CITIZEN COMMENTS AND RESPONSES
From: John Alcock [mailto:j.alcock@asu.edu]

Sent: Tuesday, December 09, 2014 9:11 AM

To: Projects

Subject: South Mountain FEIS

Dear Sirs:

As a member of PMPC, I wish to go on record in opposition to the building of a freeway through South Mtn Park. Over the years I have been a regular and frequent visitor to the Park which is only 15-20 minutes from my home. The PMPC statement about the deficiencies of the FEIS should be more than enough to convince even the most avid highway advocate that this roadway should NOT be built. South Mountain Park is a gem in an otherwise degraded urban environment; the park provides strong wildlife, archaeological and recreational values. The proposed freeway would harm all these values. I speak as a biologist, now retired, who has written about the Sonoran Desert (Sonoran Desert Spring and Sonoran Desert Summer) and who believes that the Sonoran Desert deserves our respect and protection, not its continued destruction.

Thank you

John Alcock
Emeritus Regents' Professor
Arizona State University
Tempe, AZ 85287-4501

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<th>Code</th>
<th>Issue</th>
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<tr>
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<tr>
<td>2</td>
<td>Economics, Socioeconomics</td>
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<td>CONTACT RECORD</td>
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<td>SOUTH MOUNTAIN</td>
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<td>FREEWAY</td>
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<td>1</td>
<td>DATE: 10/15/14</td>
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<td>2</td>
<td>TIME: 1:19 PM</td>
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<td>3</td>
<td>STAKEHOLDER: ZRITA ALLISON</td>
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<td>4</td>
<td>ADDRESS: N/A</td>
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<td>5</td>
<td>PHONE: N/A</td>
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<td>EMAIL: N/A</td>
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<td>CONTACT METHOD: HOTLINE</td>
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**REMARKS/QUESTIONS:**
Ms. Allison stated that the South Mountain Freeway will have negative impacts to the Ahwatukee community. It will impact 15 schools; remove a church and several hundred homes. She urged Phoenix to rethink its plan and come to other alternatives. She also noted the air pollution effects caused by freeways.

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<td>3</td>
<td>Acquisitions and Relocations</td>
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<td>4</td>
<td>Alternatives, No-Action Alternative</td>
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We have lived in Ahwatukee for 31 years. I am all for the South Mountain Freeway! The idiots that bought and/or built in the freeway right-of-way have no voice in the matter. PARC is a group that thinks they are above it all and have come up with all types of bogus reasons not to build. Start moving dirt, git er done.

Jerry and Pamm Allston
Sent from my iPad

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-----Original Message-----
From: Jerry Allston
Sent: Wednesday, November 19, 2014 2:33 PM
To: Projects
Subject: South Mountain Freeway

We have lived in Ahwatukee for 31 years. I am all for the South Mountain Freeway! The idiots that bought and/or built in the freeway right-of-way have no voice in the matter. PARC is a group that thinks they are above it all and have come up with all types of bogus reasons not to build. Start moving dirt, git er done.

Jerry and Pamm Allston
Sent from my iPad
Dear ADOT,

I want to express to you my lack of support for the Proposed South Mountain freeway. I believe that there is significant evidence that this freeway would not benefit the community at large, would destroy important and sacred lands in South Mountain, would worsen air quality for Ahwatukee, would put children in schools bordering the proposed route at risk, would impact water resources in Ahwatukee, would unnecessarily destroy homes and other community structures, and would be an unnecessary expense for our tax dollars without significant benefit.

Please, do not build this highway. It is not worth destroying a community and the beautiful, culturally significant lands of South Mountain.

Thank you,
Kirsten Anderson
480-219-8816

Sent from Yahoo Mail for iPad
From: Susan Anderton [mailto:anderton.susan@gmail.com]
Sent: Saturday, November 22, 2014 3:39 PM
To: Projects
Subject: South Mountain Freeway

Please do not approve the South Mountain Freeway. Very concerned with increase in pollution in addition to opening up the “quiet side of the mountain” to unnecessary traffic and noise. Why not expand the road that crosses the reservation. The money can be spent better somewhere else.

Susan Anderton

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I feel you are misleading the public by neglecting to mention dangerous aspects of the proposed freeway. Creating a truck route along Pecos Road will be disastrous for the air quality of the adjacent neighborhoods and schools. As a Family Nurse Practitioner I am well aware of the prevalence of severe asthma and allergies among the Valley’s population. Asthma is the number one reason for school absences. Building another freeway near schools and homes will increase the pollution, escalating rates of asthma and other cardiopulmonary illnesses, impacting the health of all and education of our children. Just because highways have been built near schools in other areas doesn’t make it right to do it again, here. Two wrongs, in fact, do NOT make a right. You say the freeway is needed to ease traffic congestion, however you have spent millions of taxpayer dollars on an environmental impact statement that is using outdated information on population and traffic trends. You may be trying to persuade the public into thinking it will ease traffic, but all you are doing is moving the traffic which will negatively impact more neighborhoods and schools. Wells will be disrupted that fill many Ahwatukee lakes. We have already been contending with a selfish landowner who ruined a beautiful golf course and lake community. Your plan includes demolishing parts of 3 ridges, 200 feet deep, of the beautiful South Mountain Preserve and invading sacred, culturally sensitive Indian land. Countless animal habitats will be disrupted. Your plan deceptively involves paving an access road at the end of Chandler Boulevard and further diverting traffic through desert landscape and quiet nature trails. Finally, you aim to take away the very reason many of us moved here, that is, the tranquil landscape and the peaceful, out-of-the-way refuge that we call home.

I OPPOSE THE SOUTH MOUNTAIN FREEWAY!

Sincerely,

Jean Arlotti
1815 W. Glenhaven Dr.
Phoenix, AZ 85045
602-513-6959

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From: Cesar Aparicio [mailto:cesar.aparicio@gmail.com]
Sent: Wednesday, December 10, 2014 8:50 PM
To: Projects
Subject: Loop 202 South Mountain Freeway

Dear friends at ADOT,

Will like to be aware of any community meeting on the Loop 202 South Mountain Freeway for the rest of the year and next year to attend.
Will appreciated you help on this matter.

Respectfully,
Cesar
Hello,

I have recently moved to Ahwatukee, and I would like to voice my concern regarding the South Mountain Freeway project. I live in the Lakewood subdivision, less than a mile from the proposed site. My major concern is the air pollution, as the grade school my son is distanced to attend would back up to the proposed freeway. This increased air pollution is very concerning with his current respiratory health issues.

In addition, the limited traffic congestion relief is enough to offset the increased traffic congestion on Chandler Blvd. The needs in the southern part of the region would be better served by a highway farther south. The south Ahwatukee area contains too many residential areas for a major freeway this close. The pollution, hazmat risk, property damage, and decrease in property value lead me to strongly oppose the South Mountain Freeway.

Thank you,
Meg Astudillo
MS. BAREHAND: How about if I just talk from back here, and I think everybody can hear me.

I'm just commenting. I think this -- this public forum is a little -- a little bit too late, you know. The decision is already made for us through council. And we all heard who made the motion and seconded it.

I would urge all our voters from Gila River that vote to remember who was on council, who made these after your own wishes were ignored. We all voted against this. I don't know how many times it had to go through. And still they kept trying to push it through. And now it's going to be through. It's going to be a reality.

And then they have the nerve to tell us that we want to come over here and ask questions, yet we can't ask any questions of the ADOT people? What good is this going to do? It's going to be recorded by court reporters? And then where's it going to go? In the archives? On microfilm? Who's going to know we're making these comments?

Your council -- your governor-elect is here. The councilmembers are here. These people are the ones that we elected to represent each one of us. And yet do they at the district level?

And it's up to us too. You all should be
going to your district meetings. If you don't vote, then
you're doing a dissatisfaction to your children, your
grandchildren, and your great-grandchildren. We all sit
here and say, well, look at us. They're pushing us around
again. They're doing this. You know, all white people
see is desert land. It's nothing to them.

Land is the most important thing that we
have for our own people besides water. And you all know
that. And where is our water? We don't even have any
water anymore in our rivers. Go by -- go over Salt River.
You go over all the rivers, and they're all dry. And
where is that water going? Who is it benefitting? Not
us -- not us Native Americans.

So I would say that you remember who voted
on this, who passed this measure. And it's just sad
because we are against this, and yet it's going to happen
to us anyways, just as it has for years past, centuries
past. We're still getting -- I hate to use this
expression, but we're still getting the shaft. And it is
not through our own doing. It's through our council
representatives that represent us. What are they doing?
They're representing what they think is best for us.
Well, sometimes, I mean, it's sad to say that they don't
know what is best for us. We can only say that ourselves.
And that's all I have to say.
MS. KISTO: Thank you, Ms. Barehand.
Anyone else like to provide a comment at this time?
Sir, come on up.
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Code Comment Document

From: Brian Rockwell
Sent: Wednesday, October 15, 2014 1:11 PM
To: chadblostone@cox.net
Cc: Brock Barnhart
Subject: sm202

Mr. Blostone,

Your email inquiry addressed to Tim Tait of ADOT Communications regarding fees associated with ADOT acquisition from the Foothills HOA has been referred to me for a response.

State statute requires ADOT to establish current market value for any real property to be acquired for transportation purposes. This value is established for ADOT by an independent appraiser who considers all present conditions affecting value, and it is this value amount that is presented to the property owner as ADOT's offer to purchase. ADOT does not purchase personal property, although the costs to move personal property from land purchased by ADOT is covered by the Department’s relocation assistance program. ADOT also pays all reasonable title and escrow fees related to its purchase, but ADOT is not authorized to reimburse legal fees that the property owner incurs that are associated with this purchase.

Please feel free to contact me if you have more questions.

R. Brian Rockwell
Assistant Chief Right of Way Agent
205 S. 17th Avenue MD 612E
Phoenix, AZ 85007
602-712-8787
Fax 602-712-3257
www.azdot.gov

-----Original Message-----
From: Chad Blostone
Sent: Tuesday, October 14, 2014 1:10 PM
To: Timothy Tait
Subject: sm202

Hi Tim - hope all is well. Plz tell me if the foothills hoa will be reimbursed for reasonable legal fees associated with the taking of community association real and personal property. expenses associated with the eminent domain work only - not disputing the eis.

If you aren't the guy to ask anymore plz forward this email.

thx,
chad blostone
To whom it may concern:

My name is Chad Bohls an 8 year Ahwatukee resident. I oppose the proposed 202 freeway extension because our home is located in Foothills Paseo II off 48th St. And Pecos. We currently have a quiet family neighborhood that does not get a lot of traffic. I feel that the freeway traffic will bring in more riffraff, crime, pollution, etc. I also, anticipate our property value to tank due to being “freeway front property.” Please reconsider an alternate route to ensure a healthy upbringing for my wife, 3 year old, and 1 year baby.

Sincerely,

Chad Bohls

Sent from my iPad

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<td>Alternatives, No-Action No-Build Alternative</td>
<td>To whom it May Concern: As a member of PAPA, I urge ADOT to choose a &quot;no-build&quot; EOD on the SMF for three reasons:</td>
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<td>1. NECESSITY: If the purpose of the SMF is to allow Phoenix Freeway traffic—which is mainly caused by commuters coming in and out of downtown from all over the valley—the current SMF alignment will do little to ease traffic, especially at bottlenecks like the Broadway curve. In fact, it appears it will exacerbate congestion at the new interchange on I-10 in the west valley.</td>
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<td>2. Health: Safety: If the purpose of the SMF is to create a truck route by-pass, this alignment will attract more general traffic into (instead of around) metro Phoenix, the country’s sixth highest populated city. This will increase already unhealthy air pollution levels in the valley and expose Ahwatukee residents to toxic levels of air pollution and a potentially deadly scenario in the event of a hazardous spill.</td>
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<td>3. Cost: The estimated $2 billion SMF price tag doesn’t include actions that will need to be taken to protect the health and safety of Phoenix residents. Nor does it address the ecological issues that will arise from cutting through South Mountain, our nation’s largest municipal park and sacred grounds to the Gila River.</td>
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<td>2</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
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<td>Purpose and Need, Truck Bypass</td>
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<td>Health Effects</td>
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<td>6</td>
<td>Hazardous Materials</td>
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<td>7</td>
<td>Project Costs, Total Cost</td>
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<td>8</td>
<td>Biology, Plants, and Wildlife</td>
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<td>9</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<td>10</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
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Indian Community,

The only justification of the SmF we heard from ADOT is that Ahwatukee residents have known about the SmF all along. The fact that ADOT will not address significant risks that have been thoroughly researched and well documented is unacceptable—not to mention irresponsible and illegal.

I appreciate your consideration and look forward to receiving a response from ADOT outlining the necessity of the SmF, along with the measures that will be taken to protect the health and safety of Phoenix residents should the project be approved.

Sincerely,

Wendy Brooks
1242 W. Ryanwood Dr.
Phoenix, AZ 85045
948.314.1414
wendy@brookthroughinc.com

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<td>11</td>
<td>Freeway Awareness</td>
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<td>12</td>
<td>Purpose and Need, Lack of Support</td>
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SMF Project Team -

I’m writing to urge ADOT to vote 'no-build' on the SMF because in its current alignment it will not reduce Phoenix freeway traffic, it will attract more semi's into the Valley instead of around it, adding to an already unhealthy air pollution problem, and it will put tens of thousands of Ahwatukee residents at a significant health and safety risk that has not been adequately addressed in the DEIS or FEIS.

Wendy Brooks
1362 W. Muirwood Dr.
Phoenix AZ 85045
wendy@breakthroughcom.com

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<td>Alternatives, Gila River Indian Community Alignment</td>
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To Whom:

Most people in Ahwatukee do NOT want the South Mountain Freeway. It would increase the traffic and congestion in this small town. It would increase pollution in this small town. Go further south on the Indian Reservation and cut over to Laveen. Way south!

Sincerely,

J. Brown

Dec 1, 2016
From: Jeff Burgess [mailto:jeffreydavidburgess@gmail.com]
Sent: Saturday, December 20, 2014 11:22 AM
To: Projects
Subject: South Mountain Freeway FEIS

Dear South Mountain Freeway Project Team,

I am writing to submit comments on your Final Environmental Impact Statement (FEIS).

I am opposed to building new freeways to facilitate real estate development. It’s the equivalent of taxing Maricopa County’s existing citizens to subsidize homebuilders. It also encourages urban sprawl.

But I believe the South Mountain Freeway is different. That’s because I live in south Tempe and commute to downtown Phoenix every workday. Our mass transit options are limited, and so the traffic on the freeway, as you know, is very heavy. I can tell you from firsthand experience that one of the biggest causes of congestion on our freeways during rush hours is commercial semi truck traffic. I presume that many of these truckers are just passing through Phoenix on their way to or from California, as I don’t think that any local trucker in his right mind would attempt to use our freeways during rush hours.

Subsequently, I think the construction of the South Mountain Freeway would significantly reduce traffic congestion on the central Phoenix freeways during the rush hours because it would allow lots of commercial truckers to bypass the downtown area. This would also help to improve air quality.

The new freeway, of course, should be designed to protect existing neighborhoods as much as possible. It should also be designed so that wildlife can continue to safely move between South Mountain Park and the Estrella Mountains.

Sincerely,
Jeff Burgess
1010E. Citation Lane
Tempe, AZ 85284

Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-179 through 4-183). The freeway will be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession that began in 2007 slowed growth). In the Eastern Section of the Study Area, the freeway will abut public parkland, Native American land, and a nearFully developed area therefore, any contribution to accelerated or induced growth will be constrained. The freeway will be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
From: Jean and Mike Butterfield  [mailto:jeanandmikeb@cox.net]
Sent: Thursday, November 20, 2014 10:26 AM
To: Projects
Subject: Loop 202 extension

Ladies and Gentlemen:

We want to express our strong opposition to the proposed Loop 202 extension thru Ahwatukee where we have lived for almost 20 years.

We live quite near Desert Vista High School and so will get the effects of the noise and most importantly the decreased air quality due to the number of trucks that will use this route.

We don’t understand why the trucks can’t use Interstate 8 and an improved AZ 85 for the bypass of Phoenix. These roads already exist and would probably be much cheaper to construct/improve. Plus, there probably wouldn’t need to be anyone displaced by the extension of loop 202.

If you feel the need to build, why not try this.

Thank you.

Michael and Jean Butterfield
3126 E. Woodland Drive
Phoenix, AZ  85048

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The study considered an alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.

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From: Matt Caggiano [mailto:mattcagg333@yahoo.com]
Sent: Tuesday, December 02, 2014 1:40 PM
To: Projects
Subject: Please Do Not Build the South Mountain Freeway

Hello,

After reviewing the materials presented in the final EIS, I feel strongly that the South Mountain Freeway should Not be built.

I feel the financial resources should be directed toward improving existing roads and improving public transportation and the light rail system.

Thanks so much for listening to the public comments!

Sincerely,

Matthew Caggiano
Ahwatukee Resident
425 W Mountain Sage Dr
Phoenix, AZ 85045
602-821-0357
Date: 11/25/15

To: Arizona Department of Transportation

Subject: South Mountain Freeway Comments

As a resident of Ahwatukee I am opposed to placing the proposed South Mountain Freeway on the Pecos Road alignment. I am concerned with the pollution, noise, crime and cutting into South Mountain (that has been identified by PARC (protectachailefamilies.org))

If this road is supposed to be a truck bypass why does it still have to deal with some of the highest traffic congestion on the West Side of Phoenix? (i.e. 51st Avenue to well past the Loop 101.) It would also have to deal with traffic on the East side of Phoenix around Firebird Raceway which is also very congested at times. The sensible alternative is to put the bypass COMPLETELY outside of Phoenix. For instance, I-10 to SR-85 to I-8 and the revenue would completely bypass Phoenix. To me, this option just seems too simple to not seriously consider.

I am also very concerned with students attending Desert Vista High School as their main access route to the school would be cut off and traffic in the neighborhoods would increase to dangerous levels.

What is the real reason for the proposed freeway siting – how much political influence is there by the trucking companies that would be using this route?

If there has to be a Pecos Road alignment then I urge serious consideration for an open access Parkway. The parkway would be limited to passenger vehicles; trucks would NOT be allowed at all. A hybrid solution could be considered that would include both a Parkway and SR-85 truck bypass.

I urge you to use your best judgment and reject the proposed freeway in its current form and location.

Sincerely,

Stephen V. Chasse

Stephen V Chasse
16611 S 5th St
Phoenix, AZ 85048
schasse1@cox.net

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<tr>
<th>Code</th>
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<th>Response</th>
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<tr>
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<td>Air Quality</td>
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<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
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<tr>
<td>7</td>
<td>Alternatives</td>
<td>An alternative that would run along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 was considered (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, it was eliminated from further consideration.</td>
</tr>
<tr>
<td>8</td>
<td>Traffic</td>
<td>In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</td>
</tr>
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<td>9</td>
<td>Alternatives</td>
<td>The concept of building an arterial street or a parkway was also considered. In the best-case scenario, a parkway would carry approximately 105,000 vehicles per day, well below the average daily traffic on the freeway, which will range from 117,000 to 190,000 vehicles per day (see Final Environmental Impact Statement page 3-19). As a result, the parkway facility would lack sufficient capacity to meet projected travel demand. The parkway facility would not adequately address the projected transportation system capacity deficiency, would not remove a sufficient amount of traffic from arterial streets, and, therefore, would not meet the project’s purpose and need. For these reasons, a parkway facility was eliminated from further consideration.</td>
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To who it may concern:

I am a member of PARC. I am strongly opposed to the South Mountain Freeway Expansion. My comments are below...sincerely Tamara Coffman

* Enough is enough. ADOT you have wasted $22M dollars and 10 years on an Environmental Impact Study that is woefully outdated, inaccurate and worst of all demonstrates only a few minutes improvement if built. Litigation will eventually stop this freeway but at what cost to the people of Phoenix and the metropolitan area. Please take responsibility and go back to the drawing board and look for other methods to solve traffic congestion. Putting more cars on the road won’t do this. Light rail will. And while you’re at it...move your focus to the parking lot that downtown Tempe will become once the State Farm Complex is built. Fix the roadway curve, fix the 7th street tunnel exit.

* I live close to the Pecos Road alignment and purchased my home August 2011. This expansion was not disclosed by the seller, the real estate agents involved or the Club West Homeowners Association. I was informed by neighbors my home is in the path for potential destruction which was disclosed to original purchasers, but never to me.

* There is no compelling case for this freeway to go through the South Mountain Corridor. This freeway was a dream 30 years ago and was modeled on gas, oil and driving habits from a time gone by. It will be proven that a freeway being built in 2016 it will increase pollution, destroy Arizona wildlife and destroy a mountain that is part of Native American Culture...Muhadag Do’ag (South Mountain) that is respected by the Gila River Indian Community as a Healing Mountain.

* Intended or not, this freeway will be a major truck bypass. This brings extensive pollution, noise pollution and a potential for hazardous materials exposure on a road lined with personal homes and schools once an accident occurs. Ahwatukee is the world’s largest cul-de-sac...there will be no place for me to exit, no place for the children to exit if there is a dangerous spill or hazardous explosion resulting from an accident. Today NO danger exist because no hazardous materials are transported on this road.

* The FEIS models traffic flow and shows only a minor improvement of a few minutes when used...see table 3-8.
on page 3-34. This is not compelling enough to support a $2B build. Rather then plowing through a housing community, why not re-engineer the NORBERTLY planned Broadway curve and the 7th street tunnel. Tying the Broadway Curve so cars don’t have to cross in front of one another will improve traffic flow. I drive to the airport frequently and am fighting to get to 143 crossing over while cars coming off the 60 are fighting left to get on I-10. This will only get worse as 1,000 people move into jobs in downtown Tempe for the State Farm Expansion. I’ve also traveled using the 7th street exit. Why not build an upper exit on both sides for cars to easily get into downtown Tempe.

* There are significant questions in the design still left unanswered. No formal designs for the freeway have been submitted, I am unable to see any alignment and how this impacts my house. The community will lose desert landscape, biking and walking paths. The wells that feed the lakes will be destroyed. What is the plan to replace these water sources? And it is absolutely unbelievable that an 8-lane freeway will fit along the alignment. Today it is barely possible to drive the four lanes. Am I expected to reach out and touch the freeway in my backyard? Will this freeway be constructed so tightly with such narrow lanes that the level of accidents will increase. The base alignments for the proposed freeway are shown in Figures 3-20 through 3-25 in the Final Environmental Impact Statement. More detailed drawings and a video simulation of the proposed freeway are available on the project Web site <azdot.gov/southmountainfreeway>. For questions on specific properties, contact the Arizona Department of Transportation Right-of-Way Group at (602) 712-7316. Currently, the Maricopa Association of Governments is studying short-term and long-term improvements along Interstate 10 and Interstate 17 to address the concerns identified in the comment (see The Spine Study: Interstate-10/ Interstate-17 Corridor Master Plan at: <azmag.gov/Projects>).

* Once again Arizona will be known for a boondoggle. Please see the links below from the Sierra Club that SMF on the list of the worst projects.


South Mountain Freeway Makes the List of Worst Projects


* Why not bring life to downtown Tempe and Phoenix with a proper light speed rail system. I would endorse that.

Tamara Coffman

The Maricopa Association of Governments conducts regional transportation planning for Maricopa County and regularly evaluates the region’s priorities, given limited funding. The 2035 Regional Transportation Plan, approved in 2014, identifies the South Mountain Freeway as one of the region’s top priorities. The priorities within the Regional Transportation Plan are determined using performance criteria such as public and private funding participation, the consideration of social and community impacts, the establishment of a complete transportation system for the region, the construction of projects to serve regional transportation needs, the construction of segments to provide connectivity on the regional system, and other relevant criteria for regional transportation. Currently, the Maricopa Association of Governments is studying short-term and long-term improvements along Interstate 10 and Interstate 17 to address the concerns identified in the comment (see The Spine Study: Interstate-10/ Interstate-17 Corridor Master Plan at: <azmag.gov/Projects>)

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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CONTACT RECORD
SOUTH MOUNTAIN FREEWAY

INCOMING CALL
DATE: 11-14-14
TIME: 9:51 PM

STAKEHOLDER: FLOYD CORBETT
PHONE: 480-706-8860
EMAIL:

ADDRESS:

REMARKS/QUESTIONS:
Opposed to the freeway. Can't find anything he wants information on the website. Wants a call back has some questions.

Code | Issue | Response
--- | --- | ---
1 | Public Involvement | Project team members responded to the call and helped direct the commenter to requested information available on the Web site: <azdot.gov/southmountainfreeway>.
Hello,

I recently moved from Phoenix, AZ to Seattle, WA. I lived in Phoenix for nearly seven years, and the community is still very near and dear to my heart. I am writing now AGAINST the freeway project because the FEIS is deficient. It does not take into account the history of the project and the opposition to it, and it does not really look at lack of good that will come out of it.

The Gila River Indian Community voted “no build” in 2012. This freeway has been in project for years at this point. GRIC does not want this freeway ANYWHERE, not just on their land. ADOT began purchasing parcels of land to build on that route before commissioning the EIS, which is a violation of EPA processes. They are planning to build the freeway within 1/2 mile of the GRIC since they can’t override the sovereign vote, but that proximity still means the residents will be subjected to the environmental impacts. This is what environmental racism looks like.

ADOT’s own studies show that the 202 extension will only benefit one specific route and save ONLY 35 minutes. They have spent 22 million dollars on speculation and researched and haven’t even broken ground yet - for 35 minutes to bypass Phoenix traffic. 22 million. On speculation. On research. This is not the whole value of this expansion by any means - it will be more.

Conversely, by their own research in the FEIS, if they DO NOT do the expansion, the traffic will not reach a level that is necessary until 2015. But that is only IF the growth of population continues to grow at 2012 rates. Between the Draft EIS and the Final EIS, no change in population growth figures were made, even though growth in the Valley has considerably slowed since then and we are slated to outgrow our Colorado River water allocation by 2020. It is reasonable, then, to assume that we will NOT reach that population growth at all.

This is not the first comment I have submitted to ADOT opposing this freeway. In 2013 I submitted a comment on the draft EIS that failed to be documented in the final version. It was a technical issue, but I want you to know that this is something that community members are willing to fight for on a long term basis, even from as far as Seattle. Don’t build this freeway. The resources are not there, the environmental impact will be great, and you should NOT destroy sacred lands.

