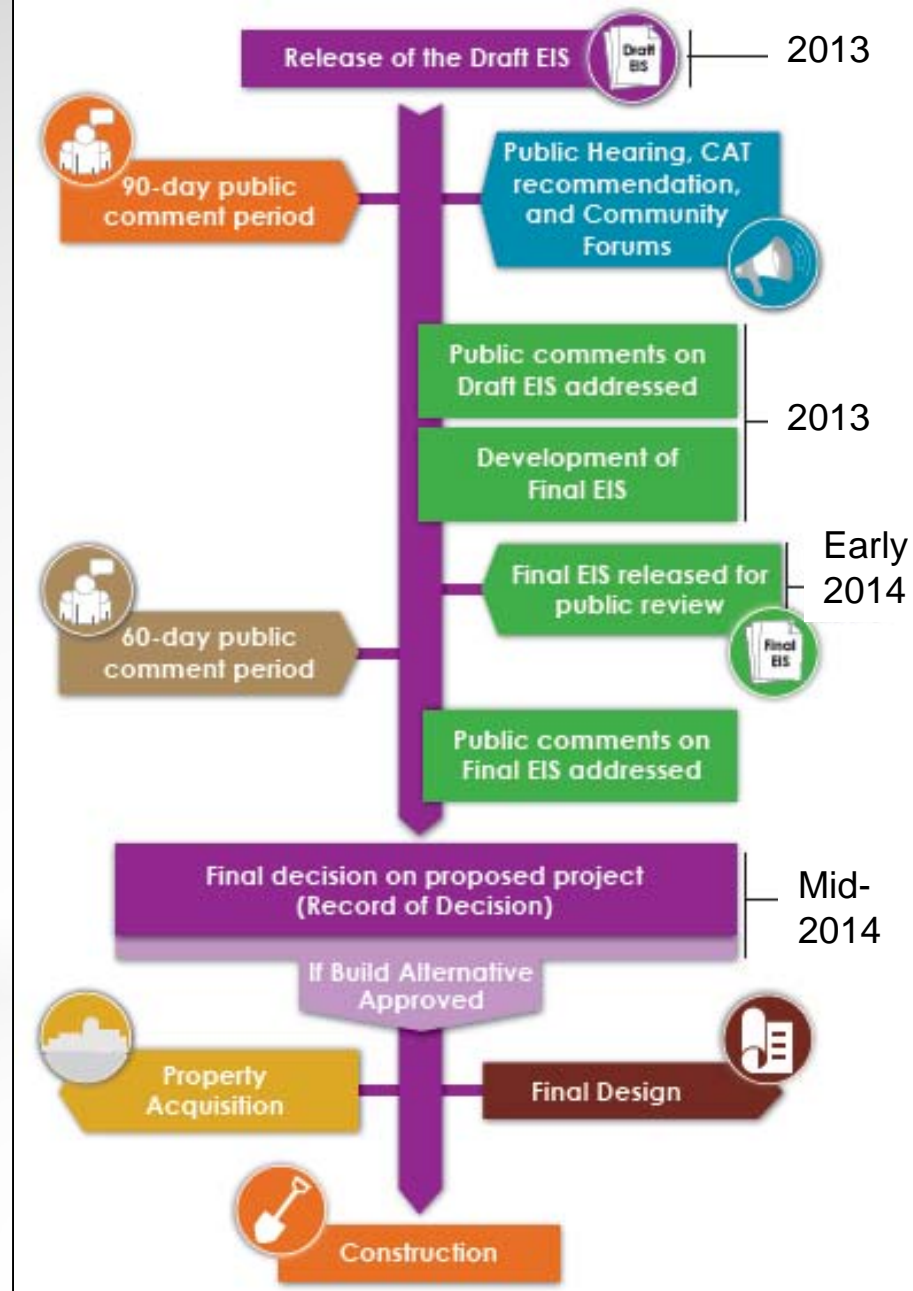
South Mountain Freeway (Loop 202) EIS and Section 4(f) Evaluation 6-1

Figure 6-1 Public Involvement, South Mountain Freeway History



* environmental assessment * environmental impact statement * Arizona Department of Transportation * Draft Environmental Impact Statement
 * Final Environmental Impact Statement * record of decision * South Mountain Citizens Advisory Team
 Agency and public concerns over social impacts, parkland impacts, project costs, and ongoing coordination with the Gila River Indian Community have remained constant since the late 1980s.

Next steps



Draft EIS Open Discussion

Ben Spargo, HDR Engineering
and Study Team

Draft EIS Open Discussion

- ▶ Technical staff are present and will do their best to provide a complete response.
- ▶ Please be as specific as possible with your question.
- ▶ If additional details or information are needed to completely answer a question, the question and response will be placed in the “parking lot” and posted to the Website by July 5, 2013.

Draft EIS Open Discussion

- ▶ All answers provided tonight verbally should be considered draft.
- ▶ Responses are not considered final until they are presented in the Final EIS.
- ▶ All questions and comments provided during this meeting will be included in the Final EIS.

SMCAT Recommendation Process

Tom Keller, KCA

June 12, 2013
Online recommendation
process begins



Organizations can provide
Build or No Build
recommendation



July 24, 2013
Online recommendation
process ends



Recommendations
considered and included in
the Final EIS

**South Mountain Citizens Advisory Team
Action or No Action Final Recommendation
Due: July 24, 2013**

Purpose

The charter of the South Mountain Citizens Advisory Team is to provide an *Action (build) or No Action (no build) recommendation* for the Loop 202 South Mountain Freeway. The following template is designed to capture the final recommendation of each individual SMCAT organization.

The following is the final recommendation of _____ member organization of the South Mountain Citizens Advisory Team. This recommendation has been reviewed by the organization's governing board or its equivalent and represents its position regarding the South Mountain Freeway.

- Action – Build Alternative
- No Action – No Build Alternative

Please provide a brief statement regarding your organization's recommendation in the space provided below.

- Attachments

Questions from the Public

Tom Keller, KCA

Closing Remarks

Tom Keller, KCA