-Krystal Correa

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<td>From: Krystal Correa</td>
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<td>To: Projects</td>
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<td>Subject: South Mountain Freeway</td>
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<td>Acquisitions and Relocations</td>
<td>The comment suggests the environmental impact statement process was biased by a history of property acquisitions within the Study Area. Advanced acquisitions in parallel to a National Environmental Policy Act environmental determination process is not unprecedented and is common practice. In this case, property acquisitions by the Arizona Department of Transportation for purposes of implementing the proposed action are done at risk as communicated to the agency by the Federal Highway Administration. If another alternative were to be ultimately selected, the agency would likely have to place the acquired properties on the market for sale and purchase. The Arizona Department of Transportation attempts to balance the risk against its mission of timely delivery of transportation infrastructure to the driving public. Further, Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.</td>
</tr>
<tr>
<td>3</td>
<td>Title VI</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>Project Costs, Total Cost</td>
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<td>6</td>
<td>Socioeconomic Projections</td>
<td>In June 2013, the Maricopa Association of Governments approved new socioeconomic projections for Maricopa County. The purpose and need analysis of alternatives were updated and reevaluated using these new socioeconomic projections and corresponding projections related to regional traffic. The conclusions reached in the Draft Environmental Impact Statement were validated in the Final Environmental Impact Statement (see Chapter 3, Alternatives).</td>
</tr>
<tr>
<td>7</td>
<td>Public Involvement</td>
<td>After release of the Final Environmental Impact Statement, the Arizona Department of Transportation was contacted by a stakeholder organization and told that the comments it submitted on the Draft Environmental Impact Statement were not included in the Final Environmental Impact Statement. The Arizona Department of Transportation conducted a thorough search of the entire e-mail system and found that 10 e-mail comments, including yours, had been inadvertently omitted from the Final Environmental Impact Statement. Based on this, the Federal Highway Administration, in conjunction with the Arizona Department of Transportation, published an omission notice in the Federal Register on November 7, 2014, and prepared an errata volume [Volume IV of the Final Environmental Impact Statement] to address these omissions.</td>
</tr>
<tr>
<td>8</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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From: Iliana Correa-Hernandez [mailto:i.correa-hernandez@prescott.edu]
Sent: Monday, November 03, 2014 5:34 PM
To: Projects
Subject: NO LOOP 202

To Whom It May Concern,

I condemn ADOT’s decision to double down on the construction of the proposed freeway even after Gila River Indian Community members voted for a “no build” option in an official vote. This is inherent environmental racism. ADOT’s disregard for the objections of Akimel O’odham people from the Gila River Indian Community, and their democratic process, shows that ADOT is committed to lining developers and construction companies’ pockets, not respecting the decision making of the original inhabitants of this region.

In addition, I am concerned about the extermination of wild horses and donkeys that the Final Environmental Impact Statement says there will be no suitable habitat available if the freeway goes through.

Iliana Correa-Hernandez
Prescott, AZ

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<td>The comment misstates the information presented on page 4-128 of the Final Environmental Impact Statement, which states that, “Although wild horses and burros are present on Community land and may occur adjacent to the E1 Alternative, field observations concluded no suitable habitat for wild horses or burros is or would be available within the action alternatives.” The conclusion drawn is that no suitable habitat for the horses and burros exists in this area, not that appropriate habitat will be destroyed by the freeway.</td>
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<td>3</td>
<td>Biology, Plants, and Wildlife</td>
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Appendix A

Code Comment Document

Mark A. Corryell
1676 West Satisfied Drive
Phoenix, Arizona 85045
24 October 2014

South Mountain Freeway Project Team
Arizona Department of Transportation
1655 West Jackson Street MD 126F
Phoenix, Arizona 85007

Friends

I am opposed to the construction of the South Mountain Freeway as proposed in the
Final Environmental Impact Statement (FEIS) that was released by the Arizona
Department of Transportation (ADOT) on 26 September 2014. I urge your agency,
and the US Federal Highway Administration, to decide against building the South
Mountain Freeway (SMF) in the upcoming Record of Decision. My home, my
neighborhood, my health, and my quality of life will be seriously damaged by the
proposed South Mountain Freeway.

My home is less than a quarter mile from this eight-lane freeway and a planned
interchange at the current intersection of South 17th Avenue and Pecos Road.

There are many practical reasons why the South Mountain Freeways should not be
built. But for me the intangible reasons not to build the SMF are equally important.
I have come to love my home, my neighborhood, and my community in Ahwatukee
Foothills deeply. I have lived in my home near the proposed freeway for over seven
years. I have found a safe place to ride my bicycle enabling me to lose over 100
pounds. I have a quiet neighborhood with minimal pollution and traffic. Miles of
hiking trails in South Mountain Park are within walking distance. The Sonoran
Desert, relatively untouched by man’s influence, creates a unique living
environment unmatched in any other part of Phoenix. After many years of living in
rental properties, some less than desirable, I found a comfortable home. All the
beauty of my home will be gone forever if the South Mountain Freeway is built.

I have actively opposed the South Mountain Freeway since I purchased my home in
April 2007. I have read both the Draft EIS and the Final EIS. I have participated in
ADOT’s public meetings on the South Mountain Freeway in Downtown Phoenix and
at South Mountain College. I submitted comments opposing the South Mountain
Freeway during the DEIS review period last year. I am an active member and
contributor to Protecting Arizona’s Resources and Children (PARC).

1 Acquisitions and Relocations
The Arizona Department of Transportation and Federal Highway Administration
identified several issues and concerns that were frequently noted by commenters.
Responses to these issues can be found in the Responses to Frequently Submitted
Public Comments beginning on page A371 of this Appendix A.

2 Community Impacts

3 Health Effects

4 Air Quality

5 Noise

6 Biology, Plants,
and Wildlife
Far beyond my concerns is the undeniable fact that the South Mountain Freeway is a fundamentally bad project. The South Mountain Freeway is based on assumptions and political influences that have consistently demonstrated to destroy and not enhance lives and communities. The South Mountain Freeway will make current environmental degradation and quality of life worse not just for Ahwatukee but the entire region. Both the Draft and Final EIS provide inadequate and misleading information that falls to account for the damaging influences of urban sprawl, climate change, declining water sources, decreasing open space, and disappearing outdoor recreation opportunities.

I do not stand alone in my opposition to the South Mountain Freeway.

In the comments submitted to the DEIS, in my 85045 zip code, 71% of my fellow residents oppose the SMF. In the nearby 85048 zip code 69% of residents are opposed to SMF. The Kyrene School District Board and the Tempe Union High School District Boards have both voted to oppose the South Mountain Freeway.

The US Environmental Protection Agency (EPA) called the DEIS for the South Mountain Freeway totally inadequate. The FEIS does not address the EPA’s concerns. The FEIS predicts an increase in auto traffic that is not supported by current trends and data.

The Sierra Club, the oldest conservation organization in the United States, has labeled the South Mountain Freeway one of the 50 worst public works projects in the USA. I am a member of the Executive Committee of the Grand Canyon Chapter in Arizona of the Sierra Club. Clearly, this freeway will not only destroy my neighborhood but it will also, in slicing through the western portion of South Mountain Park, permanently alter one of the greatest recreational and natural resources in Maricopa County.

The nearby Gila River Indian Community has voted to “Not Build” the South Mountain Freeway (SMF). The Community voted not to build the SMF at all. The FEIS dishonestly represents the Community’s position. The FEIS justifies the Pecos Road alignment based on the Community’s unwillingness to allow the SMF to be built on their land. The truth is that the SMF will desecrate South Mountain which is sacred to their religious beliefs. This fact is totally ignored in the FEIS which states the freeway would have “…no disproportionately high or adverse affects on indigenous populations”.

What will be gained by constructing the South Mountain Freeway? According to ADOT in the FEIS only two minutes of total travel time between Avondale and Mesa. Is two minutes worth more than two billion dollars? Clearly the Ahwatukee foothills gains nothing from the SMF. It will not reduce travel time between the

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### Secondary and Cumulative Impacts

Unplanned growth is often termed “urban sprawl.” Generally, this term is used in the context of rapid and uncontrolled urban growth onto previously undeveloped land—usually on the outskirts of an existing urban area. Projects like the freeway are often identified as contributors to urban sprawl. Freeway projects are often cited as making land at the urban fringe more accessible and, therefore, more attractive for development. However, examination of data comparing population and land use between 1975 and 2000 suggests major transportation projects like the proposed freeway do not induce growth in the region (see Final Environmental Impact Statement pages 4-179 through 4-183). The freeway will be implemented in a historically quickly urbanizing area (most noticeably in the Western Section of the Study Area, although the nationwide recession which began in 2007 slowed growth). In the Eastern Section of the Study Area, the freeway will abut public parkland, Native American land, and a near-fully developed area—therefore, any contribution to accelerated or induced growth will be constrained. The freeway will be built in an area planned for urban growth as established in local jurisdictions’ land use plans for at least the last 25 years.

### Climate Change

Climate change is an important national and global concern. While the earth has gone through many natural changes in climate in its history, there is general agreement that the earth’s climate is currently changing at an accelerated rate and will continue to do. Human-caused greenhouse gas emissions contribute to this rapid change. Carbon dioxide makes up the largest component of these greenhouse gas emissions. Other prominent transportation-related greenhouse gases include methane and nitrous oxide. Greenhouse gases trap heat in the earth’s atmosphere.

Because the atmospheric concentration of greenhouse gases continues to climb, our planet will likely continue to experience climate change-related phenomena (see Final Environmental Impact Statement pages 4-85 through 4-87). To date, no national standards have been established regarding greenhouse gases. Greenhouse gases are different than other air pollutants evaluated in federal environmental reviews because their impacts are not localized or regional due to their rapid dispersion into the global atmosphere. The affected environment for greenhouse gas emissions is the entire planet. In contrast to broad-scale actions such as those involving an entire industry sector or very large geographic areas, it is difficult to isolate and understand greenhouse gas emissions’ impacts for a particular transportation project. Furthermore, presently there is no scientific methodology for attributing specific climatological changes to a particular transportation project’s emissions. Under the National Environmental Policy Act, detailed environmental analysis should focus on issues that are significant and meaningful to decision making. The Federal Highway Administration has concluded, based on the nature of greenhouse gas emissions and the exceedingly small potential greenhouse gas impacts of the proposed freeway (as shown in Final Environmental Impact Statement Table 4-37 on page 4-86), that greenhouse gas emissions from the proposed freeway will not result in “reasonably foreseeable significant adverse impacts on the human environment” [40 Code of Federal Regulations § 1502.22(b)].

### Groundwater

Impacts on water are addressed in the Water Resources section of the Final Environmental Impact Statement, beginning on page 4-101, including groundwater and surface waters.

(Responses continue on next page)
Abwatukee Foothills and Sky Harbor Airport. The SMF reduces travel time between Abwatukee Downtown Phoenix by one minute.

What are the real reasons that the South Mountain Freeway is being built? First, to provide a truck route that bypasses most of Phoenix. Second, to justify and perpetuate urban sprawl. The FEIS includes misleading language that claims that large trucks, despite what one might think, only consist of a small number of all highway traffic. This might be true of the other freeways in Phoenix but clearly this would not be true of the proposed SMF. Secondly, urban sprawl has consistently demonstrated that it encourages inefficient land use, encourages excessive use of fossil fuels, and will lead to a decline in public health and quality of life not only in the Abwatukee Foothills but the entire region. The South Mountain Freeway will not improve air quality in downtown Phoenix. I doubt that ADOT can point to a single example of a freeway that actually improved air quality.

Two billion dollars of ADOT's money, not to mention taxpayers' money, can be better spent on transportation that discourages urban sprawl, enhance environmental quality, and provides for a better and safer community. The South Mountain Freeway will not make the Abwatukee Foothills, or the Phoenix Metro area, a better place to live. The South Mountain Freeway is the wrong project, in the wrong place, at the wrong time.

Mine is but one voice among the thousands that will speak both for and against the South Mountain Freeway. I hope that my voice will reverse a terribly wrong decision by ADOT and the Federal Highway Administration. I realize that is far more than I could ever expect to accomplish with this letter. Instead, I hope my voice, and the voices of those against the SMF, will lead you to more accurately examine the overwhelmingly negative consequences of building the South Mountain Freeway. Please, do not build the South Mountain Freeway.

Sincerely,
Mark A. Cryan

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<td>In Maricopa County, daily vehicle miles traveled levels increased by almost 2 percent between 2011 and 2012, and the 2012 daily vehicle miles traveled approached the 2007 prerecession peak. (Source: the Arizona Department of Transportation’s Multimodal Planning Division’s Highway Performance Monitoring System Data for calendar years 2011 and 2012). Even if the trend of vehicle miles traveled “per capita” decreasing were to continue, the total vehicle miles traveled in the region will still increase along with increases in total population.</td>
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<td>Project Costs, Total Cost</td>
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<td>18</td>
<td>Alternatives, Nonfreeway Alternatives</td>
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Add me to the list of people and homeowners, not that these are important, that feel this road will deeply damage the little beauty and comfort we have left in this city. We already live in a concrete jungle and to want to exacerbate that is insane.

Will a few commutes be reduced? Maybe, though study after study proves added roads don't alleviate traffic. They ENCOURAGE it.

Will many other commutes be disturbed and lengthened? Without a doubt. Every resident headed east on what is now Pecos Rd will likely see a significant delay in their travel time due to traffic lights and pattern disruption.

Will the environment be harmed? Again, without a doubt. Air quality is already a horrible problem here. Adding trucking routes in an area with schools and homes in such proximity is a disaster waiting to happen. That's not to mention the disruption of the water table (another resource we seem to care less about than the extra few minutes a trucker from Georgia spends on his way to California).

Who benefits? Truckers and contractors who build the road while the citizens of this city lose.

South Mountain is a treasure. A real unique place in an otherwise arid landscape and we want to ring it with pollution causing roads. What have we become? I weep for the tax base of Phoenix when we spend $1.8B while simultaneously eroding the income from property taxes due to value destruction.

Think about the future and the world you want to live in. Does it involve more trucking routes or a place where you can enjoy the landscape and breath the air?

From: Mike D'Ambrosia [mailto:ufmiked@yahoo.com]
Sent: Thursday, December 25, 2014 8:09 AM
To: Projects
Subject: 202 Extension

Add me to the list of people and homeowners, not that these are important, that feel this road will deeply damage the little beauty and comfort we have left in this city. We already live in a concrete jungle and to want to exacerbate that is insane.

Will a few commutes be reduced? Maybe, though study after study proves added roads don't alleviate traffic. They ENCOURAGE it.

Will many other commutes be disturbed and lengthened? Without a doubt. Every resident headed east on what is now Pecos Rd will likely see a significant delay in their travel time due to traffic lights and pattern disruption.

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<td>1</td>
<td>Please log</td>
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<td>Brock J Barnhart</td>
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<td>Assistant Communication Director</td>
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<td>1655 W Jackson St. MD 126F</td>
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<td>Phoenix, AZ 85007</td>
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<td>602-712-4690</td>
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<td>azdot.gov</td>
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<td>-----Original Message-----</td>
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<td>From: sally darity [<a href="mailto:sallydarity@yahoo.com">mailto:sallydarity@yahoo.com</a>]</td>
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<td></td>
<td>Sent: Monday, December 29, 2014 11:24 AM</td>
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<td>To: Projects</td>
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<tr>
<td></td>
<td>Subject: South Mountain Freeway comments</td>
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<tr>
<td></td>
<td>Date: Monday, December 29, 2014 11:29:24 AM</td>
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<td>I would like to bring to our attention the controversy surrounding one of the consultants for the DEIS for the South Mountain Freeway.</td>
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<td>You are already aware that traffic projections are affected by optimism bias and other factors causing errors. Some of the articles submitted to you by one or more of the PARC experts also highlighted the likelihood of inflating numbers in the interest of gaining contracts or otherwise benefiting financially. As pointed out by others, the response in the FEIS to the criticism about the use of the 2005 census data and then the &quot;validation&quot; of the projections based on the 2010 which was significantly different, was insufficient. Because the DEIS referenced the projections as coming from MAG, and no specific authors, it is difficult to know where the numbers come from and what method is used to create the projections. It is important to examine the role of Wilbur Smith Associates as a consultant on the project considering their history.</td>
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<td></td>
<td>I am not aware of anyone pointing out the problems surrounding the involvement of Wilbur Smith Associates (now CDM Smith). Wilbur Smith Associates (WSA) got involved in the South Mountain Freeway (SMF) back when the controversial Interwest Management, Inc was attempting to build SMF as a toll road. Interwest has met with various accusations of inflating revenue projections across the country, including in the case of the Southern Connector in South Carolina with which WSA was involved. The fact that the initial studies were done in the context of a toll road may increase the chances that the numbers were biased, and the fact that WSA became involved with the official ADOT studies and the justification for the project and EIS shortly after the toll road was dropped should be cause for concern if the numbers did not change much. Even updated information should be re-examined for bias, whether it be optimism bias or profit-driven or simple error. This information will be under public scrutiny in the near future. HDR was also involved in a toll road project for the road and so should also be under review as well.</td>
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<td></td>
<td>This is not only a problem regarding the very justification for the project. ADOT needs to examine the possibility that the transportation-related revenue projections, also done by WSA, which are used to schedule funding (from HURF and RARF) for the SMF P3, may also be over-estimated.</td>
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<td>Please view the following articles.</td>
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<td><a href="http://usa.streetsblog.org/2014/11/20/the-great-traffic-projection-swindle/">http://usa.streetsblog.org/2014/11/20/the-great-traffic-projection-swindle/</a></td>
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<td>No Two-Way Street <a href="http://www.denverpost.com/news/ci_38706479">www.denverpost.com/news/ci_38706479</a></td>
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<tr>
<td>1</td>
<td>Traffic</td>
<td>Preparation of the environmental impact statement was undertaken as an independent, unbiased process in accordance with the National Environmental Policy Act. The 2007 Maricopa Association of Governments socioeconomic projections were used in the Draft Environmental Impact Statement because the 2013 Maricopa Association of Governments socioeconomic projections were not available until June 2013. The 2007 Maricopa Association of Governments socioeconomic projections documentation is available from the Maricopa Association of Governments upon request. The traffic projections used in the study were obtained from the Maricopa Association of Governments. The noted consultants were not involved in the preparation or validation of the traffic projections. The Federal Highway Administration and the U.S. Environmental Protection Agency approved the air quality conformity determination that includes the Maricopa Association of Governments regional travel demand model that produced the traffic projections used in the traffic analysis for the project.</td>
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<tr>
<td>2</td>
<td>Articles reviewed.</td>
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</table>
Any one west bound on the I-10 weekdays between 7 and 9 am between Pecas Road and I-60 knows a 202 Loop is needed now. Traffic is stalled bumper to bumper, shoulder to shoulder spewing emissions to residences, schools and businesses along the way.

Just take a look at the freeway from the Warner overpass and you will see what I mean. I cannot even use the freeway during this period, I have to use side streets to get to the airport or toward downtown.

Jerry Davenport
44th st and Warner

Comment noted.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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<tr>
<td>3</td>
<td>Hazardous Materials</td>
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From: Dave Davies (mailto:dmdavies30@hotmail.com)
Sent: Monday, November 24, 2014 7:35 PM
To: Projects
Subject: South Mountain Freeway - Final EIS

I submitted a number of questions to the Draft EIS and have reviewed the responses that are contained in the Final EIS. I do not consider that you have answered my questions on the following issues adequately:

1) W59 alignment for the west end connection to I-10. I still think that the ADOT analysis is flawed. ADOT has changed this part of the plan before, so why should we believe that this is now the “best” solution.

2) Truck Route or not Truck Route. ADOT’s continued statements on this issue have become exceedingly annoying and indicate a streak of pure stubbornness.

3) The absence of a clear plan to handle possible Hazardous cargo accidents on this stretch of highway is unacceptable. Merely repeating that there are standard procedures in place for the whole state is not sufficient. Some parts of the proposed roadway will be quite remote, with no obvious alternative access for emergency vehicles.

Dave Davies
Appendix A • A419

Code Comment Document

Dear ADOT,

Thank you for considering my public comments to the FES - 11/21/14.

1. This construction allegedly goes this some type of Arizona statute with the same or in the same place and the same items as the documents. Please provide the levels of current tasks and the risks and the risk of disruption of this site and impacts to residents and the river and animals and plants. This seems to me to be reasonable to have any more section in the FES for accessibility and comments in each draft environmental impact study. Please explain why it is not detailed fully with site location proximity and remediation plans for this section of the project. 

2. The corridor detailed in the highway south of BOD 54 4K2 code area to near Hazardous Substations should be reviewed for the addition of compatible land uses. The corridor is a real estate investment and the line of the freeway, the FES should be updated and current land use impacts. The FES needs to model these impact of the growth projections on the air and health risks. Population growth will cause a severe worsening of health risks. Air quality may become worse than EPA standards in 43 jne, 1 site eivs, BOD 54, BOD 54, BOD 54, CRE and L lãnh.

3. Direct impact of autism is caused by highways too close to kids. Recent health studies to USA and evidence to 2013 should be added into the impact. Health impacts of Autism children and residents in the Fothill Reserve. The although impacts of autism to California needs to be reinstated. Recent studies to Los Angeles, CA and Boston, MA showed and proved the health risks to children and adults who live within 500 yards to one side of a freeway. They just past and stopping provides to government and health agencies that there is a severe health risk. Autism, heart and lung diseases caused by living in areas with increased fine particulate and occasionally particular matter. The residents of Abilene and the Fothill subdivisions will be living within 200 yards of the freeway. This means the building of this freeway will knowingly cause significant health issues in residents and not addressed in the FES. Knowing causing autism health issues and harming the health of children and those people not to be addressed.

4. What impact has been studied from the major health communities and agencies in Phoenix. Have you talked to hospitals and children's organizations and health advocates to put these facts and concerns on highway impacts to health in a diverse community? FES does not seem to mention bason transportation issues i.e. a risk of tanker accident from Mexico. FES must identify stops and build shelters for 450 home owners, who have no on ramp to the highway and must rely on surface streets to evacuate in case of hazardous spills. Residents are locked in by highway on 50 and more or maybe on 50 more or escape roads. EPA and NPS guidelines need to be followed and ADOT and FES consultants work must be validated and re-evaluated to protect the citizens. With a sharp curve in the highway at the end of Pecos and south Mountain traffic accidents are going to more likely that a straight highway. Why are there no real meaningful discussions or facts on this design flaw other than this will be addressed in the design phase.

5. Provide A quality sound barriers, with particular trapping plains and attempt a below grade freeway design at the end of pecos, to minimize the impacts to the remaining homes of Calabas. Now that the FES states the design is an above ground rolling freeway this less lane will knowingly cause additional sound noise and air pollutants to drift into the 650 homes located at Calabas and Fothills reserve.

6. Restrict some high sulfur diesel trucks from Mexico from using this I-90 freeway route and require them to use the official truck by I-10. Mexican trucks, which are allowed into the US are so common on the I-15, Mexico, to Mexico and the US to Mexico and the US to Mexico is the main route, which allow the I-90 route and the US route. The Mexican trucks are so common on the I-15 route, which allow the I-90 route and the US route.

7. Sound levels from truck decibels are not accurate for the predicted traffic volumes from cars and trucks on the above grade freeway in a valley that echoes. Realistic decibel for sound monitoring 50-100 decibels due to the valley and mountain echoes will be heard at more than 150 home owners. A concrete wall of 50 feet will not mitigate the sound and it is not to address in this FIS until construction phase. Highways so close to homes and above ground actually will increase the sound with the noise from traffic volume in the area. Sound pollution is an environmental factor.

8. Next most highways build in Phoenix are below ground with substantial sound reduction design. This is not addressed for changes in the Calabas and Fothills subdivisions. We also will have additional hardships since we will need to take aside street to access highway 10 and have noise to the ADOT project. We would respectfully ask the SMF section be reassigned to include proper A+ quality sound walls.

Code Issue Response

1. Hazardous Materials

The corridor analysis revealed sites that will need further assessment during the property acquisition phase of the project. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain potential hazardous waste issues such as underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Final Environmental Impact Statement page 4-164).

The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations. Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving fund site were identified and considered during development of the Draft and Final Environmental Impact Statements (see the Draft Initial Site Assessment prepared for the project on the project Web site: <azdot.gov/southmountainfreeway>). These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the freeway. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the freeway is completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.

2. Design

All elements of the freeway design are in accordance with the Arizona Department of Transportation Roadway Design Guidelines and the American Association of State Highway Officials A Policy on Geometric Design of Highways and Streets.

3. Hazardous Materials

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

4. Health Effects

5. Air Quality

6. Children's and Seniors' Health

7. Noise

8. Trucks

9. Design

Depressing the proposed Pecos Road sections would entail installing pump stations to drain the main line freeway. A depressed freeway would also need a drainage channel to capture the off-site flows to prevent their entering the freeway. Pump stations were not used because of the high cost of construction and maintenance needed for their operation. The preferred freeway configuration will have the E1 Alternative aboveground and the existing culverts extending to the drainage under the freeway. Pecos Road currently has numerous existing culvert crossings. Depressing the freeway in this area would eliminate the existing culvert crossings and potentially have adverse flooding impacts on adjacent properties. Extending the existing culverts or upsizing the existing culverts would maintain or improve drainage flows. This will ensure that there will be no adverse flooding impacts on adjacent properties. (See Final Environmental Impact Statement pages 3-15 and 3-18.)
As noted on page 4-76 of the Final Environmental Impact Statement, since ozone is a regional pollutant, there is no requirement to analyze potential impacts. The Maricopa Association of Governments is responsible for developing plans to reduce emissions of ozone precursors in the Maricopa area. The Selected Alternative is included in the Regional Transportation Plan that was determined by the U.S. Department of Transportation to conform to the State Implementation Plan on February 12, 2014.

Since the release of the Draft Environmental Impact Statement, the Arizona Department of Transportation and the Federal Highway Administration have consulted extensively with the U.S. Environmental Protection Agency on the air quality analytical approach and methods used in the Final Environmental Impact Statement. This consultation has resulted in agreement on the analysis methodologies and the results of these analyses. The carbon monoxide and particulate matter (PM2.5) analyses demonstrated that the freeway will not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The Arizona Department of Transportation and Federal Highway Administration developed and implemented comprehensive, inclusive, and adaptive public involvement strategies that exceed National Environmental Policy Act requirements for public engagement. This was in direct response to the importance of the freeway to the region’s transportation network, anticipated impacts it will create, and the level of public concern regarding the freeway’s effects on neighboring communities.

(Responses continue on next page)
Summary information about the findings of the Joint Air Toxics Assessment Project study is provided in background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's interim mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don't tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-78 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and will, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The Draft and Final Environmental Impact Statements provide in-depth discussion of potential air quality impacts of the proposed alternatives.

The emission modeling developed for the proposed action showed that for the mobile source air toxics study area, there will be little difference in total annual emissions of mobile source air toxics emissions between the Preferred and No-Action Alternatives (less than a 1 percent difference) in 2025 and 2035. With the Preferred Alternative in 2035, modeled mobile source air toxics emissions will decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions (see discussion beginning on page 4-78 of the Final Environmental Impact Statement).

The Final Environmental Impact Statement includes a summary of past health risk studies for similar projects, all of which identified very low health risk, well below the U.S. Environmental Protection Agency's "Action Level" for addressing risk (see page 4-79).
Air quality depends on several factors such as the area itself (size and topography), the prevailing weather patterns (meteorology and climate), and the pollutants released into the air. Cuts through the South Mountains will produce microclimate differences similar to those produced by a series of buildings in a large city that produce localized wind tunnel effects. The mountain cuts, however, will not affect regional air quality. The Federal Highway Administration does not conduct hot-spot analyses for mobile source air toxics pollutants, in part because the U.S. Environmental Protection Agency's health risk guidelines for these pollutants are based on 70-year exposure, and it is extremely unlikely that anyone would be at a fixed location near the project for 70 continuous years. Instead, the Federal Highway Administration conducted a mobile source air toxics emissions analysis for the area affected by the project (see page 4-78 of the Final Environmental Impact Statement).

The new socioeconomic projections approved by the Maricopa Association of Governments in June 2013 were developed in close coordination with the local jurisdictions of Maricopa County. The assumptions related to land use, occupancy levels, residential and commercial development plans, job centers, and other factors are updated regularly and form the basis for the model.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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<td>Socioeconomic Projections</td>
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<td>17</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>20</td>
<td>Biology, Plants, and Wildlife</td>
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From: Dianne Douglas [mailto:Dianne.Douglas@asu.edu]
Sent: Monday, December 08, 2014 9:44 AM
To: Projects
Subject: Comment on Loop 202 South Mountain Freeway

I say Absolutely not on the Loop 202 South Mountain Freeway. I moved into the South Mountain community to enjoy the South Mountain Park and do not want this natural habitat ruined by vehicles, exhaust fumes, and accidents with the wildlife that live on the mountains. This is the last natural habitat in the city that you can go to get away from people and vehicles. If you take this away from us, then we will be forced to go outside of the city. This is a sanctuary away from the busy world and it’s home to many wildlife that have a purpose. All animals are individuals and they have feelings and thoughts and they suffer the pain and the joy that we do. They are entitled and they deserve an opportunity to live. We must stop kicking animals out of their habitat or killing them because we perceive them to be in our way, and learn to co-exist with them.

NO on the Loop 202 South Mountain Freeway. I looked at homes on the south side of South Mountain and considered those because they were isolated from traffic. People who moved into that community did so because of the isolation. If they wanted to live by a freeway, they would have moved closer to it.

Dianne Douglas
2723 E. Valencia Drive
Phoenix, AZ 85042
602-268-7065

"The greatness of a nation and its moral progress can be judged by the way its animals are treated." Mahatma Gandhi
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. This freeway will not be part of Interstate 11.

If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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A424 - Appendix A
I don’t believe that ADOT addressed my original comments on the DEIS, which I find troubling. I am a member of PARC, and believe the FEIS is flawed in many ways - among them:

It is clear to me from the study information in the FEIS that out of date information was used to determine the viability of transit improvements. Additionally the concepts of just looking at transit to and from the study area is flawed. The data used is from 2001 to maybe 2006. With the passage of the last 8 years, powerful indications exist that the South Mountain Freeway build is an unsatisfactory approach to the transit needs of the region. It should be incumbent upon ADOT to apprise the stakeholders of this fact, and advise an updated approach. ADOT has our theoretical “experts” in transportation, and as such have a duty and responsibility to the citizens of the state to seek the most effective transportation models for the future. The concept that the generals always fight the last war, ADOT appears to be driving the last transportation solution model, when more effective models exist to solve the transportation needs of the future. Because ADOT’s own studies show that South Mountain Freeway will not alleviate traffic, nor change commute times, the project should be immediately scrapped for a more effective approach. Recent studies show the younger generations driving less, and living closer to their work, and a massive increase in telecommuting. A growing segment of the population recognizes that using mass transit is more effective use of their time and transportation dollars. Maricopa County currently has a particularly poor mass transit system, and with more effective routes across the valley, more people will use the transit system thus alleviating the stressed freeway system, and improving the air quality throughout the valley.

Consider replacing the freeway with express bus routes from all areas of the valley to all other areas of the valley to connect to local feeders and expand the operating hours. Frequent routes and minimizing the stops for those who want to cross the valley would massively reduce traffic. An example would be express routes to the airport from every major location valley wide. Implementing a strategy like this while pursing the construction of effective

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<td>Purpose and Need, Old Plan or Use of Old Data</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>2</td>
<td>Alternatives, Nonfreeway Alternatives</td>
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<td>3</td>
<td>Alternatives, No-Action Alternative</td>
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Such regional or light rail strategies would further the transportation effectiveness throughout
the valley (and ADOT still gets to construct stuff—a win-win). This concept can be
implemented for less than the cost of the SMF—or be extremely robust for the cost of the
SMF. ADOT, by its own admission, recognizes that the SMF is not going to change the
transportation woes of the valley. Essentially ADOT is saying that we have to build a
freeway because that is the only way we know to solve the problem—even though it won’t
solve the problem. We are facing new issues; new technologies; and new generations who
recognize that this planet is the only one we have to live on, so we should care for it.
Putting more carbon into the air by creating paths for more trucks to travel is taking us in the
wrong direction. Let’s focus on transporting as much as we can in the cleanest way possible—
this is the future of transportation—not building 1950’s technology (i.e., freeways).
As a community we hire our political leaders to look forward. In turn, they employ subject
matter experts, like employees of ADOT, to advise them of the right thing to do for all of
the citizens. Because as has been pointed out by so many outside experts, the FEIS for the SMF
is seriously flawed in so many ways, it is incumbent upon ADOT to immediately stop this
process and take stock of what truly makes sense for those who will be so dramatically
affected by the deadly increase in pollution in the study area, the gross hazardous material
accident risk, and the obscene expense associated with a freeway that ADOT recognizes will
not improve the traffic congestion for the rest of the valley. Let’s do the right thing, and
really focus on getting people out of their cars and build a TRANSPORTATION system for
the next century, not that last one.

John Edmondson
Phoenix, AZ

The Arizona Department of Transportation and Federal Highway Administration
identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted
Public Comments beginning on page A371 of this Appendix A.
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<th>Code</th>
<th>Comment Document</th>
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| 1    | From: Diane Eide [mailto:de1950@gmail.com]  
Sent: Thursday, October 16, 2014 9:33 AM  
To: Projects  
Subject: Loop 202 South Mountain |
|      | I am very concerned about my house value - please read the attached.  
Can someone please contact me regarding the status of this area? Thank you  
Diane Eide  
480-759-8490  
3231 E Redwood Lane  
Phoenix, AZ 85048 |

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Loop 202
32nd Street Bridge

I live in Lakewood very near the intersection of 32nd St and Pecos Rd. The Loop 202 debate has been going on for years but on Sept 26th the final EIS was released and I took note that this is becoming a reality. I read the information online and called ADOT to inquire about the impact the highway would have on my neighborhood. I learned that none of the houses in my area were in the right of way but I could not imagine how an 8 lane highway with a median, appropriate shoulders and a sound wall barrier could possibly fit in the existing space.

After a another call to the right of way department at ADOT I learned that the highway will be elevated with a gradual incline beginning 1/4 mile on either side of 32nd St with a 20 foot high bridge over the intersection. My comment about how this was a convenient way to get around right of way relocation was dispelled and I was immediately corrected. The representative said the bridge over the 32nd St intersection was to accommodate access to Pecos Storage from 32nd St.

So in other words the neighborhood just to the east and the west of 32nd St and Pecos Rd will have their view obstructed and there will be high traffic noise generated by an elevated highway to accommodate a business. Needless to say I am appalled that the city is completely ignoring the residents who live and entertain and whose children play in the front yards and backyards along the highway in favor of one business establishment.

In the EIS report Environmental Consequences section highlighting the Pecos Road Visual Impacts issue of an elevated highway is brushed over as minimal.

Come and stand in my backyard. Unless the highway has no streetlights and no sensing my view will be nothing but concrete and truck tops and the night sky will be lit up like a runway. The nighttime quiet solitude will be shattered by over the road trucks who drive all night.

I love my house and my neighborhood but I would rather have the city take my house than have an elevated behemoth out my back door.

The highway is inevitable and it is quite obvious that nothing will stand in its way no matter the environmental impact on residents who actually live in the area. Our quality of life the quality of the air we breathe and the value of our homes will suffer. This is not acceptable. ADOT needs a new plan.

Diane Eide

The freeway will have a rolling profile (see page 3-41 of the Final Environmental Impact Statement) and will be elevated to pass over arterial streets. To maximize the effectiveness of noise walls and to minimize costs, walls are normally constructed on the elevated grades with the freeway.

Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).

Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
1. Acquisitions and Relocations

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

2. Freeway Awareness

3. Community Impacts

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Estrella Elementary
Hymer School District
2630 E. Hymer Lane
Phoenix, AZ 85048
October 27, 2014

Mr. Timothy Tait, Assistant Communication Director
AZ Department of Transportation
1801 W Jefferson St.
Suite 310, MD 4 760
Phoenix, AZ 85007

Dear Mr. Tait:

Can you please rethink the freeway through Ahwatukee? It just doesn’t make sense to me that you would take down quite a lot of things. If you think about it you’re taking down our church that just had almost $2,000,000 dollars of water damage repair from the monsoon, a lot of my friends’ houses, and would you like it if a freeway was in front of your school? The only reason I’m mad is because Ahwatukee was a happy place until we got the horrible news that they were going to put a freeway through it and now everybody’s worried that it’s coming and coming FAST! It just doesn’t make sense, to me at least.

Sincerely,

[Signature]

P.S. - It would be greatly appreciated for a response!
MR. ENOS: Hello. My name is Darius Enos, and I'm from Santa Cruz Village, well, actually, between Gila Crossing and Santa Cruz, at that cul-de-sac. My dad is building a -- like a mud house.

And it's a very good example of sustainability that I don't -- I'm not sure if the tribe has looked into when fulfilling our housing needs. But it's for sustainable purposes. It's going to keep our -- our family cool in the summer, and it's going to keep us warm in the winter. And it's going to be a reproduction of how homes were built prior to what we call so-called progress.

And I know that's been a theme that's been discussed is progress; it's coming. Well, did you know that with progress, it -- comes all these -- these bad statistics for our community? We say that manifest destiny's coming. It's happening. But all of these -- these things, these diseases, these -- alcohol abuse, domestic violence, violence against women, the sexualization of women. We -- we don't really value who we are as O'odham and as -- as a people, as spiritual beings and -- that was placed in this desert.

Why we don't really necessarily question why we're here, because we're participating in the economy. We're trying to feed our families. And yet originally, we had the water to -- to make our own gardens, to provide
for our own families. And we also had lawyers to defend those -- those gardens, whether it be from the Apaches, whether it be from Spaniards, whether it be from the Miligan.

And -- and I want to commend the runners. A lot of you that are from here -- especially if you're from here, I'm very proud of you guys. Especially if you're young. You could be anywhere else. You could be watching cartoons. If it was me at that age, I'd be watching cartoons.

The Dineh, Eric, thank you for being here. If you're from any other tribe. I think there's even a non-native running.

So this particular issue, there's people that aren't even O'odham that are fighting this freeway. So it's not necessarily just an O'odham issue. But for the purposes of this forum, it is. But I just wanted to tell you guys that little tidbit and give you guys hope that, you know, it's not just us that are in opposition to this freeway.

And the main thing I wanted to say was -- was this quote, these statistics from this book called 'Bird on Fire: Lessons From the World's Least Sustainable City.' And it's by a man named Andrew Ross. So -- so one of the quotes that -- that stood out -- I barely have,
1 like, an example copy of the book. I haven't purchased the whole thing yet. So there's a lot more information on -- in this book, I'm pretty sure, that I haven't even tapped into yet.

But one of the statistics was from 1990 to 2007, Arizona added fossil fuel pollutants faster than any other state. The rate of increase was more than three times the national average.

And if you guys think about what this freeway, what kind of impact does that have on our pollution? I think -- I'm not too sure Gila River has air quality awards for really good air quality, but what is that going to do to our -- our health?

And there's also other -- by 2005, the Valley's infamous brown cloud was drawing the lowest national grades from the American Lung Cancer Association for air quality in both ozone and particulates. And in 2010 we claimed the number one spot for dust pollution.

So I don't know if that's something that's in the FEIS. But it's definitely something to consider. And I'm not sure why there isn't a FEIS for different communities, whether they be on reservation or off reservation. I don't have -- I don't -- honestly, I don't know if anyone has time to look at, you know, Buckeye's FEIS or Laveen's FEIS or Ahwatukee's FEIS. Our main

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The Final Environmental Impact Statement considers the potential impacts on all communities within a single document. Separate documents are not developed for each community.
A concern is -- is our community. And why couldn't there be a separate FEIS for us to look at, whether it be on or off the reservation? So with that being said, that is -- I think that is a form of blatant racism. We're a marginalized community as it is. We -- like the elder, Mike Tashquinth, said, we've given a lot, in our history, to the non-natives. And we continue to do that today with casino revenue.

So I think we're a very important population, and -- and -- we are. And I hope that people consider that when they're making their decisions, whether it be like the political vote or a political speech. But there's things that you can do that doesn't involve politics, like -- like Renee does or -- or Mike or the runners. They took their time out of their day to make a statement. They ran from Muhadagi Do'ag to here along the freeway and the potential freeway lines route. And I just wanted to give you guys hope, and remember that we did -- we do continue to give a lot to the state of Arizona.

And, you know, I've been here before. I've talked in front of people. I've been to a few council meetings. And I'm glad that Councilman Chris Villarreal stepped up and said that. I think a lot of us are wondering what is council -- what their position is with

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the freeway, because they've -- you know, they've come up
here, and they've said it's -- it's -- they're just fine
listening to everybody, and they're not ready to make a
decision. They've said that here today. And so I'm glad
Council Villarreal said that -- that the position is to
defend our air quality. And I think we're all -- we'll
all hold you up to it.

And so thank you.

MS. KISTO: Thank you, Mr. Enos.

Anybody else?

Ma'am. Next we'll have Monique Rodriguez.
MR. ESCHEF: Hi. For those of you that don't know me, my name is Stewart Eschef. I'm from Salt River.
And I just want to commend all you guys that are saying --
THE REPORTER: I can't hear him. I can't hear him.
MS. KISTO: Excuse me, sir. Can you speak up a little bit louder, because our court reporter is getting your testimony, and she can't hear you.
MR. ESCHEF: Hi, you guys. My name is Stewart Eschef. I'm from Salt River. I see a couple of you I know among the O'odhams.
And I just want to say, you know, I commend you guys for speaking up, because we have the same issues back home, you know. Not a lot of people get involved with community information and things going on in the -- in the community. Then we -- you know, we have council as well. And, you know, the councilmembers, they're there to be the voices of the people. So if the people are actually saying no already, then the council has no other way to go but say, well, my people want it this way, you know, this is how we should do it, or this is how we should go, you know.
This ADOT and everything, like, you know,
over there on our rez, now we're starting to get sidewalks. And I was like -- it's cracking me up, because I'm like, dang, now we're going to have sidewalks. We're -- we're a rez, you know -- but, you know, so -- you know, from our O'odham over there to over here, you know, I just want to commend every one of you guys that are standing up for what you believe is right for your community and your land, you know. That's awesome. I'm proud of each and every one of you guys.

MS. KISTO: Thank you, Mr. Eschef.

Anybody else? Please come up, make a comment. You're more than welcome to.

Ms. Riddle is on her way back up.
This very existence of this proposal to expand the Loop 202 is a threat to our own existence. It is a clear example of present day colonization. Furthermore, it is an enormous attempt on the side of the state to commit large scale ecocide to everything natural which still exists within Phoenix.

Thousands of families and all four O’odham tribes are under attack by this proposed freeway. This project needs to be shut down.

Thank you

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<td>3</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
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</table>
From: Kelly Fam [mailto:kwandry3@cox.net]  
Sent: Sunday, December 28, 2014 9:44 AM  
To: Projects  
Subject: No build emphasis and Concerns about the ($20 million) DEIS  

I am concerned that the DEIS does not adequately identify:  
- the displacement of Gila River homes,  
- does not identify an evacuation route in the event of a biohazardous accident,  
- does not depict the loss of agriculturally zoned lands in the Laveen and Gila River areas, or  
- visually display prehistoric sites potentially impacted from construction.  

The DEIS clearly discriminates on the basis of religion and race. United States Commission on Civil Rights defined religious discrimination in relation to the Civil Rights guaranteed by the Fourteenth Amendment to the United States Constitution.  

The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Toxic air is already an issue, but added risks are not mentioned.  

ADOT needs to analyze these impacts and provide visuals such as aerial photography where needed.  

I recommended that ADOT issue a revised DEIS that adequately addresses public health concerns. NO build is the only option.  

Thank you
Laveen and Ahwatukee residents would ultimately be affected by air and noise pollution, as well as the inevitable devastation of numerous local businesses, homes and a church in the line of the proposed route.

The Sierra Club Report “The Best and Worst in Transportation Investments” listed SMF as one of the worst projects in the United States based on oil, environmental, health, economic, and land use impacts. The freeway would impose on a critical wildlife corridor for various threatened desert animals and fragile ecosystems unique to both the Estrella and South Mountain ranges.

### Code Comment Document

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<td>6</td>
<td>Cultural Resources</td>
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From: Kelly Fam [mailto:kwandry3@cox.net]
Sent: Sunday, December 28, 2014 9:01 AM
To: Projects
Subject: opposed to the south mountain freeway

My family opposes the proposed south mountain freeway!

We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley. We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic POLLUTION. This pollution will affect my children. This pollution will affect ALL CHILDREN along the proposed route. Reminder that we are in a relative “Valley” on the south side of south mountain. This is unacceptable. We are very concerned that the SMF would create significant new dangers of hazardous material transport within highly populated and highly vulnerable areas. INCLUDING SCHOOLS and HOMES. The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations.

Thank you.
From: Andy Fischer [mailto:ajf711@cox.net]
Sent: Monday, November 24, 2014 12:09 PM
To: Projects
Cc: wendy@breakthroughcom.com
Subject: Memo to AZDOT -- Opposing Construction of the South Mountain Freeway Along Pecos Road

Arizona Department of Transportation

To Whom it May Concern,

Please, do not continue with plans to construct the South Mountain Freeway along Pecos Rd.

The South Mountain Freeway is:

1. Unnecessary – and adds no value to the community and the surrounding neighborhoods – many alternatives
2. Environmentally Unsound – additional noise and worsening air quality
3. Destroys – local access to Pecos Rd during and after construction
4. A Waste of Taxpayer Dollars – cost of construction and maintenance – plus the purchase of existing homes and properties along the proposed path.

In addition I completely support all of PARC’s positions in opposing the South Mountain Freeway extension along Pecos Rd.

Please, do not continue with the construction of the South Mountain Freeway along Pecos Road.

Sincerely,

Mr. Andrew Fischer
16201 S. 13Th Ave
Phoenix, AZ 85045
Cell: 602-684-2489

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MS. FRANCISCO: Good morning. My name is Shelby Francisco, and I'm a resident here in District 6. I grew up with an asthmatic child, so I know what it is firsthand to have sick children. I don't think the community really realize that this freeway will have such an impact on our health that it's -- it's not a good thing.

You know, it's convenient to jump on the freeway and go wherever we want to go. But it comes with a price. And our community has to remember that. And, you know, I'm sorry that the allottees are having trouble with expanding their services, but they should be afforded what services they want to produce on their lands. I, too, am an allottee in Queen Creek. You know, and if I wished to pursue it, I would.

But I do not support the building of this freeway. Our district here put a resolution in place to not support it. So all the people that attend the district meetings, you're the ones that have the power. Go to your meetings. Be involved. Take that responsibility on yourself. There's nothing wrong with being on opposite ends of the spectrum. But if you want to make a difference, you need to be in your community meetings to do that.

So I do not support the build. You know, we...
the people, have spoken. We even did it by vote. So I expect my council to fight it as hard as they can with whatever expenses they need to, to fight it, because we have spoken, and that’s what this community wishes.

MS. KISTO: Thank you, Ms. Francisco.

Ms. Lopez, please come on up.
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<td>7</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
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<td>8</td>
<td>Groundwater</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</td>
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<td>9</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18).

The freeway will include four traffic interchanges in Ahwatukee Foothills Village: 40th Street, 24th Street, Desert Foothills Parkway, and 17th Avenue.

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<td>The project team analyzed the belowground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belowground option would result in substantially greater costs and residential displacements, this option was eliminated from further study (see Final Environmental Impact Statement pages 3-15 and 3-18). The freeway will include four traffic interchanges in Ahwatukee Foothills Village: 40th Street, 24th Street, Desert Foothills Parkway, and 17th Avenue.</td>
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<td>14</td>
<td>Purpose and Need, Lack of Support</td>
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<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>2</td>
<td>Air Pollution</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>3</td>
<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>4</td>
<td>Freeway Awareness</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>5</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>6</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>7</td>
<td>Freeway Awareness</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>8</td>
<td>Temporary Construction Impacts</td>
<td>Temporary construction impacts and mitigation to minimize harm during construction are disclosed beginning on page 4-173 of the Final Environmental Impact Statement. These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.</td>
</tr>
<tr>
<td>9</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
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<td>1</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
</tbody>
</table>
From: Ddegamemi [mailto:ddegamemi@aol.com]
Sent: Thursday, November 20, 2014 1:21 PM
To: Projects
Subject: Loop202 Proposed Sount Mountain Freeway Pecos Road

Please log Brock J Barnhart
Assistant Communication Director
1655 W Jackson St. MD 126F
Phoenix, AZ 85007
602-712-4690
azdot.gov

From: Ddegamemi [mailto:ddegamemi@aol.com]
Sent: Thursday, November 20, 2014 1:21 PM
To: Projects
Subject: Loop202 Proposed Sount Mountain Freeway Pecos Road

This input was previously submitted with a corrupted file attached. A new file has been attached, please submit this with your public feedback.

Debby Gangemi

Please include our comments to protest this Freeway being built. We support PARC(protectazchildren.org) who is opposing the proposed Freeway also.

The original plan for this was in 1985 before the community was built.

No successful business would use plans from 1985 for obvious reasons. They would not be a business today if they used analysis from 1985 to guide them in 2014. The landscape has changed, look at alternative routes than make sense for 2014 and beyond.

Attached is a alternative to make the Pecos road a parkway.

Please choose another route that takes into account the future, not the past.

Sincerely,
Debby Gangemi
Jerry Lamb

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Alternate Loop 202
Desirable
Affordable
Sustainable
Alternative
## Existing Proposal

- Current Proposal Places Multi-Lane Multi-Use Especially Industrial/Commercial Traffic Corridor:
  - Over Confluence of the Salt and Gila River Watersheds.
  - Disrupts existing Residences and Tribal Heritage Lands
  - Enables Environmental Hazard Risks in Residential Areas
  - Requires Removal of Existing I-10/Pecos/101 Interchange
  - Requires Construction of 8/10 Lane Interchange

## Code Comment Document

<table>
<thead>
<tr>
<th>Code</th>
<th>Comment Document</th>
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<tbody>
<tr>
<td>3</td>
<td>Surface Water</td>
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<tr>
<td>4</td>
<td>Acquisitions and Relocations</td>
</tr>
<tr>
<td>5</td>
<td>Cultural Resources</td>
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<td>6</td>
<td>Hazardous Materials</td>
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<td>Design</td>
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<td>Alternative crossings of the Salt River were studied as part of the environmental impact statement process and are discussed beginning on page 4-116 of the Final Environmental Impact Statement. Impacts resulting from the freeway crossing the Salt River will be addressed in a Clean Water Act Section 404 permit. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters, are regulated by the U.S. Army Corps of Engineers through use of Section 404 permits. When avoidance of waters of the United States is not practicable, minimization of impacts would be achieved, and unavoidable impacts would be mitigated to the extent reasonable and practicable. The permitting process for Section 404 requires Clean Water Act Section 401 certification. This certification is regulated by the Arizona Department of Environmental Quality for waters of the United States, except on tribal land, where it is regulated by the U.S. Environmental Protection Agency. For construction of the freeway, the Arizona Department of Transportation and its contractors will be required to comply with Sections 401 and 404 of the Clean Water Act and ensure that permit conditions and mitigations will be met during construction. The general and special conditions of the Section 404 Individual Permit will minimize impacts on waters of the United States to the extent practicable.</td>
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<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<tr>
<td>5</td>
<td>Cultural Resources</td>
<td>The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the freeway and will not have to be removed.</td>
</tr>
<tr>
<td>6</td>
<td>Hazardous Materials</td>
<td></td>
</tr>
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<td>Design</td>
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## Code Issue Response

- **Surface Water**: Alternative crossings of the Salt River were studied as part of the environmental impact statement process and are discussed beginning on page 4-116 of the Final Environmental Impact Statement. Impacts resulting from the freeway crossing the Salt River will be addressed in a Clean Water Act Section 404 permit. Washes, streams, rivers, and wetlands delineated as waters of the United States, or jurisdictional waters, are regulated by the U.S. Army Corps of Engineers through use of Section 404 permits. When avoidance of waters of the United States is not practicable, minimization of impacts would be achieved, and unavoidable impacts would be mitigated to the extent reasonable and practicable. The permitting process for Section 404 requires Clean Water Act Section 401 certification. This certification is regulated by the Arizona Department of Environmental Quality for waters of the United States, except on tribal land, where it is regulated by the U.S. Environmental Protection Agency. For construction of the freeway, the Arizona Department of Transportation and its contractors will be required to comply with Sections 401 and 404 of the Clean Water Act and ensure that permit conditions and mitigations will be met during construction. The general and special conditions of the Section 404 Individual Permit will minimize impacts on waters of the United States to the extent practicable.
- **Acquisitions and Relocations**: The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
- **Cultural Resources**: The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the freeway and will not have to be removed.
Codex Comment Document

Existing Proposal

- Up-Sized 1983 City Plan in Current 2013 Environment
- Phoenix City has Outgrown Initial Proposal
- Ignores Trend to Commuter Rail and Alternative Transportation
- Is Inadequate for Commercial Traffic and Residential Traffic as Well

<table>
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<tr>
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<tr>
<td>8</td>
<td>Alternatives, Nonfreeway Alternatives</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>9</td>
<td>Alternatives</td>
<td>The freeway will be capable of accommodating both residential and commercial traffic, just as all existing freeways in the Phoenix metropolitan area do. The Maricopa Association of Governments regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2035 (see Final Environmental Impact Statement page 3-64). This forecast truck traffic is based on existing traffic studies and projected socioeconomic data. This percentage is similar to current conditions on Interstate 10 between Loop 101 and Interstate 17 and on U.S. Route 60.</td>
</tr>
<tr>
<td>Code</td>
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<td>Existing Proposal</td>
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**Existing Proposal**

Alternatives studied in the Draft Environmental Impact Statement

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[Image of a map showing Existing Proposal]
10 Purpose and Need, Truck Bypass

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

11 Alternatives

The freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes (see Final Environmental Impact Statement pages 1-21, 1-22, 3-1, and 3-3). Like other “loop” freeways in the Phoenix metropolitan area, the South Mountain Freeway will be a commuter corridor, helping to move local traffic between the eastern and western portions of Maricopa County. The alignment proposed in the comment is similar to freeway alignments proposed for State Route 363L south of Interstate 10 and the Hassayampa Freeway (as described in the Maricopa Association of Governments Interstate 10/Hassayampa Valley Roadway Framework Study and the Interstate 8/Interstate 10 Hidden Valley Transportation Framework Study). The alignment would be similar to the State Route 85/Interstate 10 Alternative evaluated for the project. The reasons this alternative was eliminated from further study are presented on page 3-9 of the Final Environmental Impact Statement.

12 Alternatives

The alignment proposed in the comment would be located primarily within Gila River Indian Community land. The Gila River Indian Community has not given permission to study in detail alternatives on its land. Tribal sovereignty is based in the inherent authority of Native American Tribes to govern themselves. While this notion of sovereignty is manifested in many areas, generally Native American land is held in trust by the United States. Native American communities have the authority to regulate land uses and activities on their lands. States have very limited authority over activities within tribal land (see page 2-1 of the Final Environmental Impact Statement). From a practical standpoint, this means that the Arizona Department of Transportation and Federal Highway Administration do not have the authority to survey tribal land, make land use (including transportation) determinations directly affecting tribal land, or condemn tribal land for public benefit through an eminent domain process.
Creative Proposal

- Creative Proposal Provides
  - Commercial Commerce Option.
    - Places Commercial Traffic in less developed areas
  - Residential Option Supporting Ahwatukee Tax Base.
    - Similar to the Piestewa Fwy
  - Commuter Rail Option for Sports, Entertainment & Downtown Access.
  - Eliminate I-10 Stack Road Construction Re-work.
  - Supports Az. Sustainability Initiatives
  - Potential Overall Project Cost Savings
  - Potential for Future Phoenix Growth
## CONTACT RECORD
### SOUTH MOUNTAIN FREEWAY

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Stakeholder</th>
<th>Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>9/15/14</td>
<td>N/A</td>
<td>Dan Garcia</td>
<td>N/A</td>
<td>602-549-6829</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**CONTACT METHOD:** HOTLINE CALL

**CALLER REMARKS/QUESTIONS:**
Mr. Garcia called to inquire when the freeway construction will begin.

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<tr>
<td>1</td>
<td>Project Development Process</td>
<td>This Record of Decision allows final design and construction to begin. Construction could begin as early as the end of 2015. Please see the project Web site for updates (&lt;azdot.gov/southmountainfreeway&gt;).</td>
</tr>
</tbody>
</table>
From: Barbara Geidel [mailto:bgeidel@cox.net]

To: Projects

Sent: Monday, November 24, 2014 6:02 PM

Subject: I oppose South Mountain Freeway as a member of PARC

Greetings,

As an Ahwatukee resident and a member of PARC, I strongly oppose the building of the South Mountain Freeway. I specifically live in Lakewood, an area that would be negatively affected by this freeway.

My child attends Horizon Community Learning Center at 48th St. and Frye Road. There is scientific evidence, found by PARC, that my child, and the 13,000 other students in Ahwatukee, would be at increased risk for respiratory ailments and retarded lung development. This is simply not acceptable. For myself and my husband, as we head into our “senior” years, PARC found that we would have a significantly higher risk of heart attack or death. This is where we wanted to retire, not be living amid the dangers of living right next to an unneeded freeway.

As currently proposed, South Mountain Freeway would be a major bypass for trucks. We do not need another truck bypass, especially not one in Ahwatukee or the Phoenix metropolitan area. There is the clear danger of trucks transporting hazardous materials (hazmats) through Ahwatukee, known as "the world's largest cul-de-sac." Evacuation in a timely manner would be difficult, if not impossible. In the case of a chlorine spill, the results of a spill would most certainly be deadly for Lakewood residents in Ahwatukee. The transportation of hazmats through or by Ahwatukee and Lakewood is unacceptable.

This proposed South Mountain Freeway would destroy 3 ridges of South Mountain, which is in the South Mountain Preserve. We want this land "preserved" as it was intended to be. South Mountain is sacred land to several Native American tribes in Arizona. This freeway would be completely disrespectful to their culture. In addition, South Mountain is part of the largest municipal park in the country - it should be honored and preserved as the crown jewel it is.

As a resident of Lakewood, the well that feeds our lakes would be destroyed. I can only assume that the cost of replacing this well, plus the ones in the Foothills and Club West golf courses, would be passed onto the taxpayers like me. This is not acceptable.

As currently proposed, South Mountain Freeway would destroy 3 ridges of South Mountain, which is in the South Mountain Preserve. We want this land "preserved" as it was intended to be. South Mountain is sacred land to several Native American tribes in Arizona. This freeway would be completely disrespectful to their culture. In addition, South Mountain is part of the largest municipal park in the country - it should be honored and preserved as the crown jewel it is.

As a resident of Lakewood, the well that feeds our lakes would be destroyed. I can only assume that the cost of replacing this well, plus the ones in the Foothills and Club West golf courses, would be passed onto the taxpayers like me. This is not acceptable.

This region is much different than it was 30 years ago when the freeway plan was conceived. The FEIS has not adequately addressed the annual injuries, deaths, and property destruction that will occur in my neighborhood. The health implications and potential cancer deaths from elevated levels of certain air pollutants is being dismissed by FEIS - this approach to human conditions and suffering is unacceptable.

FEIS claimed that the South Mountain Freeway would improve travel time by only a couple of minutes on Page 3-34, Table 3-8. This is no justification for the expense and potential harm of this freeway. I strongly oppose the building of the South Mountain Freeway near my home in Lakewood, Ahwatukee.

Barbara Geidel

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From: Murray Gifford [mailto:murraygifford@gmail.com]
Sent: Wednesday, October 15, 2014 12:31 PM
To: Projects
Subject: Fwd: Proposed New Pecos Road Freeway.....Ahwatukee....South Mountain Freeway

We are contacting you concerning the above mentioned subject as we are taxpayers and property owners in Ahwatukee....and "dead set" against its proposed Pecos Road location and construction...

One email below from a member of Phoenix City Council advises us to contact you in this regard... He also does not want to see the project built there as well...

The second email below from me sets out a number of reasons (common sense and technical) as to why we (along with 80,000 other people living in Ahwatukee) do not want the freeway to be built in that proposed location...

Respectfully submitted...

Thank you...

Murray A. Gifford

Comments and responses appear on following pages.
From: council.district.6@phoenix.gov  
Date: October 15, 2014 at 8:49:00 AM MDT  
To: "Murray A. Gifford" <murraygifford@shaw.ca>  
Subject: Re: Proposed New Pecos Road Freeway.....Ahwatukee....South Mountain Freeway

Hello Murray,

Thank you for contacting the District 6 office. Councilman DiCiccio is on record as opposed to the proposed loop 202 extension and in favor of an alternative. Your comments would be worth sending directly to ADOT at projects@azdot.gov or by telephone at (602) 712-7006. They are soliciting residents feedback for the proposed expansion until the end of November.

Thank you,
George Maynard  
Council District 6  
Councilman DiCiccio

From: "Murray A. Gifford" <murraygifford@gmail.com>  
To: Council District 6/PCC/PHX@PHXENT  
Date: 10/14/2014 03:21 PM  
Subject: Proposed New Pecos Road Freeway.....Ahwatukee....South Mountain Freeway

Dear Mr. DiCiccio,

Our family are property owners close to the PROPOSED new Pecos Road Freeway in Ahwatukee and are most anxious to see that this project not be built in this location.

We understand that Phoenix City Council is to vote next council meeting to approve or turn down approval of the PROPOSED Freeway Design and Plan as presented by the Arizona Department of Transportation (ADOT)......At this point, I believe it's the technical approval or disapproval of the (FEIS), the Final Environmental Impact Statement for the South Mountain Freeway (SMF). We would therefore appreciate your support for voting no to this plan not proceeding for the following reasons:
The location of the proposed Pecos Rd-South Mountain Freeway was originally considered some 25 years ago when the community of Ahwatukee was in its infancy...if built then, there would be no community disruption or horrendous problems that are faced today if the proposed project is allowed to proceed there because designers then would have taken the Freeway into consideration and not allowed schools, playgrounds, and residential construction so close to the Freeway...i.e., there are 80,000 people now living in Ahwatukee which was not considered 25 years ago...WRONG LOCATION FOR TODAY'S TIMES!!

There are certainly other locations where the Freeway could go...and much much less cost to construct...

The following technical reasons were obtained by professional consultants in highway design, and environmental and quality of life issues...hired by PARC (Protecting Arizona's Resources and Children) an Ahwatukee taxpayer's and homeowners group organized to stop the SMF from proceeding...

- The SMF fails to improve on traffic congestion anywhere in the Phoenix area,
- The SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley,
- The SMF would deteriorate air quality beyond allowable limits,
- The SMF would bring proven health dangers for students attending schools near the proposed freeway, specifically 15 schools with over 13,000 students,
- The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations,
- The SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas,
- The SMF would fail to provide any significant benefits for the outrageous cost,
- ADOT's proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and our citizens.

Regards,
Murray Gifford

The Arizona Department of Transportation and Federal Highway Administration respectfully disagree with this comment. The environmental impact statement process followed the National Environmental Policy Act and Federal Highway Administration’s implementing regulations for conducting social and economic evaluations. The impacts associated with the proposed action are appropriately disclosed in the Final Environmental Impact Statement.
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<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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</table>
Hello,

My name is Ivy and I am an Arizona Native. I pay taxes and live in this state year round. My Family has been in this state for about 5 generations, and I have friends whose families have been in the area for thousands of generations. I am opposed to the 202 expansion. South Mountain has been part of the landscape since before the first people arrived, and to desecrate it by removing large chunks to make room for a road is cutting off our nose to spite our face. My Grandmother, my Mother, and myself have all hiked this mountain. I was married to my husband there. Many enjoy this mountain as is. I don't want my tax dollars wasted on this ill-conceived project, we have enough freeway in Phoenix already.

Also, on a practical note, I find that this expansion is cumbersome and unnecessary. Even as a property inspector, who drives all over the valley during the day for my work, this would not cut down my commute in any significant way, and would cost the state tax money that would be better spent on schools.

Finally, and most importantly, this mountain is culturally significant to many First Nation people in the area. Imagine someone building a freeway through your church, synagogue, mosque, temple, yoga studio, gym, etc. Sounds excessive and mean-spirited, right? Well in the interest of treating people fairly, we should respect the wishes of those who see this place as sacred.

Thank you for your time in reading my letter.

Sincerely,

Ivy Green

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
To Whom it May Concern,

Please take into consideration the decision you are making. Allowing a P3 development of a by-pass truck freeway on Pecos Road is not the answer to traffic congestion along I-10. I live in Ahwatukee and work downtown in development. This is such a bad and poor use of the land that has been in protest for over 30 years. It truly isn’t necessary and development and change in the valley needs to be so much more than just “building to build” without regard for the impact that it truly makes on our community.

Simply put, you will see a max exodus of middle to high income families leave the area. It is something that will impact the community in more ways than you can imagine! We will uproot our families and have to give up the schools that we’ve worked so hard on committing to making better. The pollution and transient nature of the area is something that we simply will refuse to live in.

Is this really what you want? Please consider PARC and our strong opposition to this.

"The real tragedy of the South Mountain Freeway is that ADOT has wasted over $22 million and more than a decade to promote a $2 billion freeway that even ADOT admits won’t ease any traffic-congestion issues.” –AZ REPUBLIC
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<td>2</td>
<td>Children’s and Seniors’ Health</td>
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<tr>
<td>3</td>
<td>Project Cost, Total Cost</td>
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<tr>
<td>4</td>
<td>Alternatives, No-Action Alternative</td>
</tr>
</tbody>
</table>

From: Ralph Guariglio - REALTOR

Sent: Friday, December 26, 2014 6:31 PM

To: Projects

Subject: SMF-Loop 202

If this freeway is truly meant to be a bypass for all the truck traffic around Phoenix, then that route already exists. Route 85, west of Phoenix, is already signed as the bypass and only needs to be widened. It would save children’s lives (read: long term health issues), save taxpayers millions, if not billions of dollars, be easier and much quicker to build, save people’s homes and be a boon to the economy of Gila Bend, since access would be so much quicker and easier.

This really is a no-brainer. Stop fighting to be right and do what is right.

Thank you,

Ralph "Don’t Make A Move Without Me" Guariglio

REALTOR

AZRC Realty, LLC

d811-241-7622
kokonuto@cox.net

www.HomesByRalph.com

Oh, by the way, please think of me whenever the subject of Real Estate comes up!
From: Rusty Crerand  
Sent: Tuesday, December 30, 2014 8:00 AM  
To: Projects  
Subject: Loop 202 S. Mt. #1436376443

12/29/2014 9:02:19 PM  
While I can see a need to constantly improve on the freeway system, this addition is obviously very misguided. I understand that this route has been planned for many years, but it seems that the powers that be are proceeding with a plan which was conceived years ago without regard to how things have changed. While I feel it cannot be said enough that this project will ruin what has attracted us and the many residents of Ahwatukee - the quaintliness, the beauty, the peace of being secluded from a large metropolitan city, this is not the purpose of this comment. What has not been discussed is the fact that in meeting the goal of guiding people around Phoenix, by accomplishing this, there will be a significant loss of revenue for the City of Phoenix. By people being diverted around the city, they will no longer need to stop within to make purchases such as gas and supplies.

I agree that we need to constantly approve our freeway system, but just because this was part of an overall plan which was developed many years ago, does not mean it is the best plan in todays environment. As a citizen of the citizen of Phoenix and Ahwatukee I do not agree with this plan and believe an alternative should be explored.

Angela Hallums  
ahallums@hotmail.com

Rusty Crerand  
Constituent Services Officer  
206 S. 17th AVE.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856  
dcrerand@azdot.gov

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Comment on Sierra Club objections regarding fossil fuel waste:

People work where they work. The proposed freeway would actually result in less fossil fuel used because the drive to and from work would be more efficient on the freeway rather than the stop and go drive by way of surface streets.

It is a very efficient use of our land.

---

Sandy Hamilton
DeLex Realty
(602) 888-0267
www.LaveenLiving.net
www.LaveenLiving.com

Comment noted.
From:  hancockjan@aol.com  [mailto:hancockjan@aol.com]
Sent: Sunday, November 23, 2014 9:31 PM
To:  Projects
Subject:  Proposed 202 South Mountain Freeway Public Comment

South Mountain Study Team
Arizona Department of Transportation
1855 West Jackson Street, MD 128F
Phoenix, Arizona 85007
projects@azdot.gov

To Whom It May Concern:

My name is Jan Hancock and I live in downtown Phoenix, Arizona. I am an equestrian and I board my horse at Haldiman Farms, located south of Baseline Road a few blocks away from South Mountain Park at 227 W. Beverly Road, Phoenix, AZ  85041.

I frequently ride the entire trail system provided in South Mountain Park and as a recreationalist, I seek the safety, quiet serenity, beauty, vistas, and long length of the Park’s non-motorized trails to ride and exercise my horse. The close location of this expansive urban park has been a treasure for people like me whose good health depends on a regular respite from the crush of urban-induced stress.

I am the author of the U.S. Department of Transportation, Federal Highway Administration publication, “Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds” written in 2009. Here is a link to the online version of this 312-page resource that forms the basis for well-designed recreational trails that accommodate the safety and recreational needs of America’s equestrian trail users:


The protection of and access to existing trail systems and recreational corridors are paramount to the recreational trail user. The proposed 202 South Mountain Freeway will permanently threaten all of the recreational trail connectivity that now exists and create noise, drastically reduce air quality, and negatively impact the wildlife corridors and flora indigenous to South Mountain Park/Preserve.

Specifically, the 202 South Mountain Freeway proposed alignment will negatively impact the Maricopa Trail, a 240-mile Maricopa County non-motorized recreational trail, which connects with and utilizes South Mountain Park’s National Trail pathway to connect all of the 10 Maricopa County Regional Parks east and west of Interstate 10, utilizing the Guadalupe Road bridge over i-10, which also links to the 100-mile Sun Circle Trail that has formed Maricopa County recreational trail connections with the Salt River Project canal system throughout the entire Valley of the Sun for more than 50 years. The Maricopa Trail/National Trail/Sun Circle/Maricopa/National trails in the area of the South Mountains.

As discussed in Figure 5-5 on pages 5-8 and 5-9 of the Final Environmental Impact Statement, the freeway will be constructed as an elevated span to clear the Sun Circle/Maricopa/National trails in the area of the South Mountains.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
Circle Trail system is illustrated in the following maps:

I am a member of PATH International, a nonprofit organization with 800 equine therapy centers around the world. My affiliation with this organization is the program for Wounded Warriors who use America's trails for the treatment of their Post-Traumatic Stress Disorder afflictions. The PATH International programs are helping reduce the numbers of veteran suicides, now at a level of 22 suicides every day. Trails provide the serenity, safety, and outdoor environment that are healing these veterans. The Phoenix VA Hospital can utilize the South Mountain Park trail systems as one of the closest areas for veterans' equine therapy treatment. The 202 South Mountain Freeway would negate the value of the South Mountain Park trail system for Wounded Warrior program treatment. For information about the “Horses for Heroes” national program at PATH International, please see: http://www.pathintl.org/

For statistical information, please see the Veteran's Administration 2010 report on veteran's suicides: http://www.va.gov/opa/docs/Suicide-Data-Report-2012-final.pdf

The specific section in the report is: Suicide among Veterans – As Reported on Death Certificates
Among cases where history of U.S. military service was reported, Veterans comprised approximately 22.2% of all suicides reported during the project period. If this prevalence estimate is assumed to be constant across all U.S. states, an estimated 22 Veterans will have died from suicide each day in the calendar year 2010.

Trail Connectivity is also one of my deepest concerns. The most pertinent information relating to the trails and shared non-motorized paths guidelines in South Mountain Park is provided in Section 4(f), item 15, Trails and Shared Use Paths of the FHWA environment guidelines for America’s freeways and highways, in the following document: www.environment.fhwa.dot.gov/4f/4fpolicy.asp

Questions 15A and 15B specifically address the interruption of existing and designated shared use paths, which include the Maricopa Trail, National Trail, and Sun Circle Trail that share the same pathway in South Mountain Park. Furthermore, the National Trail is a designated National Recreational Trail with all the inherent protections provided by the FHWA. Please see the guidelines provided in Questions 15A and 15B below:

15. Trails and Shared Use Paths

 Question 15A: Do the requirements of Section 4(f) apply to shared use paths or similar facilities?

Answer: FHWA must comply with 23 CFR 774.13(f) when determining if a Section 4(f) approval is necessary for the use of a trail, path, bikeway, or sidewalk. If the publicly owned facility is primarily used for transportation and is an integral part of the local transportation system, the requirements of Section 4(f) would not apply since it is not a recreational area. Section 4(f) would apply to a publicly owned, shared use path or similar facility (or portion thereof) designated or functioning primarily for recreation, unless the official(s) with jurisdiction determines that it is not significant for such purpose. During early consultation, it should be determined whether or not a management plan exists that addresses the primary purpose of the facility in question. If the exceptions in 23 CFR 774.13(f) and (g) do not apply, the utilization of the Programmatic Section 4(f) Evaluation for Independent Bikeway or Walkway Construction Projects should be considered if the facility is within a park or recreation area.

Whether Section 4(f) applies or not, it is FHWA’s policy that every reasonable effort should be made to maintain the continuity of existing and designated shared use paths and similar facilities.

Question 15B: The National Trails System Act permits the designation of scenic, historic, and recreation trails. Are these trails or other designated scenic or recreation trails on publicly owned land subject to the requirements of Section 4(f)?

Answer: FHWA must comply with 23 CFR 774.13(f) when determining if a Section 4(f) approval is necessary for the use of a trail, path, bikeway, or sidewalk, National Scenic Trails (other than the Continental Divide National Scenic Trail) and National Recreation Trails that are on publicly owned recreation land are subject to Section 4(f), provided the trail physically exists on the ground thereby enabling active recreational use.

For further information regarding the protection of National Recreational Trails, please contact:
Christopher B Douwes
Community Planner
Recreational Trails Program
Transportation Alternatives Program
Federal Highway Administration
FHWA HEPH-10 Rm E74-474
1200 New Jersey Ave SE
Washington DC 20590-0001
Phone: 202-366-5013; Fax: 202-366-3409
Christopher.Douwes@dot.gov

My additional concerns include the significant impacts to the wildlife corridors that connect South Mountain Park to other regional mountain and lake parks within the Valley, including the Estrella, White Tank, and Lake Pleasant Regional Park preserves to the west, and the San Tan, Usery/Superstition, and McDowell Mountain Park preserves to the east. Many wildlife species in the Valley have travel ranges of 50 or more miles, and the 202 South Mountain Freeway would add just one more hazard to the natural habitats of these indigenous fauna. The roadway crossings of these wildlife animals continue to be a cruel, gruesome and transportation safety concern to all freeway and highway users. Major concerns are detailed in this document:
http://www.fhwa.dot.gov/environment/critter_crossings/main.cfm
The noise environmental effects of freeways and roadways on wildlife are detailed in this document:
http://www.fhwa.dot.gov/environment/noise/noise_effect_on_wildlife/effects/index.cfm
And the resulting environmental impacts on the vegetation and ecosystem many of these wild animals need to survive are detailed in this document:
http://environment.fhwa.dot.gov/ecosystems/begmgmt.asp

Many years ago, I gave my word that I would protect our Phoenix Mountain Preserves to the four women volunteers who worked so hard to save our Phoenix Mountains: Dottie Gilbert, Ruth Hamilton, Maxine Lakin, and Penny Howe. Only one of these remarkable women is now alive, and I feel my strong commitment to these true visionaries would be desecrated by the 202 South Mountain Freeway.

Attached is an archival copy of the 1986 article in the Paradise Valley Voice documenting the historic day that Governor Bruce Babbitt (and later U.S. Secretary of the Interior) signed the charter amendment into law that established the permanent boundary around the Phoenix Mountain Preserve.

Long before this, in the early part of the 20th century, South Mountain Park’s boundaries were established through a designation that was originally a Recreation and Public Purposes Patent from the General Land Office awarded to the City of Phoenix. The Master Title Plats will have the exact date this occurred. What is discouraging to me is the blatant letter of support for the ADOT 202 South Mountain Freeway from the San Francisco office of the U.S. Department of the Interior, dated July 24, 2014, signed by Patricia Sanderson Port, Regional Environmental Officer. Does U.S. Interior Secretary Jewell understand the implications of this support for a taking of established preserve lands for the purpose of a freeway? Does this sacrilege of the Department of the Interior’s historic lawful jurisdiction over our nation’s designated preserved public lands mean nothing to the future protection of America’s designated preserved public lands?

Furthermore, regarding this U.S. Department of Interior letter, there is a glaring lack of specificity, designation or identification of Preserve “replacement land” prior to project design, decision or action by ADOT on this project. It is ludicrous to consider making any planning decisions on the taking of Preserve lands for this project without knowing exactly what “substitution property” would be designated to comply with the intent of the Land and Water Conservation Fund Act. I totally disagree with and am astonished by the ADOT Code 1, Section 4(f) and Section 6(f) (document page 85) response.

To conclude, I strongly oppose the construction of the 202 South Mountain Freeway for the reasons enumerated and further defined in this letter. The disadvantages of this project far outweigh the advantages, and the destruction of the South Mountain Park Preserve lands and the Park’s environmental treasures can never be regained if this ill-advised, unnecessary ADOT project proceeds.

Thank you for this opportunity to express my concerns and opposition. My contact information is provided in my signature box below.

Best regards,
Jan Hancock

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<td>My additional concerns include the significant impacts to the wildlife corridors that connect South Mountain Park to other regional mountain and lake parks within the Valley, including the Estrella, White Tank, and Lake Pleasant Regional Park preserves to the west, and the San Tan, Usery/Superstition, and McDowell Mountain Park preserves to the east. Many wildlife species in the Valley have travel ranges of 50 or more miles, and the 202 South Mountain Freeway would add just one more hazard to the natural habitats of these indigenous fauna. The roadway crossings of these wildlife animals continue to be a cruel, gruesome and transportation safety concern to all freeway and highway users. Major concerns are detailed in this document: <a href="http://www.fhwa.dot.gov/environment/critter_crossings/main.cfm">http://www.fhwa.dot.gov/environment/critter_crossings/main.cfm</a></td>
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<td>6</td>
<td>As discussed on page 5-23, the replacement land will be identified in coordination with the City of Phoenix. This action will take place after the Record of Decision (see Table 3, beginning on page 38, of the Record of Decision).</td>
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<td>7</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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Former Arizona Governor Bruce Babbitt (and later U.S. Secretary of the Interior) signs the charter amendment into law that created a permanent boundary around the Phoenix Mountain Preserve. The four Phoenix "matriarchs" who steadfastly saved all of the Phoenix Mountains preserves through their tenacious efforts are shown in this photo: (1) Ruth Hamilton, (2) Maxine Lakin, (3) Penny Howe, and (4) Dottie Gilbert. This signing took place in 1986 and the preservation of South Mountain Park's boundaries was already established by this time, through the South Mountain Park designation that was originally a Recreation and Public Purposes Patent from the General Land Office to City of Phoenix, that dates back to the early part of the 20th Century. The Master Title Plats will have the exact date this occurred. South Mountain Park was established long before the freeways!

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<td>9</td>
<td></td>
<td>Article reviewed.</td>
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TO WHOM IT MAY CONCERN: I am highly opposed to the implementation and construction of the South Mountain Freeway/bypass.

In light of the major environmental impact on our Valley, this project should never have left the drawing board. More importantly, why consider costly construction of a non-essential Freeway when our state has a serious deficit/budget problem at this time?

NOTE TO ADOT: SCRUB THIS USELESS PROJECT NOW AND FOREVER!!!!!!

Barbara Hanser  
4625 East Euclid Avenue  
Phoenix, AZ 85044
### Code Issue Response

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the [Responses to Frequently Submitted Public Comments](beginning on page A371 of this Appendix A).

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<td>Hazardous Materials</td>
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<td>4</td>
<td>Community Impacts</td>
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<td>5</td>
<td>Groundwater</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State law. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</td>
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<td>6</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the [Responses to Frequently Submitted Public Comments](beginning on page A371 of this Appendix A).</td>
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<td>Project Costs, Total Cost</td>
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<td>10</td>
<td>Alternatives, No-Action Alternative</td>
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<td>11</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
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<td>12</td>
<td>Alternatives, Range of Reasonable Alternatives</td>
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Subject: South Mountain Freeway Opposition

I am writing this email to oppose the proposed South Mountain Freeway project. There are many reasons the project as proposed is a bad idea.

We have lived in Lakewood for over 22 years and have enjoyed the serenity and peacefullness of Ahwatukee, raised our children that attended schools that border the Pecos road. The result is the new freeway -- if built -- would turn out to be a bypass for commercial truck traffic and hazardous material carriers. However, it does not make sense to route such traffic through an area near an elementary school and residential communities that are new long-established and well-developed.

We invested over 22 years in a premium lot that is the largest lot in Lakewood and enjoy the equivalent of nearly three waterfront lots. It is the most expensive home in Lakewood and we have a great deal of concern that there is a huge risk of Real estate values dropping dramatically not to mention... The freeway also threatens the two lakes in the Lakewood community, which rely on pumps located in the proposed freeway right-of-way. Destroying the lakes would devastate those who currently live along them and ruin us financially!

I personally have CHF, my mother-in-law who also lives in the home has COPD and we are concerned about the freeway in the proposed location will impair the air quality! That is another concern not only for us but the quality of life for all who live here, the health of children, the elderly, and those like us who have respiratory problems.

I struggle to think the only reason this project continues is due to city commitments to developers that currently live along them and ruin us financially!

Furthermore, it is a real shame that better measures of communication were not in place with the Indian community back in the 80’s. My wife and I attended those meetings and cant help to think “if we had only asked nicely”. All this point, the only feasible option for a South Mountain Freeway project is a bypass for commercial truck traffic and hazardous material carriers. It is unfortunate but it seems that this project is headed for a legal battle.

The years of consistent opposition to this project clearly demonstrates it is a bad idea. There is no reason to build a bad project simply because has been planned. It would be far better to take a fresh look at this issue and -- if justified -- build the project in a new, different, and more sensible location.

Ray Healy, Resident
3881 E. Amberwood Drive
Phoenix, AZ 85048
I am writing this email as a concerned member of the community who opposes the proposed South Mountain Freeway project. There are many reasons the project as proposed is a bad idea, but these are among the most important:

1. During the time this project has been in the planning stage, the Phoenix metropolitan area has grown dramatically. As a result, building the freeway in the proposed location would do little or nothing to ease traffic congestion.

2. The result is the new freeway – if built – would turn out to be a bypass for commercial truck traffic and hazardous material carriers. However, it does not make sense to route such traffic through an area near an elementary school and residential communities that are now long-established and well-developed.

Code Comment Document

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3. Building the freeway in the proposed location would unjustifiably impose significant harm on home owners in South Phoenix without significantly helping others. Real estate values will drop dramatically. The freeway also threatens the two lakes in the Lakewood community, which rely on pumps located in the proposed freeway right-of-way. Destroying the lakes would devastate those who currently live along them.

4. Building the freeway in the proposed location will impair the air quality in South Phoenix neighborhoods. That decreases the quality of life for all who live there and threatens the health of children, the elderly, and those who have respiratory problems.

5. Although the planned freeway project offers little if any benefit to the people of Phoenix and Maricopa County, the costs will almost certainly be much higher than presently projected. The potential benefits therefore no longer justify the extensive cost of the planned project.

At this point, the only feasible option for a South Mountain Freeway project is a project much further south than the currently-planned route. If nothing else, the long history of consistent opposition to this project also demonstrates it is a bad idea. There is no reason to build a bad project simply because has been planned. It would be far better to take a fresh look at this issue and – if justified – build the project in a new, different, and more sensible location.
I would welcome the opportunity to discuss this matter further with the Arizona Department of Transportation. Please do not hesitate to contact me if you would like to do so.

John C. Hendricks  |  Partner
Meagher & Geer, P.L.L.P
8800 N. Gallow Drive, Suite 261  |  Scottsdale, Arizona 85258
DIRECT: 480-222-8569  |  FAX: 480-222-9665
jhendricks@meagher.com  |  www.meagher.com  |  V-Card
24-Hour Catastrophic Loss Emergency Hotline: 1-877-635-8663

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<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<td>3</td>
<td>Air Quality</td>
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<td>4</td>
<td>Alternatives</td>
<td>The Interstate 8/State Route 85 Alternative is in place today and will be in place in the future as an alternative route for motorists to use to bypass the entire Phoenix metropolitan area. The alternative serves that purpose, but provides no benefits to support regional travel within the Phoenix metropolitan area. For this reason, it was eliminated from further study.</td>
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<td>5</td>
<td>Freeway Awareness</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>8</td>
<td>Cultural Resources</td>
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<td>9</td>
<td>Purpose and Need</td>
<td>Creating a distribution system for the railroad is not a goal of the freeway. The freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and allowing traffic—including truck traffic—to access a segment of the “loop” system (see pages 1-21, 1-22, 3-1, and 3-3 of the Final Environmental Impact Statement) in the Phoenix metropolitan area. The South Mountain Freeway will be a commuter corridor, helping to move local traffic. As with all other freeways in the region, trucks will use it for the through-transport of freight, for transport to and from distribution centers, and for transport to support local commerce. Nevertheless, the primary vehicles using the freeway will be automobiles.</td>
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<td>10</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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From: Scott Herrmann [mailto:sherrmann@goprocura.com]
Sent: Thursday, December 04, 2014 5:14 PM
To: Projects
Cc: Pat Lawlis
Subject: South Mountain Freeway Comment from a PARC member

The SMF will cause relentless noise and pollution let alone the devastation of the natural areas of South Mountain park. This freeway will take away too much from this environment, that will never be replaced. The gains made by the private trucking and transportation industry should not take away our quality, the solitude, sanctuary and peacefulness of life in Ahwatukee.

ADOT wake up and listen to the people who live here - not the voices of trucking commerce who don't give a damn about anything except their own greed and profits. This is an unnecessary freeway it will NOT alleviate traffic problems anywhere. I hope when you read this you pause and think about the environment.

So why am I writing this comment about the South Mountain Freeway Project? Because I want you to remember this when it's built:
ADOT & the Federal Highway Administration you will wipe out endangered species and crush flora and fauna
ADOT & the Federal Highway Administration you will destroy historic lands and sacred tribal grounds
ADOT & the Federal Highway Administration you start an endless stream of noise and pollution - that will never go away - you may even be the reason for a HAZMAT natural disaster in my neighborhood
ADOT & the Federal Highway Administration you ruin a sanctuary of an area we love and call home
To all employees of ADOT & the Federal Transportation System IF you build it, I know you'll be haunted by your decision until your last day on Earth. Sleep with that!

Scott Herrmann
PARC Member
Direct: 480.706.7030
sherrmann@goprocura.com

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
From: Rusty Crerand  
Sent: Friday, November 14, 2014 4:42 PM  
To: Projects  
Subject: S. Mt. Project #1431854901  

This came in through Envoy:  
11/14/2014 3:08:20 PM  
I am not sure you know what you are building and how it will ruin one of Arizona great communities here in Phoenix. Ahwatukee, the Foothills and the Club West communities and many others will all suffer from this Loop 202 South Mountain Freeway.

• Let’s begin with Noise, it will grow exponentially versus what we have today, a quiet community virtually void of traffic noise.
• Pollution, trucks and cars running circles around a mountain top, cause the air to stagnate and eventually cover the top of the mountain with permanent pollution.
• What part of Mountain Preserve do you not understand? A preserve is PROTECTED environment that is not supposed to be used for a freeway. Why not move the freeway west along the highway 19 path and your connection west is built? Or just leave well enough alone, your facts are wrong and traffic, pollution and haz mat models are based upon wrong information too.
• We do not want to have access to the west side of Phoenix, via a freeway which will only cause additional crime in our great communities. We have an almost secure cul-de-sac effect today that will be ruined with this freeway as you will open up a crime corridor to the west side.
• Many animals who will get crushed, plus extremely fragile and diverse plant

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
Life that will never recover from your freeway.

- Sacred grounds of tribal nations will also be affected

Did you know Section 4(f) of the Transportation Act mandates “the rejection of any project that requires the use of preserves and park land” unless: there is no feasible or prudent alternative... or such a project includes all possible planning to minimize harm to a park and preserve. You have done neither.

Just because private entities think that this path is a good idea it’s not. Your paving paradise for the profits of Swift Transportation and Union Pacific Railroad. I hope you all choke on the pollution this will cause.

I, as a member of PARC Protecting Arizona’s Resources and Children, realize you will vote and pass your own record of decision and leave us all with a ruined community? I want to point out, you will be legally challenged by PARC and Others.

I have copied some PARC members and Mayor Greg Stanton and representative Sal DiCiccio so they realize what is happening to our community, before the first bulldozer moves the precious earth of South Mountain. Although they won’t say they oppose the freeway, I still wish they would as their supporters in this area are keeping tabs on their lack of a opinion. Maybe now they will generate one because it must be soon.

I hope that you realize your building something no community member wants.

Thank you for your time.

Scott Herrman
herrman8r@msn.com

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A room 101
Phoenix, AZ 85007
602-712-7856
dcrerand@azdot.gov

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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>8</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
</tbody>
</table>
Hello AZDOT – Wake up and stop the madness, the south mountain freeway helps NO ONE and will only harm many elements of the South Mountain Municipal Park.

I am not sure you know what you are building and how it will ruin one of Arizona great communities here in Phoenix. Ahwatukee, the Foothills and the Club West communities and many others will all suffer from this Loop 202 South Mountain Freeway.

Let’s begin with Noise, it will grow exponentially versus what we have today, a quiet community virtually void of traffic noise.

Pollution, trucks and cars running circles around a mountain top, cause the air to stagnate and eventually cover the top of the mountain with permanent pollution.

What part of Mountain Preserve do you not understand? A preserve is a PROTECTED environment that is not supposed to be used for a freeway. Why not move the freeway west along the highway 19 path and your connection west is built? Or just leave well enough alone, your facts are wrong and traffic, pollution and haz mat models are based upon wrong information too.

We do not want to have access to the west side of Phoenix, via a freeway which will only cause additional crime in our great communities. We have an almost secure cul-de-sac effect today that will be ruined with this freeway as you will open up a crime corridor to the west side.

Many animals who will get crushed, plus extremely fragile and diverse plant life that will never

### Code Comment Document

<table>
<thead>
<tr>
<th>Code</th>
<th>Comment</th>
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<tr>
<td>1</td>
<td>From: Scott Herrmann [<a href="mailto:sherrmann@goprocura.com">mailto:sherrmann@goprocura.com</a>]</td>
</tr>
<tr>
<td>2</td>
<td>Sent: Friday, November 14, 2014 3:27 PM</td>
</tr>
<tr>
<td>3</td>
<td>To: Projects</td>
</tr>
<tr>
<td>4</td>
<td>Cc: Pat Lawlis; <a href="mailto:howard@shanklaw.net">howard@shanklaw.net</a></td>
</tr>
<tr>
<td>5</td>
<td>Subject: South Mountain Freeway FEIS</td>
</tr>
<tr>
<td>6</td>
<td>Importance: High</td>
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</table>

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
recover from your freeway. Sacred grounds of tribal nations will also be affected.

Did you know Section 4(f) of the Transportation Act mandates "the rejection of any project that requires the use of preserves and park land" unless: there is no feasible or prudent alternative... or such a project includes all possible planning to minimize harm to a park and preserve. You have done neither.

Just because private entities think that this path is a good idea it's not. Your paving paradise for the profits of Swift Transportation and Union Pacific Railroad. I hope you all choke on the pollution this will cause.

I, as a member of PARC Protecting Arizona's Resources and Children, realize you will vote and pass your own record of decision and leave us all with a ruined community. I want to point out, you will be legally challenged by PARC and Others. I have copied some PARC members and Mayor Greg Stanton and representative Sal DiCiccio so they realize what is happening to our community, before the first bulldozer moves the precious earth of South Mountain. Although they won't say they oppose the freeway, I still wish they would as their supporters in this area are keeping tabs on their lack of a opinion. Maybe now they will generate one because it must be soon.

I hope that you realize your building something no community member wants. Do the right thing and stop the madness and the South Mountain freeway Loop 202.

Thank you for your time.

Scott Herrmann
Director Mobile Solutions

Direct: 480.706.7030
sherrmann@goprocura.com

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Please stop thinking about a loop of South Mountain. It will only disturb us living in Ahwatukee and create noise, pollution, waste, upset and kill wildlife, native plant species and the land itself. Removing mountain ridges is not acceptable in a preserve like South Mountain Park.

If you build this and if you read this... hopefully you’ll be haunted the rest of your living days by the poor decision that will not help a single individual. It only helps the trucking companies and union pacific railroad who want it built. Screw them too, they can rot in their graves as well.

Stop the madness
Scott Herrmann
480 706 7030

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<td>3</td>
<td>Biology, Plants, and Wildlife</td>
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<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<td>5</td>
<td>Purpose and Need, Lack of Support</td>
<td></td>
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<tr>
<td>6</td>
<td>Purpose and Need, Truck Bypass</td>
<td></td>
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</tbody>
</table>
From: Scott Herrmann [mailto:sherrmann@goprocura.com]
Sent: Thursday, October 16, 2014 11:50 AM
Cc: Pat Lawlis; mayor.stanton@phoenix.gov; council.district.6@phoenix.gov; herrmannr@mson.com; howard@shankerlaw.net
Subject: a PARC member Comment on Final Environmental Impact Statement for the Loop 202 South Mountain Freeway

I am not sure you know what you are building and here it will ruin one of Arizona great communities here in Phoenix. Ahwatukee, the Foothills and the Club West communities and many others will all suffer from this Loop 202 South Mountain Freeway.

• Let’s begin with Noise, it will grow exponentially versus what we have today, a quiet community virtually void of traffic noise.
• Pollution, trucks and cars running circles around a mountain top, cause the air to stagnate and eventually cover the top of the mountain with permanent pollution.
• What part of Mountain Preserve do you not understand? A preserve is PROTECTED environment that is not supposed to be used for a freeway. Why not move the freeway west along the highway 19 path and your connection west is built? Or just leave well enough alone, your facts are wrong and traffic, pollution and haz mat models are based upon wrong

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<tr>
<td>4</td>
<td>Alternatives</td>
<td>The Interstate 8/State Route 85 Alternative is in place today and will be in place in the future as an alternative route for motorists to use to bypass the entire Phoenix metropolitan area. The alternative serves that purpose, but provides no benefits to support regional travel within the Phoenix metropolitan area. For this reason, it was eliminated from further study.</td>
</tr>
<tr>
<td>5</td>
<td>Alternatives, No-Action Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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We do not want to have access to the west side of Phoenix, via a freeway which will only cause additional crime in our great communities. We have an almost secure cul-de-sac effect today that will be ruined with this freeway as you will open up a crime corridor to the west side.

Many animals who will get crushed, plus extremely fragile and diverse plant life that will never recover from your freeway.

Sacred grounds of tribal nations will also be affected.

Did you know Section 4(f) of the Transportation Act mandates "the rejection of any project that requires the use of preserves and park land" unless: there is no feasible or prudent alternative... or such a project includes all possible planning to minimize harm to a park and preserve. You have done neither.

Just because private entities think that this path is a good idea it’s not. Your paving paradise for the profits of Swift Transportation and Union Pacific Railroad. I hope you all choke on the pollution this will cause.

I, as a member of PARC Protecting Arizona's Resources and Children, realize you will vote and pass your own record of decision and leave us all with a ruined community. I want to point out, you will be legally challenged by PARC and Others. I have copied some PARC members and Mayor Greg Stanton and representative Sal DiCiccio so they realize what is happening to our community, before the first bulldozer moves the precious earth of South Mountain. Although they won't say they oppose the freeway, I still wish they would as their supporters in this area are keeping tabs on their lack of an opinion. Maybe now they will generate one because it must be soon.

I hope that you realize your building something no community member wants.

Thank you for your time.

Scott Herrmann
Director Mobile Solutions
20+ years living in Ahwatukee
Direct: 480.706.7030
sherrmann@goprocura.com

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<td>Community</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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I am a resident of Ahwatukee, a registered voter who votes, a parent, a teacher, and a concerned citizen. The South Mountain Freeway should never be built. Please consider the negative long term effects this freeway will have on my community.

Thank you.

Jacqueline Hodges
From: Les Holland [mailto:les_holland@prodigy.net]
Sent: Sunday, December 7, 2014 11:43 PM
To: Dana.Kennedy@mail.house.gov; dwaz@fastq.com
Subject: Fw: Arizona Department of Transportation Weekly Digest Bulletin // 202 to I-10 connection

Please forward to AZ CD7 Ruben Gallego. THX.
dwaz2@fastq.com = Steve Brittle, Don't Waste AZ

Reminder: If the 202 connects to the I-10 at 55th Avenue, traffic wishing to go from North on the 101 to South on the 202 --or-- from South on the 202 to North or the 101 will share an I-10 bottleneck from 55th Avenue to 101st Avenue, a distance of about 6 miles. This will be worse than the shared pavement in Los Angeles where the I-5 and I-10 bottleneck runs about 3 miles.
The section of I-10 between 55th Avenue and 101st Avenue is already severely overloaded for both am and pm rush hours.

Common sense dictates that the 202 should connect to the I-10 at 101st Avenue.

The 55th Avenue route was penciled in during the 1980s. It runs by the Fuel Tank Farms, a potential target for terrorists or industrial accidents.

Regards, Les.Holland@computer.org

----- Forwarded Message -----
From: Arizona Department of Transportation < adot@service.govdelivery.com>
Sent: Sunday, December 7, 2014 4:37 PM
To: Les.Holland@computer.org
Subject: Arizona Department of Transportation Weekly Digest Bulletin

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
The connection to Interstate 10 (Papago Freeway) at 59th Avenue will include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement).

2 Alternatives
While the Selected Alternative will be located near the fuel tank farm, the Arizona Office of Homeland Security and the City of Phoenix have concurred that the project and the fuel tank farm could coexist (see page 5-13 of the Final Environmental Impact Statement).
South Mountain Freeway comment deadline extended to Dec. 29

12/04/2014

South Mountain Freeway comment deadline extended to Dec. 29
Addendum to Final Environmental Impact Statement now available for review
With the Arizona Department of Transportation and the Federal Highway Administration issuing an addendum – called an Errata – to the Final Environmental Impact Statement for the proposed South Mountain Freeway, the comment period has been extended to Dec. 29 for final comments before a Record of Decision is issued in 2015.
Of the more than 8,000 comments received during the public review period for the South Mountain Freeway Draft Environmental Impact Statement, it was noted that 10 comments submitted in 2013 were inadvertently not relayed to the study team for incorporation into the Final Environmental Impact Statement, which was released Sept. 26. As a result, the Arizona Department of Transportation and the Federal Highway Administration issued a “Notice of Omission” in the Federal Register and published an Errata to the Final Environmental Impact Statement. The Errata contains the 10 comments and formal responses to those comments; it will be available for a 30-day public review period. The Errata can be found at these 18 locations:

- Phoenix Public Library – Cesar Chavez; 3635 W. Baseline Road, Laveen; 602.262.4636
- Phoenix Public Library – Desert Sage; 7602 W. Encanto Blvd., Phoenix; 602.262.4636
- Phoenix Public Library – Ironwood; 4333 E. Chandler Blvd., Phoenix; 602.262.4636
- Phoenix Public Library – Burton Barr; 1221 N. Central Ave., Phoenix; 602.262.4636
- Chandler Sunset Library; 4930 W. Ray Road, Chandler; 480.782.2800
- Sam Garcia Western Avenue Library; 495 E. Western Ave., Avondale; 623.333.2565
- Tolleson West Public Library; 9555 W. Van Buren St., Tolleson; 623.936.2746
- Tempe Public Library; 3500 S. Rural Road, Tempe; 480.350.5000
- ADOT Environmental Planning Group; 1611 W. Jackson St., Phoenix; 602.712.7767 (call for appointment)
- Gila River Indian Community District 1 Service Center; 15747 N. Shegogi Road, Coolidge; 520.215.2110
- Gila River Indian Community District 2 Service Center; 9239 W. Sacaton Flats Road, Sacaton; 520.562.3450/520.562.3358/520.562.1807
- Gila River Indian Community District 3 Service Center; 31 N. Church St., Sacaton; 520.562.2700
- Gila River Indian Community District 4 Service Center; 1510 W. Santan St., Sacaton; 520.418.3661/520.418.3228
- Gila River Indian Community District 5 Service Center; 3456 W. Casa Blanca Road, Bapchule; 520.315.3441/520.315.3445
A Record of Decision is expected in early 2015. The final decision on construction of the freeway is a cooperative effort involving ADOT, the Federal Highway Administration and the Maricopa Association of Governments as the regional planning agency. The corridor is part of a comprehensive, voter-approved regional plan developed by the Maricopa Association of Governments, and ADOT serves as the agency responsible for implementation of that plan, with the Federal Highway Administration providing the oversight required to use federal transportation funds. For more information, visit azdot.gov/SouthMountainFreeway, email projects@azdot.gov, call 602.712.7006, or write to ADOT Community Relations, 1655 W. Jackson St., MD126F, Phoenix, AZ 85007.

Protect your child and your child’s identity with an Arizona Identification Card. An Arizona ID card also makes it easier to enroll in school and activities, travel and get a driver license. Learn more at www.azdot.gov/childID.

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Sent on behalf of ADOT by GovDelivery, Inc. • 206 S. 17th Ave • Phoenix, AZ 85007 • 602.712.7355

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</tr>
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<td>6</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
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<tr>
<td>7</td>
<td>Acquisitions and Relocations</td>
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To Whom it May Concern:

I was raised in the Ahwatukee foothills by a single mother. We moved there because we loved the area, the community, the peace and quiet there. I am now 25 years old and my mom is so upset about the 202/SMF maybe being built as it will ruin the entire area and community there. I have to agree as she showed me where this proposed freeway would go. It's way too close to the schools there. Kids should be able to play outside in fresh air, not polluted by trucks and fumes, noises and cars nearby. The air here is already pretty bad - why would Arizona want to make it worse?

Not to mention blasting out part of South Mountain. This proposed freeway was planned 20 years ago. Do they care about the homes they would destroy, the community church or how this will truly affect our's...
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<td>Alternatives, Range of Reasonable Alternatives</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>1</td>
<td>Alternatives, Nonfreeway Alternatives</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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The findings of the EIS are in parts conflicting, in parts purely specious, and have apparently been guided to reach the single goal of making the project as expensive as possible (and thus as lucrative as possible for the builders of the freeway) while avoiding misleadingly engaging the GRIC. As the GRIC has voted for a "no-build" option, it is clear they do not see a net benefit in building the freeway, and have eschewed interest in attempting to benefit from it. The residents on the other side of the boundary have also expressed little indication of benefit from it. When the road was putatively approved, it was envisioned to have been completed almost two decades ago, at far less cost, with far less impact. The project has since grown vastly in scope and direct deleterious impact to residents. Further, the voters' choice at the time was to take the entire regional system or leave it, giving them no chance to make a detailed choice as to any particular segment, only to "approve" them all or lose those that were clearly necessary. It's reasonable to expect that some of the segments would have fallen below the line of approval if they were given a chance to place the line at will. And given that this is the last, most expensive, least utilitarian segment in the system, it is logical that this would be the segment farthest below that line. I do not believe that the people currently approve of this part of the project, despite what was voted on a long time ago. The money would be far better spent elsewhere, not least because more will have to be spent to fix what this project will break, if that is even possible.

Responses to comments to the Draft EIS were evasive or were irrelevant boilerplate.

Sincerely,
Blair Houghton
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<tr>
<td>1</td>
<td>Groundwater</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region. In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</td>
</tr>
<tr>
<td>2</td>
<td>Purpose and Need, Lack of Support</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>6</td>
<td>Community Impact</td>
<td></td>
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From: Patti [mailto:patimus@aol.com]
Sent: Wednesday, November 19, 2014 6:06 PM
To: Projects
Subject: PARC

It is amazing to me and my family that the AZDOT is even considering destroying homes, churches, wildlife habits and homeowners' lives by putting in a freeway on Pecos Road when the people living in the area have voted against it and are very angry over this outlandish possible move. There must be a huge payoff within the committee for this to take place. Either there is a payoff or someone believes they have more sense than anyone else and really knows what is best for the mass of people who live in the area. Sounds similar to other political groups. Please reconsider and put the people, churches and animals ahead of your personal desires or increase in income.

We support NOT building the 8 lane raised freeway along Pecos Rd.

Very upset with the people on this committee,

Patti Hugh resident of Club West.

Sent from my iPad

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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
MS. HUNERGARDT: Thank you, Suzette.

Can everybody please hear me? Thank you.

First of all, as I sat here and listened to everybody speak, I hear you with heavy hearts. My heart is heavy too. I heard Ms. Shelby speak long ago about the progress. Times have changed. She's so right.

I remember coming back home, as a child, over 50 years ago -- I'm going to just say over 60 years ago, so you can figure out my age as I stand here.

But as a child, I remember seeing that Gila River run. I remember seeing it go bank to bank. I remember seeing my grandparents -- I'm a Perkins from District 1. I'm also -- those are my paternal grandparents. And my maternal grandparents are Ellas from across the river.

But what I want to say, I remember, many times, my grandparents, we'd go visit one grandparents; we'd go visit the other. My grandfather would wade -- he'd take a walking stick way out in the middle of the river to see, can we cross the river. Sometimes he would take a child on his back to see if he could get to the other side. And many times -- and I could not understand. But his faith was so strong. Those rapids and the water would be just twirling around.

And the water was clean in those days. It
was not dirty. It was not brown. It ran pure in those days. We even drank out of it. That was our drinking water. We even bathed -- I used to watch my grandmother go get the little buckets and build the fire and bathe each and every one of us. And thank God, the one who got in first, they were lucky, because there were seven of us children. So my grandmother -- I am truly blessed. And some of you may know what that means. I see a lot of smiles, but they're not laughing.

But anyway, what I want to say, stand up here, you know, you're all right. Every one of you. Every -- every one that spoke tonight, you're all right.

I also had the opportunity, growing up -- I worked on both sides of the world. And I wanted, part of me -- those that are people that are Anglo, white people,

I had an opportunity to go on the other side of the world and on this side. My late father was a World War II veteran. And I know there's many veterans here tonight too -- or today. And I just want to thank every one of you guys, because you know what? You guys didn't have to go serve. You were not even United States citizens. But you guys served. You did. You took that oath. You took that oath, and under God, the greatest creator of all, our living God, our Heavenly Father, and you heard words talked about right now, about the creator, our Father.
I also would like to -- and due respect to ADOT. I had the opportunity to work for the Arizona Department of Transportation, a great department, many, many years ago. And I want to tell you, when it came to the reservation, they were at heart. They met with many reservations, and they would check what those studies would be. They checked the lifestyle. They checked the water. They'll check -- somebody had so many horses, well, what's going to happen to my horses if you come on? They did all their homework. They wanted to make sure that road went through or went by their house. They crossed their T's and dotted their I's, ADOT did.

But then I heard this one lady speak up a while ago. And she said she went to her council representative -- and please, please go to your representative. You guys elected your representative at each council. And I go to mine. I had a problem this past year. I'm also a landowner. But you know what? I really don't own that land. It's allotted land. It belongs to the U.S. Government. We're only there in name only. That's it. And that's what we forget about. But most importantly, the land belongs to God, not to us. Not to us.

And another thing I want to tell you, she even spoke about council. You know, maybe, if all of
you -- or all of these issues that you're talking about
could have been aired out at your council meeting, or go
to your council community meetings also. It just takes
that one vote. One vote to change everything. So please,
please remember that. Go vote. Go speak up.

A lot of you spoke up now. You go do that.
You have that right, every single one of you.

And thank you very much for hearing what I
had to say. And I'd like to say God bless each and every
one of you. And what happens, it's in God's hands. It's
in God's hands. And so I ask, you pray for what this
decision is going to be.

Thank you very much.

MS. KISTO: Thank you, Ms. Hunergardt.
Come on up.
And after the young lady, we will have
Darius come up to the microphone.
In an MSN online article titled "The 15 Hottest American Cities for 2015", they highlighted Washington D.C., which is known for being one of the worst for traffic congestion. Please read the following excerpt and help me understand why ADOT is so hell-bent on pursuing an old, extremely outdated plan for a worthless, expensive, destructive freeway instead of spending their time and OUR money on a REAL solution:

"Washington, D.C.’s new transportation system will revitalize the local economy.

D.C., which has always been known for notoriously bad traffic and a headache-worthy public transit system is getting an overhaul in infrastructure. The Silver Line, a new Metro line the city had been anticipating for the last few years, finally opened Phase 1 in July; it reaches out to Reston, Virginia, where many commuters live.

Phase 1 will clear up a good amount of the car congestion, but it will also give the economy a boost. The Silver Line’s Tysons Corner station is the site of a large shopping mall, which is now easily accessible and bound to see an influx in money-spending shoppers.

Phase 2 is anticipated to arrive in 2018, and will connect the capital to Dulles International Airport."

I'm just sayin’..... Roberta K. Hunt, Ahwatukee Foothills Resident

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov
From: Hurd, Stephanie [mailto:stephanie.hurd@aa.com]
Sent: Tuesday, December 23, 2014 2:01 PM
To: Projects
Subject: Pro Freeway

Please, please, please get the freeway moving!! We are SO supportive of it and we live close to it, yay! Let’s go FASTtrax!!
It’s heartbreaking for our area knowing that self-centered people are trying to stall the freeway being built. Please move forward with the freeway, please!

Stephanie Hurd
Business Technologies Analyst
Tech Ops - Line MX

Comment noted.
From: MarianneHut@aol.com
Sent: Thursday, November 20, 2014 9:14 AM
To: Projects
Subject: Regarding Loop 202 extension

Your plan of putting an interstate and international truck route short cut through Ahwatukee is a horrible and costly mistake! Not only is it the cost of hundreds of homes and businesses that will be destroyed. The cost is also the air and noise pollution, an inevitable increase in crime, and definitely the quality of life in Ahwatukee! It will no longer be the delightful community in which we enjoy living now.

I agree that trucks need to bypass central Phoenix, but an alternative is obvious. Long ago all interstate trucks should have been routed west on Interstate 8, and north on Hwy 85 to join up with I-10. It would be much less costly to widen the 30 or so miles of Hwy. 85 to carry the heavy traffic. Please spare Ahwatukee this detrimental portion of Loop[ 202 and NOT build on Pecos Road!

Marianne Hutchinson
Notes 11/22/14

South Mountain Freeway
Project team
Arizona Department of Transp.  
1655 W. Jackson St. 
MD 126 F 
Phoenix, Ariz 85007

To Whom it May Concern:
We would just like to say the ADOT South Mountain Freeway Project, in our opinion is a big
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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<tr>
<td>2</td>
<td>Purpose and Need, Truck Bypass</td>
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Mr. Jackson: Good morning. My name is Alvin Jackson. I'm from District 1 original. And I just want to remind everybody to get out and vote. Because you don't realize how important that is.

Some lady here had commented before about how this has come up for group discussion and election, votes, about what the community wants. But still we're talking about it? You've got to remember that you are all citizens. You're all citizens of the state of Arizona and of the United States. You need to get out and vote. Let those people know what you want. Politicians, the only thing they understand is a vote either for them or against. That's all they understand. No politician has ever probably run for office just one term and then given it up.

I would ask that the current governor-elect of our community draft a letter to Doug Ducey to see what his stance is on that -- this matter is. And you have to let him publish in our tribal paper and then have his response printed in the paper also so when he comes to us for reelection -- 'cause I'm pretty sure he will run again -- that he will know how the members of this community will vote.

The master elections are coming up. You
need to get involved. You don't think that stuff. Your vote counts. Currently, in Southern Arizona, one of the offices has to go for a recount probably because it's that close. You have to vote.

On the way down here, driving down Riggs Road -- you know, we've got the border patrol running up and down Riggs Road. And that affects everybody within the community. There's a notation over here saying that this thing's coming up for funding in the year 2015. Those monies, which could have gone towards all this border enforcement and stuff like that probably could have been used for funding for a lot of this freeway stuff we wouldn't have to be paying for.

You need to know or research which one of the parties or the people running for the office, what their stances are, and then vote for whatever the best for -- not only for this community but for this country. Sorry. Just get out and vote. That's all I ask.

MS. KISTO: Sir, go ahead, if you'd like to come up and comment.
MS. JACKSON: Everybody hear me? All right.

Good morning. It's still morning.

I want you to know that a lot of us have
been awake and been planning and been preparing for this
day for at least the last week. The runners, all of us
who have come through here had a journey this morning
while you were probably still in bed or getting dressed.

We started at the -- at where the proposed blast site is.
We rode in a pickup truck there, dusty, and got blessed.
And we heard about the mountain, and we heard -- we sang a
song, and we were blessed by Mike here.

And then very brave men, women, young girls,
elder women, they ran for you. For you. All the
community members that are in here. Not to be too
disrespectful, but I don't really care about what these
people are here for. We're here to talk to you, because
you're going to stop it. We're going to stop this
freeway.

So we could come in, and we could reference
the FEIS all we want. But let's be honest, they don't
care what we have to say. Our comments about Elder
Brother, about Muhadagi Do'ap, that doesn't mean anything
to them.

We can talk about the pollutants. We can
reference their wildlife, and -- we can reference all the

Section 4(f) and
Section 6(f),
Traditional
Cultural
Properties

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1 discrepancies in the FEIS. It doesn't matter. Because
2 when the ROD, the record of decision comes, they're going
3 to build it. They're going to try to build it. And let
4 them try.
5
6 But what I came here to tell you is about
7 what happened this morning. So that group, they set out,
8 and they covered the route on our community, but the route
9 where that freeway will be coming through. Some fell
10 behind. Some were -- it was tougher than a lot of them
11 had anticipated. Some of them aren't runners. Some of
12 them are seasoned runners. But they helped each other.
13
14 We have people here from all over the
15 community who came to run today. All just within the last
16 four days we decided to do this run, to do this, to be
17 here with you. Last minute these good people came
18 together. Yesterday they sat underneath the tamarack and
19 made signs. Read those signs. A lot of their children
20 wrote those signs. They made those signs. What could be
21 more pure and more important than the voice of a child
22 saying that we want clean air, the voice of a child saying
23 we don't want to destroy our horses. We want to live in a
24 clean environment.
25
26 So that journey began, and those people
27 helped each other. And it wasn't necessarily a long run,
28 but it was a memorable one, and it was a journey for us

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<td>5</td>
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all. We all stayed together. We all remember what we're doing, why we're doing this. And when we were coming in here, we knew we were in a better place and we were in a stronger place to come and speak to you today.

So while I do -- of course I do encourage you to make those statements at the court reporter and look at the FEIS, see the discrepancies. See how minimal attention our community gets in that big report. And then also think about this. And I will say it. Our community, our own community, our own tribal leadership should have done a better job of dissecting this information and getting it to the people in a way that we could all understand.

And I don't mind saying it, because I went to the table and had a meeting with our tribal leadership. And I was one of the few who were there. There are things that are supposed to be in this form that we agreed on that aren't here. The resolutions were supposed to be blown up so you could all see. The motion that was made in the past by the elders concern committee where they said we, as elders, stand against this freeway and to protect the mountain. They have said that.

And it's not here. We are the voice. And we have to go through every one of you and tell you, be strong. Be brave. Be courageous. We can do this.
Look, we don't get any compensation. I'm a landowner. My parents are landowners. We have land in that freeway corridor. That land doesn't belong to them, my parents. It doesn't belong to me. And it doesn't belong to my children. It is for all of us.

Never have I been so upset at the lack of respect that these people have for us. We've been doing this for several years now out of pocket, on our own time. I want you, community members, to look at these people. We are not troublemakers. We are not all these things people want you to think we are. We are just simply people that said no.

Look around our indigenous communities, everybody standing up. Everybody has their own battles. Everybody's fighting those battles; elders, young people. This is our battle. This is our battle. That is our sacred mountain. You need to stand up. Don't be afraid. 'Cause when it comes down to it, where do you want to be in the side of history? Where do you want your family's name to be? Do you want your family to be a family that stood up and fought, that helped?

Now, I don't -- I am simply just a community member. I'm simply a mother, student, somebody who works and really cares, has deep love, deep love for her people, a person that just woke up one day and said, no, I'm not...
going to give in to the things that are all plaguing our community; drugs, alcoholism, poverty. I'm going to do something. We all did do something.

And if this is it, then do it. Make a statement. Speak up. Start talking to your people. This isn't over.

And I told my daughter, who did run the whole -- who ran all day today for us, for our family. And I told her one day when we were driving home -- which I will also mention that my children have always gone to school in Ahwatukee. We've lived in Ahwatukee for a while. I have a lot of concern for that community as well.

But I told her that one of these days, maybe in 15 years, you're going to still be fighting this. Remember what we did. Remember who was there. Remember what your elders said. Don't give up, everybody. Don't give up. What they don't know is what's coming. This is just the beginning. We're not going to stop. We're going to keep fighting.

And that's all I want to say.

MS. KISTO: Thank you, Ms. Jackson, for your comment.

Anybody else like to come up and make a
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The connection to Interstate 10 (Papago Freeway) at 59th Avenue will include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement). The design of the Interstate 10 and South Mountain Freeway system traffic interchange at 59th Avenue has received preliminary acceptance from the Federal Highway Administration, subject to completion of the National Environmental Policy Act process.

The Interstate 10/Pecos Road/State Route 202 Loop system traffic interchange was constructed to be able to accommodate the freeway.

1 Alternatives, No-Action Alternative
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

2 Purpose and Need
As stated in the original response, the values are based on modeled 2035 traffic projections. The Maricopa Association of Governments is the local government agency responsible for traffic forecasting. The Maricopa Association of Government's travel demand model is a state-of-the-practice model that predicts traffic movement and is used by the Maricopa Association of Governments and Arizona Department of Transportation to determine the need for transportation projects. The model is calibrated to actual, observed traffic conditions and meets an advanced practice guideline by the Federal Highway Administration for similarly sized areas.

3 Community Impacts
Mitigation measures to minimize the impact of the freeway on the remaining residents and businesses are presented throughout Chapter 4 of the Final Environmental Impact Statement. The impacts on community character and cohesion are presented in Table 4-9 beginning on page 4-24 of the Final Environmental Impact Statement.

4 Acquisitions and Relocations
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

5 Freeway Awareness
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
and it's not built. So all these 80,000+ people over the last 29 years should not have purchased homes, built businesses, etc. in the area because of a potential freeway? That comment in the FEIS was uncalled for. These people have built a community before the freeway and it is something that must be dealt with in an understanding, professional manner.

My following question was never answered in the FEIS – Since there is no land available, that means there will be no industrial development along the freeway thru Ahwatukee Foothills for the State of Arizona or it's municipalities. Zip, Zilch, Nada. This leaves the Gila River Indian Community with a potential financial juggernaut of retail, industrial and hospitality development along the proposed freeway on their land. This will add even more traffic to the community. Since ADOT states no studies can be done on this land, they have no due to what kind of developmental impact the Gila River Community has in store for our community. No one does. Since I posed this question a major retail center has been built and an office complex is in the development stages. There will be a huge arterial street traffic influx from all the development from the freeways/new businesses in the area and there is no state land available. Roads can't be widened when there is no land. What are ADOT's solutions?

Code 8-Ulillees: You state: There are city water and sewer lines and other private utilities under Pecos Road. As necessary, these utilities would be relocated to avoid impacts from the proposed freeway. But you do not provide any information about these water lines. I want to know exactly what your plans are for these affected water lines. I want to know that petrochemicals and other industrial waste aren't seeping into my water supplies. I saw a 60 million water line being built right under Pecos Road. I looked down the trenches. It needs to be moved, where, what and how much is being moved. What do YOU perceive "as necessary"? Be specific in your answers.

This question was not answered: Will ADOT pay for yearly independent water and soil analysis to look for leaching of oil, gas, diesel fuel and chemicals into the freeway area near the community that will eventually leach into the water supply? What about the area's well re-location that is impossible. Is ADOT willing to pay the community for water costs in perpetuity on wells that are capped in the area? Has this cost been added to the budget?

Code 9-Utilities: You state: The major gas lines that run along Pecos Road are operated by El Paso Natural Gas and Kinder Morgan. The operation of these lines would not be affected by the proposed freeway. Please answer my question; will these lines need to be shut down during construction? They are very close to Pecos Road. In areas within 30 feet. Will for instance, a few miles of lines need to be diverted? Fuel lines pose issues, potentially fatal issues. Koch industries knows this well. Be more specific in your answers.

Code 10-Noise: This is going to be a very delicate issue considering the unique topography of the area. I stated that sound abatement walls would be totally ineffective if this freeway is built above ground thru Ahwatukee. Anyone can visualize this in the areas where all housing is above the highway platform. You didn’t answer my question as to how this sound issue will be dealt with. People are used to zero freeway (or vehicle) noise and now they will have a potential 100,000+ vehicles. You state that the regulations do not require meeting the abatement criteria in every instance. Rather, they require highway agencies make every reasonable and feasible effort to provide noise mitigation when the criterion is approached or exceeded. What does this mean to possibly tens of thousands of people who are negatively impacted by this severe noise? Remember this is virgin land, thousands of homes and nothing else surrounded by open desert and mountains. There is no city “white noise” in the area. What will be done for the people this noise issue impacts? What is a reasonable and feasible effort? Be specific.

Code 11-Noise: You state: The project team analyzed the belized ground option, also called the depressed freeway option. The analysis indicated that depressing the freeway would increase the cost of construction and right-of-way acquisition, displace additional residences, create the need for additional pump stations and detention basins, and still need the installation of noise barriers. Because the belized ground option would result in substantially greater costs and residential displacements, this option was eliminated from further study. In other words because of COST, the below ground option...
was eliminated. Even though this option has extremely more beneficial elements (sound, access, visual footprint, etc) to the community when compared similarly to the alternative construction method.

Code 12-Property Values: You state: As a result, the researchers generally concluded that the more the viability of a new freeway is reduced, the less it would determine the sales price of homes sold in the area. This supports the below-ground option would benefit a community more than an elevated freeway with scoring 20-30 feet high entry points.

Code 15-Traffic: You state: The Maricopa Association of Governments regional travel demand model forecast approximately 10 percent truck traffic on the South Mountain Freeway in 2035. And if that forecast is wrong and is more, way more? And this freeway becomes the Phoenix area’s metro truck bypass everyone thinks it will. Will there be a way to limit the types of vehicles driven on the freeway or monitor them and their emissions? You haven’t answered this question.

This question was not fully addressed in the FEIS (Code 18) and it is a critical question that needs to be answered for the citizens of Ahwatukee Foothills. This proposed 8-10 lane freeway will take 7-8 years to construct. During that time it will throw in excess of 6,000 construction workers daily on our streets coming and going. There will be a continual dirt cloud over Ahwatukee until the freeway is completed. Pecos Road will continually be shut down and basically be unusable which means Chandler Boulevard and Ray Road will be the only way in and out for 7-8 years. How are people in this area going to get out? It will be unlike during construction for the residents south of Chandler Boulevard between 35 Avenue and 40th Street. Will there be a fund to help children and elderly adults who develop major respiratory ailments from the construction’s brown cloud? Will residents and businesses be compensated for extra water costs for dirt cleanup during construction? What about bleeding apart South Mountain with 3 twenty story high and 200 yard wide出入s and the unknown noise effects on the community?

Code 18-Traffic: The freeway construction staging plan for the area along Pecos Road would allow for keeping east-west travel open during construction. One side of the freeway would be constructed while traffic remained on Pecos Road. When complete, traffic would be shifted from Pecos Road to the new freeway. At that time, the other side of the freeway would be built. Therefore, traffic would be able to continue to operate as it currently does during construction.

This answer (Code 18-Traffic) needs much more detail because as it exists now, it just doesn’t seem feasible. The footprint of the land from 17th Avenue to 40th Street is very limited. There is going to have to be closures of Pecos Road to be able to accomplish the construction of an 8-lane freeway through this corridor. How long are these closures going to be? How is the community notified? Blasting? Disruption of services? OR! Maybe the GRC is allowing you to use their land for “staging areas” for a price? Be more specific.

This question was not answered: ADOT plans to put part of this freeway thru South Mountain Park because they say they have no other option and Federal law allows them that right. I can’t even express in words how wrong this is. Taking even one foot of a park for a freeway is just plain wrong. After all why is it even a park. And not just a park, but also the United States largest municipal park and one of the world’s largest urban parks at 16,283 acres soon to have a freeway running through it and named after it. There are options.

This question was not specifically answered: What is the possible future cleanup cost to Arizona taxpayers if the Superfund site near 58th Avenue is breached and leaks into ground water since the Federal government will no longer be responsible for any costs of cleanup if a freeway is built in the area? Similar sites cleanup costs have ranged from $350 million to $2.25 Billion. Has this cost also been added to the budget? It is extremely important that this question be answered. Construction of this freeway has the potential of making the State of Arizona responsible for a major Superfund site cleanup of potentially billions of dollars in the future.

Codes 22-23-Hazardous Materials: Did not specifically answer the above question about who is...
responsible for the Superfund site cleanup near 55th Avenue. Currently as I understand, the Federal Government is but that changes with construction of a freeway. Please answer the question.

Code 24-Design: You state: Desert Foothills Parkway and 24th Street have standard 12-foot-wide travel lanes, and the vertical and horizontal geometry make them passable by most vehicle types. These roads are operated and maintained by the City of Phoenix. The City of Phoenix would have the authority to restrict truck traffic, if desired. The key here is "most vehicle types." In the event of an emergency when the proposed freeway is shut down, the Desert Foothills Parkway and 24th Street exits have to be made unavailable for diverting traffic off the freeway. These roads cannot handle the capacity with their winding, hilly terrain and narrow lanes. Do a site "real" analysis (with actual vehicles) and you will find out that 20 big rigs will not be able to negotiate this area creating gridlock. Delivery trucks have avoided it for decades. Planning for such an event is crucial because of the geography. Pushing the decision onto the City of Phoenix shows a lack of public safety concern considering you are the Arizona Department of Transportation. This will be a major problem, make everyone aware, and implement plans before it becomes a serious problem.

Lately it's become apparent that ADOT is "shopping" the construction/maintenance of this freeway as a public/private build to help with financing the project. What happened to all the sales taxes set aside with a specific voter proposition to establish funds for this freeway? A cost analysis of expenditures is requested. How is a private company going to make a profit on their investment in the project since this is not a toll road? Are their project invoices to become public record? Are they going to handle all future maintenance? Will this build/maintenance be put out for bid so other private companies get a chance to compete for public projects?

Sincerely,
Kevin Janke

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the persons/named above and may contain confidential/privileged information. Any unauthorized use, disclosure or duplication is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
From: Tanja Jockovic [mailto:tanjajockovic@msn.com]
Sent: Tuesday, November 25, 2014 2:32 PM
To: Projects
Subject: No to Loop 202 South Mountain Freeway

As one of the least sustainable states in the U.S., Arizona should rethink their decision to expand Loop 202 South Mountain Freeway. This is not about whether this freeway should be built; this is about preserving what is left of our precious environment. Location of the proposed Loop 202 will only add to destruction of the environment, pollute the air and water, and misplace dozens of families. Southern part of the valley is already a home to dozens of landfills, including some hazardous waste landfills, as well as concrete and asphalt manufacturers that have been spewing toxic particles into the air; adding a freeway into this mix will be detrimental to those living in the area, myself included as I will have the front row view of Loop 202 if this proposal passes.

Instead of investing in more sustainable options such as light rail or investing in preservation of our natural resources, Arizona has decided it would be in our best interest to do the opposite and is even willing to desecrate the sacred ground of Native Americans. As the temperatures skyrocket, drought worsens, and we deplete the last drop of water, will you then realize that you should have taken some precaution in protecting the environment and human health? Will you then realize that striving towards more sustainable future is the only option if we want to ensure our future generations have a chance at survival? Sadly, I doubt greedy corporations and those pushing for this freeway to be built ever considered those who will be the most affected or our rights including human, animal and environmental.

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Water quality-related regulatory requirements, potential impacts, and proposed mitigation are presented in the sections, Water Resources, Floodplains, and Waters of the United States, beginning on pages 4-101, 4-110, and 4-116, respectively, of the Final Environmental Impact Statement.

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## CONTACT RECORD
### SOUTH MOUNTAIN FREEWAY

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<td>DAVE JOHNSON</td>
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CONTACT METHOD: HOTLINE CALL

**REMARKS/QUESTIONS:**
Oppose project - From Prescott AZ

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| 1    | From: Ken J. [mailto:h_drakensis33m@hotmail.com]  
      Sent: Saturday, October 18, 2014 5:17 PM  
      To: Projects  
      Subject: Final Environmental Impact Statement for the Loop 202 South Mountain Freeway Available  
      To whom it may concern:  
      PLEASE HURRY UP AND GET THE DANG LOOP 202 SOUTH MOUNTAIN FREEWAY BUILT!  
      That's my OFFICIAL, PUBLIC comment. I support the COMPLETION of the Loop 202, connecting to I-10 at 55th Ave. Moreover, I'm not concerned if a the Loop 202 has to cut through a SMALL portion of South Mountain Park.  
      'Officially,' and with respect,  
      Kenneth B. Jones  
      12547 W. Montebello Ave.  
      Litchfield Park AZ 85340  
      Subject: Final Environmental Impact Statement for the Loop 202 South Mountain Freeway Available  
      Date: Fri, 26 Sep 2014 18:22:52 -0600  
      To: h_drakensis33m@hotmail.com  
      From: adot@service.govdelivery.com  
      Comment noted. |
The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) released the Final Environmental Impact Statement on September 26, 2014. The FEIS is available for a 60-day review until November 25, 2014. During this review, the document is available online (azdot.gov/southmountainfreeway) and at the locations listed below:

- Phoenix Public Library – Cesar Chavez; 3635 W. Baseline Rd., Laveen; 602.262.4636
- Phoenix Public Library – Desert Sage; 7682 W. Cactus Blvd., Phoenix; 602.262.6416
- Phoenix Public Library – Greenway; 433 E. Chandler Blvd., Phoenix; 602.262.8036
- Phoenix Public Library – Burton Barr; 1221 N. Central Ave., Phoenix; 602.262.3471
- Chandler Sunset Library; 4930 W. Ray Rd., Chandler; 480.782.2800
- Sam Garcia Western Avenue Library; 495 E. Western Ave., Avondale; 623.333.2565
- Tolleson/West Public Library; 5655 W. Van Buren St., Tolleson; 623.582.2766
- Tempe Public Library; 500 S. Rural Rd., Tempe; 480.358.5500
- ADOT Environmental Planning Group; 1611 W. Jackson St., Phoenix; 602.712.7767 (call for appointment)
- Gila River Indian Community District 1 Service Center; 15707 N. Waddell Rd., Coolidge; 520.215.2120
- Gila River Indian Community District 2 Service Center; 1516 W. San Carlos St., Sacaton; 520.456.2006/520.691.1847
- Gila River Indian Community District 3 Service Center; 31 N. Church St., Sacaton; 520.456.2100
- Gila River Indian Community District 4 Service Center; 501 W. San Carlos St., Sacaton; 520.456.3100/520.315.3228
- Gila River Indian Community District 5 Service Center; 4541 W. Casa Blanca Rd., Safford; 520.351.3461/520.351.3485
- Gila River Indian Community District 6 Service Center; 530 S. St. Johns Rd., Laveen; 520.550.3805/ 520.550.3806/520.550.3557
- Gila River Indian Community District 7 Service Center; 802 W. Broadway Rd., Laveen; 520.435.6760
- Gila River Indian Community – In-Hayes Library; 94 N. Church St., Sacaton; 520.563.5225
- Gila River Indian Community Communications & Public Affairs Office; 520 W. Guay Over Rd., Sacaton; 520.563.8063

The Draft EIS and FEIS identifies a preferred alternative route for the freeway corridor – running east and west along Pecos Road and then north and south between 55th and 63rd avenues, connecting with Interstate 10 on each end. It also formally documents the analysis of potential impacts associated with the proposed freeway.

The FEIS addresses all 6,000 comments received during the 90-day review and comment period of the Draft EIS released in April 2013. Responses to these comments are provided in Volume II of the FEIS. Comments received during the 60-day FEIS review period will be considered in the “Record of Decision,” the final decision-making document prepared by the FHWA. The Record of Decision is expected to be available for public review in early 2015.

For more information, visit azdot.gov/southmountainfreeway, email projects@azdot.gov, phone 602.712.7306, or write to ADOT Community Relations, 1655 W. Jackson St, 95121, Phoenix, AZ 85007.

Protect your child and your child’s identity with an Arizona Identification Card. An Arizona ID card also makes it easier to enroll in school and activities, travel and get a driver license. Learn more at www.azdot.gov/childID.
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<td>5</td>
<td>Purpose and Need, Truck Bypass</td>
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<td>6</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
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From: Jules Junion [mailto:jjunion@cox.net]  
Sent: Tuesday, November 11, 2014 2:48 PM  
To: Projects  
Subject: SMF- NO BUILD / PARC Member  
Importance: High  

To whom it may concern:

Based on the finding in the FEIS, I am sending this e-mail to share my concerns that an eight-lane freeway will be tearing through our beautiful Ahwatukee Foothills destroying wildlife, compromising air quality, and essentially bastardizing the sacred preserve known as South Mountain.

As a twenty year resident of Ahwaukee, and having traveled all over this country and abroad, I can’t express to you what a majestic and beautiful area of land that we currently live in. You are not building. YOU ARE DESTROYING!

To rip through this community to build what is essentially a trucker bypass is very irresponsible on the part of ADOT. This 30-year-old, ill conceived freeway plan should be thrown out the window.

Best Regards,

Jules Junion  
Director, National Accounts  
AccentCare - PCS Division  
480-540-6343 c
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From: Rachel Kelley
To: Projects
Subject: Cancel South Mountain Freeway project

With regards to public comment on the FEIS for the South Mountain Freeway project, I strongly urge you to cancel the project due to the highly deficient FEIS.

Regards,

Rachel Kelley
From: Timothy Kelley (mailto:tskelley.tk@gmail.com)
Sent: Monday, November 24, 2014 12:17 PM
To: Projects
Subject: Cancel South Mountain Freeway project

With regards to public comment on the FEIS for the South Mountain Freeway project, I strongly urge you to cancel the project due to the highly deficient FEIS.

Regards,
Timothy Kelley

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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
From: Shad Kelly [mailto:coppercache1302@yahoo.com]
Sent: Sunday, December 28, 2014 9:46 AM
To: Projects
Subject: DEIS concerns

I am concerned that the DEIS does not adequately identify:

- the displacement of Gila River homes,
- does not identify an evacuation route in the event of a biohazardous accident,
- does not depict the loss of agriculturally zoned lands in the Laveen and Gila River areas, or
- visually display prehistoric sites potentially impacted from construction.

The DEIS clearly discriminates on the basis of religion and race. United States commission on civil rights defined religious discrimination in relation to the civil rights guaranteed by the Fourteenth Amendment to the United States Constitution.

The modeling of air pollution impacts in the DEIS do not include the additional air pollution from truck traffic from Mexico. The DEIS briefly mentions the issue, but it claims it has no way to know what impact this would be. Toxic air is already an issue, but added risks are not mentioned.

There is nothing in the DEIS that even mentions the hazmat transportation and risks issue.

ADOT needs to analyze these impacts and provide visuals such as aerial photography where needed.

I recommended that ADOT issue a revised DEIS that adequately addresses public health concerns.

NO build is the only option.

Thank you

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<td>There will not be displacements of Gila River Indian Community homes.</td>
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<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>3</td>
<td>The existing land uses and zoned land uses are shown and the potential acreage of conversion to a transportation use are disclosed in the section, Land Use, beginning on page 4-3 of the Final Environmental Impact Statement. There will be no loss of agricultural land on the Gila River Indian Community.</td>
<td></td>
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<td>4</td>
<td>Sensitive and confidential information regarding Native American sacred sites is not included in the Final Environmental Impact Statement, a public document, as a means of protecting them. This information is included in the technical reports prepared for the project and is kept confidential.</td>
<td></td>
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<td>5</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>Aerial maps are available on the project Web site: &lt;azdot.gov/southmountainfreeway&gt;.</td>
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There is nothing in the DEIS that even mentions the hazmat transportation and risks issue. ADOT needs to analyze these impacts and provide visuals such as aerial photography where needed.

I recommended that ADOT issue a revised DEIS that adequately addresses public health concerns. No build is the only option.

Thank You
My family opposes the proposed south mountain freeway!

The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations. We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley. We are very concerned that both the SMF would create a dramatic increase in Phoenix truck traffic.POLLUTION. This pollution will affect my children. This pollution will affect ALL CHILDREN along the proposed route. Reminder that we are in a relative "Valley" on the south side of south mountain. This is unacceptable. We are very concerned that the SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas. INCLUDING SCHOOLS and HOMES.

Thank you,
Shad Kelly
602-803-9260

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From: Diana King [mailto:diana30king@yahoo.com]
Sent: Wednesday, November 19, 2014 10:31 AM
To: Projects
Subject: south mountain freeway

I understand the city is thinking about creating a truck bypass on or by pecos road. I just wanted to say I am opposed to this idea and I hope you would reconsider.
Diana Small

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Response to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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From: MKIRK9942@aol.com [mailto:MKIRK9942@aol.com]
Sent: Tuesday, November 25, 2014 8:49 PM
To: Projects
Subject: Comments on Final Environmental Impact Statement for the Loop 202 South Mountain Freeway

AZDOT:

I am not sure on the formal to best detail my comments on the EIS for the Loop 202 South Mountain Freeway, but here goes my comments.

1. My review of the EIS found no analysis for the extended on-ramp at 17th Avenue for noise or pollution from traffic along the extended Chandler Blvd to access the Freeway on 17th Avenue. The change in traffic pattern will increase traffic along Chandler Blvd by 2,000 to 4,000 cars daily, but the document failed to analyze the effect of this traffic increase for increased noise and added pollution. Also the document failed analyze the effects of the environmental effects to the social structure of the area which includes walkers, runners, dog walkers, cyclists that enjoy what is now a relatively quiet road to a significant increase in traffic at the key times for this activity. Also there are numerous student bus stops along Chandler that will be effected by not only increased traffic, but the speed of these vehicles. Currently, the traffic along Pecos has a 40 mph speed limit which is almost never obeyed. The traffic exceeds 50+ mph on Pecos and will probably exceed these same speeds along Chandler endangering students, walkers, cyclists runners and dog walkers.

2. As the freeway passes through South Mountain Preserve, access for hikers, animals & mountain bikers has been designed into the freeway design. However, all along the freeway design down the Pecos corridor there are no accommodations for movement of animals, runners, cyclists along that route. Currently, Pecos is used for recreation activities and the introduction of the freeway per the EIS does not address the environmental impact of elimination of this important aspect of the local population. There is no alternative plan to address this concern in the freeway plan or within the EIS. Putting cyclists on the freeway is not a good idea and not allowing animals to move south to the Gila Indian Reservation is not addressed. The EIS does not address any social issues related to the population that exercises via running, walking, cycling, etc.

3. The noise and air quality portions of the EIS does not address the effect on the population that exercises outside which will be exposed to the increased effects of noise and air quality. In general, the EIS has fails to address any effects to the local population that exercises outside which will be effected by increased traffic or the removal of the key pathway for these activities along the existing Pecos Road.

4. The study has considered concepts for parallel multiuse paths; however, the main line of the freeway will not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added as a separate project by the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.

5. Enforcement of the speed limit and requirements to stop for school buses is the responsibility of the local jurisdiction.

Bicyclists will not be permitted on the freeway.

6. Mitigation measures to minimize the impact of the freeway on the remaining residents and businesses are presented throughout Chapter 4 of the Final Environmental Impact Statement. The impacts on community character and cohesion are presented in Table 4-9 beginning on page 4-24 of the Final Environmental Impact Statement.
As was stated repeatedly throughout the FEIS, this project was conceived in the mid '80s, when Ahwatukee was largely rural and undeveloped. The proposed South Mountain Freeway project generally and continually ignores the fact that local conditions and populations have changed considerably in the intervening 30 years.

Based on information contained in the FEIS, it would appear that spending nearly $2 Billion to save East and West Valley commuters 1-4 minutes during rush hours seems a rather minimal gain for the cost. The ONLY beneficiaries of the SMF would be trucking companies and bypass traffic, neither of which would substantially improve rush hour congestion for central Phoenix commuters. This proposed freeway caters primarily to private interests (trucking companies), not the general population, and most certainly NOT to the 77,000+ residents of Ahwatukee Foothills Village, who would bear the most negative impact with little or nothing to gain.

Funds could be put to much better use in other areas such as redesigning the I-10 / US-60 interchange.

FEIS does not really address concerns of Ahwatukee residents regarding light, noise and air pollution, nor address concerns of effects of a gas-based hazmat spill.

- While feeble noise abatement devices are described, this project only seeks to meet the minimum federal requirements for noise control and completely ignores the topography which serves as both a reflector and amplifier for noise, as well as the vibration of constant heavy truck traffic transmitted through the bedrock to the majority of Ahwatukee that falls...
outside the minimum noise abatement area. Almost everyone in Ahwatukee can clearly hear any activity at Firebird Raceway, more than seven miles away. How much louder is heavy truck traffic going to be when less than one mile distant and carried through the bedrock all the way to the base of South Mountain?

- Once again, the FEIS chooses to largely ignore or gloss over the significant health risks posed by inserting a freeway into a mature residential community with dozens of public and private schools and daycare centers located within ½ to 1 mile of the Pecos Road alignment. How many health studies does it take to know that putting a freeway, especially one that will cater to a large volume of commercial truck traffic coming from Mexico using fuel that does not remotely meet U.S. standards for sulfur content, next to schools will have a detrimental effect on those students’ health, both short and long term?

- Also, the broad-handed dismissal of significant pollution increases again ignores local topography and prevailing wind patterns, which would serve to consolidate pollution to dangerous and unhealthy levels throughout the Ahwatukee Foothills Village. The SMF would serve to completely destroy what is currently one of the more pollution-free areas of the greater metropolitan Phoenix area, again in primary support of private interests and with zero benefit to Ahwatukee.

- The same topography and prevailing wind conditions are also again largely dismissed when addressing the potential effects of a gas-based hazmat spill along the SMF. A chlorine gas spill on the E1 alignment, wind-born north into South Mountain with no way to dissipate, would most likely result in tens of thousands of deaths and many times more severe and permanent injuries to residents of Ahwatukee.

- One of the beauties of Ahwatukee is being able to look up at night and actually see stars. The SMF, even with the best of dark sky mitigation, would largely destroy that element.

- While historically crime has nearly always increased in similar situations where a freeway is imposed into a residential area, once again ADOT has chosen to largely ignore any data that proffers support for this view, and instead chosen to again risk Ahwatukee residents’ safety and security by providing a quick and easy access for criminals to this community.

It’s time to end this farcical waste of taxpayer money on a project whose primary beneficiaries are private interests. Times have changed in the last 30 years, and it’s far past time that ADOT realized this and changed with them. What may have been viable in 1985 is no longer, and ADOT needs to get off the “this has always been the plan and nothing has changed” horse and direct its efforts and my money to finding an alternative that works for today and the future.

Robert N. Knight
Ahwatukee Resident and Small Business Owner

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<td>Children’s and Seniors’ Health</td>
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<td>11</td>
<td>Trucks</td>
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<td>12</td>
<td>Crime</td>
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Brandon Koplin [mailto:bkoplin@cpiaz.com]
Sent: Wednesday, November 12, 2014 8:49 AM
To: Projects
Subject: SMF Opposition

I'm writing this email because I am opposed to the South Mountain Freeway based on the following points:

1. SMF fails to improve traffic congestion elsewhere in Phoenix
2. SMF would create a dramatic increase in truck traffic in my neighborhood
3. SMF would deteriorate the air quality beyond the allowable limits
4. SMF would bring health and safety dangers to students attending schools near the proposed freeways, schools my children attend
5. SMF would cause unnecessary destruction of plant and animal habitats with South Mountain and destruction of wilderness areas revered by Phoenix citizens along with desecration of land sacred to Native American populations.
6. SMF would create significant new dangers of hazardous material transport within highly populated and vulnerable areas.
7. SMF would fail to provide any significant benefits for the outrageous costs
8. ADOT’s proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and citizens.

I appreciate your representing the community in this endeavor. Thank you.

Thank you,
Brandon Koplin,
16670 S 24th Place
Phoenix, AZ 85048

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The Arizona Department of Transportation and Federal Highway Administration respectfully disagree with this comment.
Dear AZ DOT

Please find attached my comments on your FEIS for the proposed South Mountain Freeway.

Sincerely,

Nick Kuminoff

These comments are the same as those submitted by Protecting Arizona’s Resources and Children. Responses can be found beginning on page A286 of this Appendix A.
November 23, 2014

South Mountain Study Team
Arizona Department of Transportation
1655 West Jackson Street, MD 1208
Phoenix, Arizona 85007

RE: Reply Comments on FEIS

Dear South Mountain Study Team,

Your responses to my comments on the DEIS were completely inadequate. The FEIS fails to address the concerns I raised. In some cases, you dismissed my comments by referring me to sections of the DEIS that addressed related issues, but did not address my specific concerns. In other cases, you provided boilerplate responses that either completely missed the point of my comment or failed to address my comment in any substantive way.

I am also concerned by the continued inconsistency in your treatment of livability benefits and costs of the Pecos Road alignment. Your responses to my comments on the DEIS assert that significant negative livability impacts can be ignored because they are difficult to model. In contrast, you have gone to great lengths to develop models that predict difficult-to-model benefits. Further, the air quality and transportation models that you use systematically omit key details that could undermine your conclusions, and you claim that any serious effort to address uncertainty in your analysis would be “needless detail”.

The EIS process now appears to have been a sham. Your support of the Pecos Road alignment is not supported by credible scientific evidence. You failed to demonstrate that the social benefits of the Pecos Road Alignment outweigh the social costs. Your approach to conducting the EIS made a finding in favor of the Pecos Road alignment a foregone conclusion. I strongly urge you and FHWA to re-start the planning process under new leadership.

I have attached a point-by-point reply to pages B2175-B2183 of the FEIS with the hope of calling attention to the inadequacies in your responses to my comments.

Sincerely,

Nicolai V. Kuminoff
kuminoff@gmail.com
What follows are my original 12 comments on the DEIS and a summary [in bold text] of the inadequacies in your responses found on pages 22175-22183 of the FEIS.

Comment #1: The DEIS implies that a majority of Maricopa County residents support building the proposed South Mountain Freeway without having any factual basis to support this implication. There are numerous examples of this, especially in the early chapters of the DEIS. One example is the “What do the results of Propositions 300 and 400 tell us” sidebar on page 1-9. The problem is that the proposed South Mountain Freeway was a fairly minor detail in the information provided to voters on the broader regional transportation plan. Voters have never had an opportunity to express their opinions on the South Mountain Freeway separately from other regional transportation projects that were bundled as part of these propositions and were in more immediate need of funding at the time the propositions were presented to voters. Furthermore, neither proposition provided voters with basic details on the South Mountain Freeway such as the expected construction cost and the number of lanes. Furthermore, at the time people voted on proposition 300 the town of Ahwatukee was largely undeveloped. Likewise, the regional transportation plan provided to voters as part of the Proposition 400 election of 2004 failed to anticipate the location, size, use, financial cost and social costs of building the freeway. It is also noteworthy that both votes occurred before the onset of the great recession. The bottom line is that there is no reason to expect that Maricopa county voters would support building the South Mountain Freeway, if they were given the opportunity to vote today. In addition, the question of whether or not voters liked the idea of a new freeway extension 30 years ago or 10 years ago is entirely irrelevant to the question of whether or not it makes sense to build the freeway today.

Inadequacies in AZ DOT’s response: The response fails to address the substance of my comment. For example, it ignores my comments about the outdated nature of the claimed support for the SMF and the fact that the SMF was bundled as part of the broader transportation plan.

Inadequacies in AZ DOT’s response: The response fails to address the substance of my comment. For example, it ignores my comments about the outdated nature of the claimed support for the SMF and the fact that the SMF was bundled as part of the broader transportation plan.
Comment #2: The effort to model the effect of the freeway on ambient concentrations of criteria air pollutants is inadequate and misleading. For example, the discussion of carbon monoxide (CO) in section 4-65 of the DEIS points out that impacts were modeled using information from Maricopa County's current network of air quality monitoring sites in the region. Yet the discussion fails to mention that Maricopa County does not have any air quality monitoring sites in the Ahwatukee foothills (http://alert.fcd.maricopa.gov/alert/google/maps.html). This is a serious flaw in the modeling assessment because the prevailing wind patterns and foothills topography will likely cause most of the emissions of pollutants to be blown into pockets of localized air pollution above residential neighborhoods in Ahwatukee in between the freeway and South Mountain Park.

Inadequacies in AZ DOT’s response: The response fails to address my main point about there being no air quality monitoring sites in the Ahwatukee foothills.

Comment #3: Failure to model the impact of the freeway on ground level ozone concentrations above residential neighborhoods in Ahwatukee is a serious problem as emissions generated by the freeway may very well exceed national standards for 8-hour ambient ozone concentrations. As noted earlier, the prevailing wind patterns and topography of the region are likely to cause most of the emissions to sit in air pockets above residential neighborhoods in Ahwatukee. Furthermore, these neighborhoods are highly populated by families with young children who are identified by the Environmental Protection Agency as being a “sensitive group” with respect to ozone (Federal Registrar, Vol. 64, No. 149, Wednesday, August 4, 1999, Rules and Regulations).

Inadequacies in AZ DOT’s response: AZ DOT chose not to perform a credible analysis of health impacts for the FEIS that would take into account interactions between wind patterns, topography, locations of specific parks and schools, and the historical lack of air quality monitors in Ahwatukee.

Comment #4: The lack of air quality monitors in the Ahwatukee foothills area undermines the credibility of the entire air quality assessment provided in the DEIS. Air quality monitors are
needed to inform the assessment of potential effects of the freeway on air quality. The current assessment does not make a serious attempt to model air quality impacts in Ahwatukee, which contains the neighborhoods that will experience the largest negative effects of increased air pollution generated by the freeway.

**Inadequacies in AZ DOT's response:** My comment was ignored. AZ DOT basically says that the lack of air quality monitors and credible data on air quality in the Ahwatukee area that will be most negatively affected by the freeway is not their problem. This type of response undermines the credibility of AZ DOT's analysis.

**Comment #5:** The DEIS's overall conclusion that building the freeway will not cause an increase in violations of federal ambient air quality standards is misleading. This conclusion simply exploits the current placement of air quality monitors. By providing an incentive for truckers and non-local drivers to avoid traveling through central Phoenix, the South Mountain freeway will divert air pollution away from the areas that have air quality monitors and into areas that do not have air quality monitors, such as the Ahwatukee foothills. Ambient air quality will surely worsen in Ahwatukee and may very well violate federal standards for the criteria pollutants. Of course this will not cause any violations if there are no air quality monitors to measure the violations. This highlights the need for a more serious assessment of air pollution impacts from the proposed freeway, and it also highlights the need to place air quality monitors at several locations in the Ahwatukee foothills.

**Inadequacies in AZ DOT's response:** The response fails to provide any specific description of the projected spatial changes in ambient air pollution levels or how violations would occur if monitors were located in the Ahwatukee foothills area.

**Comment #6:** Pages 4-69 and 4-70 provide a deeply flawed rationale for ignoring the impact of the freeway on human health outcomes. The DEIS claims that decision makers should not be
provided with information on health outcomes of building the freeway because the magnitudes of those outcomes are judged by DOT to be highly uncertain. I will explain three problems with this logic:

A. Ignoring uncertainty violates federal standards for evaluating public projects, as outlined by the United States Office of Management and Budget’s Circular A-4 (http://www.whitehouse.gov/omb/circulars_a004_a-4) and the United States Environmental Protection Agency’s Guidelines for Preparing Economic Analysis. For example, OMB Circular A-4 has a special section devoted to the appropriate treatment of uncertainty in the evaluation of public projects. It clearly states that uncertainty outcomes should be quantified and this information should be provided for public review and to decision makers. For example, it instructs analysts involved in the preparation of impact statements that “the important uncertainties connected with your regulatory decisions need to be analyzed and presented as part of the overall regulatory analysis” and that “by assessing the sources of uncertainty and the way in which benefit and cost estimates may be affected under plausible assumptions, you can shape your analysis to inform decision makers and the public about the effects and the uncertainties of alternative regulatory actions!” and that “wherever possible, you should use appropriate statistical techniques to determine a probability distribution of the relevant outcome.” It also states that “when uncertainty has significant effects on the final conclusion about net benefits, your agency should consider additional research prior to rulemaking. The cost of being wrong may outweigh the benefits of a faster decision. This is true especially for cases with irreversible or large upfront investments.”

Inadequacies in AZ DOT’s response: The response notes my comment and then ignores it. AZ DOT refers me to sections of the DEIS that do not address my comment.
B. The South Mountain Freeway is likely to have large negative health effects. The large impacts of air pollution on morbidity and mortality are well documented as is the fact that these impacts are largest for sensitive groups such as children and seniors. This is of special concern due to the large proportion of families with young children and communities of seniors in Ahwatukee. See the EPA’s (2011) Second Prospective Study 1990-2020 of the Clean Air Act and the associated appendices for the epidemiological consensus on health impacts and calibrated dose-response functions. The range of potential health impacts should be quantified and monetized using standard measures of the “value of a statistical life” consistent with best practices in regulatory evaluation established in the OMB and EPA guidelines. Even the lower bound on number of lives lost is likely to be sufficiently high to raise serious concerns for policy makers.

**Inadequacies in AZ DOT’s response:** AZ DOT provides a boilerplate response that fails to address the substance of my comment on monetizing effects using the value of a statistical life.

C. The effects of the freeway on health outcomes are no more uncertain than the effects of the freeway on commute times. Yet, there is no mention of uncertainty in commute times. Throughout the DEIS, the economic benefits of building the freeway are conveyed with a false sense of precision whereas the environmental costs are dismissed altogether because they are uncertain. This asymmetric treatment of uncertainty has the effect of biasing the DEIS in favor of building the freeway with the Pecos road alignment.

**Inadequacies in AZ DOT’s response:** AZ DOT provides a boilerplate response that ignores the substance of my comment on the inconsistent treatment of uncertainty surrounding benefits and costs.
Comment #7: The DEIS fails to adequately address the uncertainty of benefits from building the freeway. For example, the actual reduction in commute time that would be realized if the freeway were to be build will depend on several sources of uncertainty, including but not limited to: (i) future patterns of residential development; (ii) future location choices made by firms; (iii) future residential and job location choices made by workers; (iv) future trends in telecommuting; (v) future trends in “flex-time” and the ability of workers to commute during off-peak hours; (vi) future trends in the national economy; (vii) future trends in the international economy and trade that influence the rate of trucking through Phoenix; (viii) future trends in automobile design; (ix) the impact of building the freeway on the desirability of living in Ahwatukee; and (x) future trends in the price of gasoline, electricity, and other factors affecting commuting costs. These sources of uncertainty should be carefully analyzed and policy makers should be informed about the statistical distribution of possible outcomes for commute times. More broadly, sources of uncertainty should be addressed throughout the discussion of benefits of building the freeway.

Inadequacies in AZ DOT’s response: AZ DOT dismisses a serious analysis of the uncertainty surrounding their claimed benefits of the SMF as “needless detail” and “speculative consideration”. This attitude exemplifies why support for the Pecos Road alignment in the FEIS was a foregone conclusion. Of course the Pecos Road alignment will seem like a good idea if substantial livability costs are ignored and substantial uncertainty in the claimed livability benefits is ignored.

Comment #8: The DEIS systematically overstates the likely benefits of building the freeway to Phoenix commuters. The estimated benefits are based on statistics for projected future traffic patterns provided by the Maricopa Association of Governments. However, these statistics are primarily extrapolations of past trends. In other words, they are “made up”. They are not derived from a consistent model of residential location choice or a realistic model of commuting choices. It is difficult to believe that many workers would make residential and job location choices that would induce them to use the new freeway. Projections for future traffic congestion also fail to incorporate future growth in the share of workers who work from home or are allowed the flexibility to commute during off-peak hours. Furthermore, estimates for the
opportunity cost of time used to quantify the value of reduced commute times are not consistently linked to the actual commuters who use the freeway during peak hours, but are likely driven by high-income commuters living in places such as Scottsdale who will not use the new freeway if it is build. In addition, the models of traffic congestion in the DEIS are inadequate for estimating the impact of the freeway on commute times. The DEIS fails to provide even the most basic facts about commuting. For example, what fraction of today’s metro area commuters would experience a shorter commute (in terms of physical distance) if the South Mountain Freeway were built? This information can easily be obtained from the U.S. Census Bureau’s annual Public Use Microdata Sample of respondents to the American Community Survey, which provides information on workers’ house locations, job locations, time leaving home to go to work, and travel times.

**Inadequacies in AZ DOT’s response:** AZ DOT fails to address any of my specific comments. Their boilerplate reply is completely lacking in substance. It basically says “trust us”.

**Comment #9:** Throughout the DEIS, the analysis of benefits of building the freeway is based on a false premise that the demand for transportation will be the same whether or not the freeway is built. This results in overstatement of the benefits of building the freeway. In reality, building the freeway is likely to change residential development patterns which, in turn, will increase the demand for using the freeway relative to the demand if the freeway had not been built. In other words, building the freeway will increase the demand for using the freeway due to increases in driving by current residents, increases in commercial traffic, and increased migration to areas near the freeway. These “feedback effects” will increase congestion on the freeway, diminishing its benefits, especially for existing residents of Phoenix. This effect is well known to transportation economists as “The Fundamental Law of Road Congestion”. Yet recognition of this effect is completely missing from the transportation models throughout the DEIS. In perhaps the most comprehensive empirical study of the causal relationship between road projects and traffic congestion, Duranton and Turner (2011) concluded that adding a new road with the
Appendix A


Inadequacies in AZ DOT’s response: AZ DOT has chosen to ignore overwhelming evidence from the best available peer reviewed scientific evidence on the fundamental law of road congestion.

Comment #10: There is overwhelming evidence in economics journals and federal regulatory evaluations that freeways produce negative externalities that substantially diminish the quality of life for those living nearby. Some of these effects will likely be reflected in reductions (or slower growth) in property values for residential neighborhoods experiencing diminished quality of life. It is standard practice to use hedonic property value methods and contingent valuation methods to quantify these costs as part of regulatory evaluations. However, no such effort is undertaken in the draft EIS. The following impacts should be quantified and included in the EIS using best practices in methods for economic valuation of environmental impacts of public projects as outlined in EPA’s Guidelines for Preparing Economic Analysis: (1) effect of air pollution on property values; (2) effect of noise pollution on property values; (3) cost of water pollution produced from freeway runoff; (4) value of lost recreation benefits to joggers and bicyclists who currently use Pecos road for recreation; (5) value of diminished recreation benefits for people using South Mountain Park due to visual disamenities, noise, dust, odors, and non-visible air pollution created by the freeway; and (6) the impact of building the freeway on crime in Ahwatukee and, in turn, the effect of increased crime on property values. This last point deserves some explanation. At present, weekly statistics from the police blotter indicate that there is virtually no violent crime or property crime in western Ahwatukee. The vast majority of Ahwatukee crimes occur in the eastern part of the town close to the I-10. The lack of crime is western Ahwatukee is likely due to the fact that, as the end of a big cul-de-sac, criminals have no escape route. Building the freeway will provide such an escape route and increase the attractiveness of the area to criminals as a result. Those who argue in favor of building the
freeway often claim that Ahwatukee residents should have known that these effects might eventually occur as a result of the freeway when they first purchased property in the area and that, as a result, the negative externalities are already capitalized into property values. This claim is false. The conventional wisdom of real estate agents and homeowners in Ahwatukee is that the freeway would never be built and that the original 1985 plan to build the freeway was simply a relic of “pre-Ahwatukee” regional planning. As a result, the freeway will act as a shock to the local housing market and depress property values.

**Inadequacies in AZ DOT’s response:** There are several problems here. First is the claim that negative effects of the SMF can be ignored because they are difficult to measure. In contrast AZ DOT has gone to great effort to support models designed to produce evidence in favor of benefits that are at least as difficult to measure. Second is the fact that the California Department of Transportation study is not cited. Third is the fact that AZ DOT appears ignorant of peer reviewed scientific evidence on best practices in benefit transfer methods. The premise of the AZ DOT response—that findings from some property value study in California can simply be transferred to the Ahwatukee area—is deeply flawed due to likely differences in topography, tree cover, humidity, and many other factors that generally cause the property value impacts of similar disamenities to vary over large spatial areas. For examples and citations to the peer-reviewed scientific literature, see EPA's guidelines for performing benefit-cost analysis, or the following journal article: Boyle, Kevin J., Nicolas V. Kuminoff, Christopher F. Parmeter, and Jason C. Pope. “The benefit-transfer challenge.” Annual Review of Resource Economics 2, no. 1 (2010): 161-182.

Comment #11: In the event of heavy traffic, road work, or accidents, drivers on the South Mountain Freeway are likely to use Chandler Blvd. as a bypass. GPS devices will mechanically divert drivers off the freeway and onto Chandler. This is especially true for the Chandler Blvd segment from S. 17th Ave to Desert Foothills Parkway because this segment has 4 lanes, a speed limit of 45mph, and no stop signs or traffic lights. This will create a serious public health hazard because the aforementioned segment of Chandler goes right through the residential
neighborhood of “Club West”. Joggers, bicyclists, families and children use Chandler Blvd during the morning and evening commute hours for recreation and to walk/bicycle to/from school and parks. Young children on foot or on bicycle and joggers with headphones are often seen crossing the street. The lack of stop signs and crosswalks is not currently a problem because traffic is light. However, with some freeway commuters using the Chandler Blvd corridor as a bypass, there is likely to be a surge in traffic accidents and traffic-related pedestrian deaths in this family-oriented residential neighborhood. These effects are entirely ignored in the DEIS.

Inadequacies in AZ DOT’s response: The 2006 analysis that AZ DOT refers to could not have anticipated the huge impact that GPS devices and smartphone apps such as “Waze” now have on the ways in which drivers respond to delays. More broadly, the response ignores the substance of my comment.

Comment #12: The DEIS violates the spirit of Presidential Executive Order #13045 by failing to identify and assess the environmental health risks and safety risks that may disproportionately affect children as a result of the freeway. An example of the environmental health risk is the increase in ambient ozone concentrations that will affect children living in Ahwatukee, particularly those who use the numerous public schools and public parks located between South Mountain Park and the proposed Pecos Road alignment of the freeway. The EPA identifies children as a “sensitive group” for ambient ozone. An example of the safety risk is the increase in traffic on arterial streets that wind through residential neighborhoods in Ahwatukee, particular during periods of heavy traffic, road work, or freeway accidents when drivers will naturally use Chandler Blvd as a bypass. The traffic poses a safety risk because children frequently walk / bike / run / play on the streets that will experience increased traffic, such as Chandler Blvd from S. 17th Ave through Desert Foothills Parkway. This will increase the risk of accidental deaths of children.
Inadequacies in AZ DOT’s response: AZ DOT provides a boilerplate response that ignores the substance of my comment on the inconsistent treatment of uncertainty surrounding benefits and costs.
<table>
<thead>
<tr>
<th>Code</th>
<th>Comment Document</th>
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| From: Kelley Lafer [mailto:kelleylafer@yahoo.com]  
Sent: Saturday, November 22, 2014 3:03 PM  
To: Projects  
Subject: Loop 202  

Please do not go forward and build the 202 loop on Pecos Road. It just doesn’t make sense to put it there. There are too many things already put in place and that have been there for too long to disrupt the quality of life in the Ahwatukee area. Please consider another option farther down the road or nothing at all.  
Kelley Lafer |  

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. |
From: Sally Lindsay [mailto:moongarden.sally@gmail.com]
Sent: Monday, November 24, 2014 2:02 PM
To: Projects
Subject: South Mountain Freeway

My name is Maxine Lakin. I have worked for more than 40 years to set aside and preserve the Phoenix Mountains as a unique wilderness park. As an early member and past president of the Phoenix Mountains Preservation Council, I have continued to stay active in the organization due to the continued threat by housing and road developers, and individuals who don’t value and respect the natural beauty and personal enjoyment that these mountains provide to Arizona. I believe that the taking of this Preserve land will set a president to future taking of lands for other uses. The significant cut into the South Mountains is heartbreaking to me.

After studying both ADOT’s South Mountain Freeway Loop 202 (SMF) Draft Environmental Impact Study (DEIS) and now the Final Environmental Impact Study (FEIS), I am concerned that these documents do not address my comments submitted during the DEIS comment period.

My belief that the Record of Decision should be a no-build decision at this sight for the proposed SMF Loop 202 alignment. I am not convinced that ADOT is following the prescribed NEPA process evaluating all possible alternatives that make economic, environmental and cultural sense now and into the future.
1 Visual Resources

Light from the freeway will be produced from vehicle headlights and taillights and from fixed light poles at interchanges along the freeway. Nighttime users of the park and residents of Ahwatukee Foothills Village may see lines of seemingly crawling vehicles, each with lights front and back. Freeway lighting will be provided along the median of the freeway and at interchanges to achieve desired lighting levels for safety reasons. Any freeway lighting will be designed to reduce the illumination spillover onto sensitive light receptors (such as residential and natural areas) (see page 3-58 of the Final Environmental Impact Statement).

2 Public Involvement

The methods and timing of construction activities will be determined during final design of the project. The final design and construction activities must adhere to the commitments made in the Record of Decision. The Arizona Department of Transportation will engage the public during design of the freeway to address specific design-related issues as specified in the commitment list. For projects like the South Mountain Freeway, the Arizona Department of Transportation, in the past, has held advertised public meetings to present design details—particularly to show where the freeway will be located, its profile, service traffic interchange configurations, noise barrier locations, and architectural treatments. During construction, the Arizona Department of Transportation will hold information meetings at the beginning of construction activities regarding the upcoming improvements and work schedules. The public will be informed through construction updates/newsletters, project information hotlines, Web sites, periodic meetings, project offices, and radio and newspaper advertising.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

3 Noise

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

4 Trucks

5 Air Quality

6 Design

The Arizona Department of Transportation Roadside Development Section is responsible for assigning a wide range of standard treatment applications and wall materials, including color, to noise barriers and other structures. Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.

7 Health Effects

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

8 Air Quality

In May 2012, the Arizona Department of Environmental Quality submitted a revised Maricopa Association of Governments 2012 Five Percent Plan for the region. On July 20, 2012, the U.S. Environmental Protection Agency made an official finding that the Maricopa Association of Governments 2012 Five Percent Plan was administratively complete. This decision ended the sanctions clock associated with Arizona’s decision to withdraw the Maricopa Association of Governments 2007 Five Percent Plan. On February 6, 2014, the U.S. Environmental Protection Agency published a notice in the Federal Register proposing to approve the Maricopa Association of Governments 2012 Five Percent Plan.
8 Air Quality

Plan for Attainment of the PM-10 Standard for the Maricopa County Nonattainment Area. In the same notice, the U.S. Environmental Protection Agency stated that it would concur with exceptional event (as a result of haboobs and dust storms) documentation prepared by the Arizona Department of Environmental Quality, which would give the region the 3 years of clean data needed for attainment of the particulate matter (PM₉₀) 24-hour standard. Finally on May 30, 2014, the U.S. Environmental Protection Agency approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM₉₀) standard based on monitoring data for 2010 to 2012 (see page 4-72 of the Final Environmental Impact Statement for more information).

Regional air quality-related data can be obtained from the Arizona Department of Environmental Quality (<azdeq.gov/environ/air/index.html>), Maricopa Air Quality Department (<maricopa.gov/aq/>), and Maricopa Association of Governments (<azmag.gov/Environmental/default.asp>).

Data from various Maricopa County Air Quality Department monitoring sites were used in the air quality analyses (see the air quality technical report on the project Web site: <azdot.gov/southmountainfreeway>). Siting, operating, and recording information from monitoring sites are the responsibility of the Maricopa County Air Quality Department. See <maricopa.gov/aq/>.

9 Air Quality

To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measures will be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008). Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from the Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement).

The remaining portion of the comment related to monitoring and enforcing items on activities on the Gila River Indian Community land is outside the scope of this project.

10 Air Quality

The mitigation for the freeway will be implemented following and in accordance with the commitments in the Record of Decision. The Arizona Department of Transportation is not required to mitigate for others’ actions. Dust complaints should be submitted to the City of Phoenix or the Maricopa County Air Quality Department.

11 Hazardous Materials

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
Traffic Flow Concerns

Dear ADOT, Thanks for the opportunity to write you about traffic flow concerns in the proposed SMF FEIS.

A primary objective of the SMF is to divert and improve traffic flow which looks great on paper, but is not good in reality! As a commuter who drove downtown for 5 years... There will be no incentive for commuters in Ahwatukee to take this route because the end point would not get them downtown! In fact it would dump them on the East bound 110 at 59th Ave. This would add traffic flow to one of the busiest parts of the 110 in rush hour. The commute would end up taking longer. Think about it... It will shift traffic away from 110 for downtown commuters from SE valley or from Ahwatukee.

In addition, some of us who live in the 9th district will now have to deal with a new and unintended traffic congestion since we will lose Pecos road. I, E. I will have to drive on residential streets from basically 25th ave to 24th street and THEN try to get on the 1 and only on ramp? This is a crazy lack of concern for residential traffic flow.

Oh by the way local traffic congestion, pollution and noise is still not mitigated in the FEIS.

ADOT claims it that it would improve traffic flow is not reasonable to me. Even ADOT admits that improved traffic flow is overstated and had to recently revise their own analysis. They now see that traffic counts have been basically flat for the past 5 years.

So since no one in other government seems to care about the residents where I live... We had to hire an independent traffic engineer, Herman (BAS MA CAN) to examine the alleged facts used for traffic modeling and forecasting. He stated that even if one assumes that the traffic flow estimates are accurate(whish they are not), "SMF would not alleviate the capacity deficiencies identified in its Purpose and Need". In fact, there would still be traffic deficiencies.

This is really a David and Goliath story. As the facts are documented, it seems the freeway's goal is perhaps for trucking from Mexico, and not for helping the folks who actually live and pay taxes in YOUR districts.

As a business person, I am all about the opportunity for growth. But CAN'T we do this without destroying the Ahwatukee community and adding to traffic congestion. We also need to be concerned of the financial impact for this SMF, and its impact to adding to the Phoenix budget deficit. This freeway is going to cost about $110 million per mile and has a funding shortfall.

You all took an oath of service, to represent the best interests of the people. I am one of the people fighting for what's right for Phoenix. Please don't let this become the new truck bypass route, letting more trucks, come so close, to all of us, who LOVE to call Phoenix home!

Thanks for your time.

Ken Lapierre

I would also like to submit the EPA's commentary on this traffic flow analysis for your research and consideration. See the attached A in the following (3) pages.

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<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<td>1</td>
<td>Alternatives, No-Action Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Response to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>2</td>
<td>Traffic</td>
<td>Traffic interchanges will be located at 17th Avenue, Desert Foothills Parkway, 24th Street, and 40th Street to serve residents in the Ahwatukee Foothills Village. Motorists that live west of 25th Avenue can access the freeway at 17th Avenue. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</td>
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<tr>
<td>3</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Response to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
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<td>5</td>
<td>Purpose and Need, Old Plan or Use of Old Data</td>
<td>Comments noted. The U.S. Environmental Protection Agency's comments on the Draft Environmental Impact Statement were addressed in Appendix 7, Volume III, of the Final Environmental Impact Statement, starting on page B6.</td>
</tr>
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</table>
Karla Petty
Arizona Division Administrator Federal
Highway Administration
4000 North Central Avenue, Suite 1500 Phoenix, AZ 85012

Subject: South Mountain Freeway Project, Maricopa County, Arizona [CEQA#20130114]

Dear Ms. Petty,

(Partial section below on Traffic)

Chapters 1 and 4 of the DEIS appear to overstate traffic problems and emissions resulting from the No Action alternative and the benefits of the Action alternatives. The population projections employed in the DEIS are based on pre-recession projections, and now exceed the current highest population projections for Maricopa County by Arizona’s Office of Employment and Population Statistics. As a result, the forecasted traffic problems and emissions associated with all alternatives in the DEIS are likely higher than what is reasonably expected to occur based on more current data. Additionally, the congestion issues and emissions that the DEIS describes as a result of the No Action alternative include more trips and more congestion than are reasonable to expect. As a result, the relative benefits of Action alternatives are also likely to be overstated. This overestimate occurs because the travel model forecasts for the Action and No Action alternatives employ the same socioeconomic projections from the Maricopa Association of Governments, which are based on municipal master plans. The underlying master plans assume that the South Mountain Freeway is completed, and do not have land use plans that represent the No Action alternative.

Recommendations:
- Present consistent impacts and emissions for the No Action alternative using updated socioeconomic projections that do not assume completion of the South Mountain Freeway (with appropriate caveats about uncertainty).
- Present the comparison of impacts from the Action and No Action alternatives to reflect the likely differences in land use (e.g., residential and commercial development) between the Action and No Action alternatives.

Emissions Analyses and Traffic Forecasting

The air quality impacts presented in the DEIS for the entire alignment of the South Mountain Freeway corridor are not adequately assessed. The analysis incorporated existing 1999 to 2005 emissions with emissions anticipated from the project into a "sub-area" which does not permit a clear understanding of emissions from the new freeway alignment, separate from the current setting. For example, the emission trends presented in Chapter 4 convey the conclusion that the preferred alternative reduces emissions throughout the study area. However, the DEIS presents no emissions analyses of the South Mountain Freeway corridor itself, despite indications from the CO hotspots analyses (tables 4-31 and 4-32) that concentrations of criteria pollutants along the Pecos Road corridor will increase above current levels (in spite of filling CO emission factors over time), and indications that MSAT emissions will be higher in the future. Since the South Mountain Freeway corridor is the area to be most heavily affected, not presenting the emissions along the corridor prevents the public and decision makers from gaining a clearer understanding of the extent of impacts from the different Alternatives and the potential basis for reducing impacts.

Recommendations:
- Emissions analyses should be revised with the South Mountain Freeway corridor modeled independently of other toll roads.
- Emissions trends from the South Mountain Freeway corridor should be presented, by themselves, in addition to emissions along other road links (e.g., I-10).
Appendix A • A551

(Partial Section from EPA on Clean Air Act)

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the South Mountain Freeway Project. Our review and comments are provided pursuant to the National Environmental Policy Act, the Council on Environmental Quality Regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

As stated in the DEIS, the South Mountain Freeway Project is a proposal to build a new 8-lane freeway extending approximately 22 to 24 miles from the Interstate 10 and Santan Freeway interchange westward through the community of Ahwatukee, paralleling the Gila River Indian Community (GRIC) border. The DEIS has identified a preferred alternative which is estimated to displace 845 housing units, including 680 multifamily units and 165 single-family residences.

The project represents a new highway alignment in a heavily urbanized area currently designated as nonattainment for particulate matter less than 10 microns in diameter (PM10). It is therefore critically important that potential impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible. The DEIS provides insufficient information to assess the potential significance of the air quality impacts of the proposed action. In view of the area's current designation as nonattainment for PM10, it is essential to accurately assess and disclose potential PM10 health impacts as well as determine whether the project meets the transportation conformity requirements of the Clean Air Act. The Act and its implementing regulations provide that a project may not cause or contribute to any new or localized violation of a national ambient air quality standard (NAAQS), increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS (CAA section 176(c)(1)(B) and 40 CFR 91.116(a)).

The analysis found in the DEIS does not provide the information necessary to make an accurate determination of PM10-related impacts. It also does not sufficiently address other potential air quality issues of concern. The EPA is available to work with FHWA and other agencies to complete needed analyses as the effort moves forward.

The DEIS presents no stand-alone emissions analyses of the portion of the project that introduces new general-purpose lanes, despite indications from the carbon monoxide (CO) hotspot analysis that...
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<th>Code</th>
<th>Comment Document</th>
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Concentrations of criteria pollutants will increase relative to current levels, along with increased emissions of mobile source air toxics (MSATs). The potential increase indicated by the analysis would occur despite the fact that pre-vehicle emissions are declining substantially over time. Instead, the DEIS presents an estimated value of emissions that combines the impact of the new freeway alignment with emissions from the adjacent, and existing, I-10 freeway. This methodology does not provide the information needed to disclose, analyze and potentially mitigate the actual emissions anticipated from a new highway segment. Additionally, we believe the analysis of congestion and emissions impacts from the No Action alternative includes estimates of congestion and vehicle miles traveled (VMT) that are higher than appropriate considering relevant facts and analysis. As a result, the relative benefits of all Action alternatives when compared to a future No Action alternative are likely to be overstated.

We also note that no air toxics risk assessment has been provided, even though there is a documented history of local public concern and requests to ADOT and FHWA for analysis of the potential health effects from the proposed new freeway. We do not believe the reasoning provided in the DEIS for not providing such an assessment is compelling, especially in light of the history of requests for such analysis. Risk assessments for air toxics from vehicle traffic have been included in many published studies as well as in EISs for other projects. EPA has emission and air quality models that can be used to predict concentrations of air toxics at receptors near the project, and we would be happy to assist ADOT and FHWA in using the models, which are available on EPA’s web site.

Based upon this lack of information important to analyzing the project’s potentially significant impacts on air quality, EPA has rated the South Mountain Freeway DEIS as “5 - Inadequate Information” (see Enclosure 1: “Summary of Rating Definitions and Follow-Up Action”). EPA believes the following information would serve as the basis for a robust and meaningful air quality analysis: 1) Assessment and disclosure of potential PM 10 hotspot impacts and confirmation of whether the project meets the Clean Air Act’s transportation conformity requirements; 2) Emission analyses that present the emissions of the South Mountain Freeway corridor separate from those off-road, along with updated traffic forecasting for the No Action alternative; and 3) A robust air toxics risk assessment that addresses potential health effects from the proposed new freeway.

We recommend this information be included in a Supplemental DEIS for public comment, in accordance with NEPA and CEQ’s NEPA Implementation Regulations. EPA respectfully requests the opportunity to review this information and provide ADOT and FHWA our feedback before a Supplemental DEIS is published. In the attached detailed comments, we also provide recommendations regarding the assessment of impacts to children’s health, environmental justice, aquatic resources and other issues we recommend be addressed in the NEPA document.

We appreciate the opportunity to review this DEIS and look forward to working with ADOT and FHWA to address the issues outlined in this letter. If you have any questions, please refer staff to Clifton Meek at (415) 972-3370 or to Angela Herrera, Associate Director in our Communities and Ecosystems Division, at 415-972-3144. Please send a copy of the Supplemental DEIS to this office (mail code CEO-2) when it is electronically filed with our Washington, D.C. office.
From: KLapiere [mailto:kennethlapierre@gmail.com]
Sent: Friday, December 05, 2014 12:06 PM
To: Projects
Subject: Smf feis comment

PLEASE ADD a super high quality sound wall on e1 section at the end of pecos adjacent to the foothills master reserve. We are going to have 630 homes remain after you tear out the 4 rows of homes in our subdivision.

Also add decorative wall and tree and shrub plantings to help offset the noise and air pollution from the section which will be above ground.

Also can you minimize the freeway road lights since 200 homes will see the freeway. We would appreciate you spending extra funds to beautify and protect home owners who will now lose protected wildlife lands and South Mountain preserve views.

With a 2.5 billion spend or 125 million a mile you can go above and beyond to minimize the noise, pollution and destruction of view.

We would also like a hazmat shelter and a community park for the kids to compensate for the destruction of our current quality of life. Please do the right thing and do more to help our quality of life.

1 Noise
2 Design
3 Air Quality
4 Visual Resources
5 Project Costs, Total Cost
6 Hazardous Materials
7 Community Impacts

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## Code Comment Document

**From:** lawlis@aol.com [mailto:lawlis@aol.com]
**Sent:** Tuesday, December 23, 2014 4:24 PM
**To:** Projects
**Subject:** Comments on FEIS for the Proposed Loop 202 South Mountain Freeway

### Additional Comments on the FEIS for the Proposed Loop 202 South Mountain Freeway

The FEIS makes a mockery of public comments on the DEIS. These comments are evidently just annoyances that require excuses and justifications – and that is all the FEIS is, a plethora of excuses and justifications intended to confuse the reader and muddy reality. It begins with unsupportable justifications for needing a freeway and excuses for ruling out many other reasonable locations for potentially building a freeway.

A good example of the FEIS attempt at muddying reality is the claim that the Phoenix Police have found no correlation between crime rates and freeways. This claim is easy to refute in Ahwatukee! Police logs of Ahwatukee crimes reported in the Ahwatukee Foothills News show the vast majority of crime near the I-10. Also, Phoenix Police officer allocation in Ahwatukee shows a much greater concentration of officers assigned to patrol near the I-10. So the Phoenix Police are quite well aware of the correlation. Perhaps politics will not allow them to admit it! The FEIS is full of implications that outside organizations support FEIS conclusions, yet these implications are based on a confused version of “reality” that exists only in the FEIS.

It is clear that all FEIS excuses are leading to a justification for a major truck bypass in the location of the “preferred alternative.” Such unreasonable excuses and justifications can only be the result of behind-the-scenes political and/or financial pressure to choose this unsuitable and unjustifiable location for a freeway whose very existence is difficult to justify.

The FEIS is fraught with inadequate analyses and a lack of meaningful preliminary designs making it difficult for a reviewer to determine anything substantial about the freeway plans. It also contains many contradictions, such as the assertion that accumulated small differences are important when they further a case for justifying a freeway but not important when they work against the case.

For the most part, the FEIS analyses look at areas outside of Ahwatukee, throwing in an occasional Ahwatukee reference to make it look good – just as most of the FEIS is little more than a feeble attempt to make the “preferred alternative” look good. For example, air quality analyses purposely do not study the Ahwatukee environment in detail. The reason seems quite obvious – the results would not further the case for the freeway.

The FEIS for the proposed Loop 202 South Mountain Freeway is a farce. The only reasonable alternative is a “No Build.”

If ADOT and the FHWA continue with this farce, it will go to court where individual criminal activity within government agencies may be uncovered in addition to ADOT and FHWA incompetence.

Patricia K. Lawlis, Ph.D.
President, PARC

### Code Issue Response

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<tr>
<td>1</td>
<td>Alternatives, No-Action Alternative</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<tr>
<td>2</td>
<td>Alternatives, Range of Reasonable Alternatives</td>
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<tr>
<td>3</td>
<td>Crime</td>
<td>The Arizona Department of Transportation and Federal Highway Administration position has not changed regarding our responses to similar comments made on the Draft Environmental Impact Statement.</td>
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<tr>
<td>4</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<tr>
<td>5</td>
<td>Design</td>
<td>The current level of engineering is used to determine the limits of environmental and construction impacts attributable to the freeway. The location and profile of the freeway are evaluated to minimize potential changes to the freeway as the design level progresses. The current level of engineering is an accepted industry standard for determining impacts. (See Final Environmental Impact Statement sidebar on page 3-40 for more discussion.)</td>
</tr>
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<td>6</td>
<td>Air Quality</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. The analysis of carbon monoxide, particulate matter (PM$<em>{10}$), and mobile source air toxics specifically included assessments of air quality in Ahwatukee Foothills Village. The carbon monoxide and particulate matter (PM$</em>{10}$) analyses included a hot-spot analysis at the 40th Street Interchange. The mobile source air toxics analysis included an Eastern Subarea made up almost entirely of the Ahwatukee Foothills Village.</td>
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From: Lesio [mailto:lesio@cox.net]
Sent: Tuesday, November 25, 2014 6:29 AM
To: Projects
Subject: South Mountain freeway DEIS - Comments

To: South Mountain Freeway Project Team
Arizona Department of Transportation
1655 W Jackson St, MD 126F
Phoenix, AZ 85007

From: Peter and Gail Lesio
16723 S. 32nd Lane
Phoenix, AZ 85045

Date: November 25, 2014

RE: Comments on DEIS
To Whom it may concern:

We are a member of PARC (Protecting Arizona Resources and Children) and strongly oppose the proposed South Mountain Freeway. Your Final Environmental Impact Statement and the SMF (South Mountain Freeway):

1. fails to improve on traffic congestion anywhere in the Phoenix area,
2. would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley,
3. would deteriorate air quality beyond allowable limits,
4. would bring proven health dangers for students attending schools near the proposed freeway, specifically 15 schools with over 13,000 students,
5. would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas,
6. proposal for the SMF shows a complete disregard for the laws that are meant to protect our environment and our citizens.

Please respond to the following comments.

Sincerely
Peter and Gail Lesio
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<tr>
<td>1</td>
<td>Public Involvement</td>
<td>Public comments are a vital component in the decision-making process. Public comments have been solicited from project inception and through key milestones in the environmental impact statement process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final Environmental Impact Statements. Comments made during development of the Draft Environmental Impact Statement have been used to adjust plans, explore new questions, or make changes—all within the scope of the National Environmental Policy Act. Public comments received on the Draft Environmental Impact Statement were reviewed and addressed in the Final Environmental Impact Statement. Public comments received on the Final Environmental Impact Statement were considered and addressed in this section of the Record of Decision as appropriate. More information about the entire public involvement process is available in Chapter 6, Comments and Coordination, of the Final Environmental Impact Statement.</td>
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1. MS. LEWIS: Good morning. I'm Edwardene Lewis. I'm from District 5, but I've been living here for, like, 18 years. Actually, I wasn't even really going to stay here. It was just, like, for the time being. I lived in Casa Grande for many years.
   And -- so I'm against this 202 building. Just like they say, you know, I've gone to the meetings and asked you for your opinion, which I try to. And it's just, like, oh, you know, they don't want to hear it. It doesn't make a difference. Whatever we have to say, it doesn't matter. Our voices don't matter. What they want -- anybody that has the right to make the choices, what they want to do, that's what they're going to do. And, you know, they're not listening to the people. Anybody has something to say -- and just like Lisa had said, yeah, when we're talking about change and stuff like that, you know, and talking about there's not enough money for the budget on this, and it's going to cut into the per cap. That's okay. That's fine with me. I don't care. Because per cap, all that just has all the people, the young people here, all they're using the per cap is drugs, alcohol. They're -- they don't think about their families. So that's money for everybody, per cap. That's fine.
   I could stand here and say, yeah, I want the...
I'm getting told I'm going to be going soon anyway, you know; it's not going to affect me. But it's going to affect all our grandkids, great-grandchildren. And that's something that everybody needs to think about. If we only think about ourselves, we're just being selfish. If means money for us, okay, yeah, let's do it. You know? That's not right.

Our land, you know, it -- we were connected to Salt River. We're not connected to Salt River anymore. As you all know, there's Phoenix, Scottsdale. We were one whole big -- you know, our tribe was really big at one time. And slowly, they're getting into, you know, taking land here and there. Slowly it's happening. And you guys are not even aware of it.

And I'm kind of ashamed to, you know, think about the people that are making these choices. I'm ashamed for -- I'm not them, but it's -- it's a shame, because they're not thinking about our people.

If you -- there's people that they say that they're -- that they are into prayer, the elder people, into prayer, and that they're -- that they're really -- what's the word I'm trying to look for? Like know the old things. Then why are they making the bad choices? This is what I see.

And, you know, it's saddening because our
Children are getting sick. You guys don't understand it. You don't see it. And it will be worse if that freeway goes through here.

I recently started running. And we do run that mountain. And, you know, we've seen the lines that are out there. And, you know, running is not an easy thing to do. I can tell you that right now. But, you know, it -- it helps. If you're a runner and you pray, you'll understand what I'm talking about. And when we do this, we always pray for -- when I'm out there, I pray for my family. Sometimes when we -- you know, I'm out there, I pray for our community.

I'm not from here, but I've been here for a lot of years, so I kind of figure myself as being from here. And I pray for everybody that lives in this community.

I was in the women's run. Every village we went through, I prayed for that community. I didn't pray for myself. There was a lot of women that went through a lot when we did that run.

And I just hope that, you know, a lot of you here, if you have anything to do with it, you know, I just hope you guys make the right choice.

That's all I have to say.

MS. KISTO: Thank you, Monique and...
After studying both ADOT’s South Mountain Freeway Loop 202 (SMF) Draft Environmental Impact Study (DEIS) and the Final Environmental Impact Study (FEIS), I feel strongly that many important areas have been ignored. I don’t believe the study team adequately studied alternative alignments. I also don’t agree that the FEIS shows no harm to the land, since it is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.

My name is Sally Lindsay and my family has lived in Arizona since 1921. The mountains surrounding Phoenix have been very important to our family. Our family farm is near the South Mountains and Estrella Mountains. I’m a second generation member of the Phoenix Mountains Preservation Council and am strongly dedicated to the preservation of South Mountain and the beautiful natural resource that means so much to what makes Phoenix so unique compared to other large cities. The building of this freeway that takes a portion of the picturesque desert Preserve land next to one of the people, seems unimportant to some. But to many others, it means a collapse of the natural environment and stress of city life.

I’m an avid hiker and equestrian. I’ve spent much of my 38 years riding horseback with my father in these mountains. I’ve hiked countless trails observing the wildlife and beauty found there. It’s so disappointing to me to think of all the hours and years my parents dedicated to fighting for these beautiful preserves, only to have them so disregarded for a freeway that will add nothing but destruction.

The proposed South Mountain Freeway would pass through the park’s southwestern edge. Section 4(f) of the Department of Transportation Act extends protection to significant publicly-owned public parks, recreation areas, and wildlife and waterfowl refuges, as well as significant historic sites, whether they are publicly or privately owned. This protection stipulates that those facilities can be used for transportation projects only if there is no prudent and feasible alternative to using the land and the project includes all possible planning to minimize harm to the land [see Final Environmental Impact Statement, Chapter 5, Section 4(f) Evaluation].

I’m an avid hiker and equestrian. I’ve spent much of my free time riding horseback with my father in these mountains. I’ve hiked countless trails observing the wildlife and beauty found there. It’s so disappointing to me to think of all the hours and years my parents dedicated to fighting for these beautiful preserves, only to have them so disregarded for a freeway that will add nothing but destruction.

After reading the ADOT’s South Mountain Freeway Loop 202 (SMF) Draft Environmental Impact Study (DEIS) and now the Final Environmental Impact Statement (FEIS), I feel strongly that many important areas have been ignored. I don’t believe the study team adequately studied alternative alignments. I also don’t agree that the FEIS shows no harm to the land, plants and wildlife.

The proposed South Mountain Freeway would pass through the park’s southwestern edge. Section 4(f) of the Department of Transportation Act extends protection to significant publicly-owned public parks, recreation areas, and wildlife and waterfowl refuges, as well as significant historic sites, whether they are publicly or privately owned. This protection stipulates that those facilities can be used for transportation projects only if there is no prudent and feasible alternative to using the land and the project includes all possible planning to minimize harm to the land [see Final Environmental Impact Statement, Chapter 5, Section 4(f) Evaluation].

Biology, Plants, and Wildlife - ADOT DEIS Response - Less than a mile of the proposed freeway would pass through the park. Issues such as heavy metals, pollutants from asphalt, and airborne emissions that would settle out would have inconsequential potential impacts on adjacent plant viability and species composition. The FEIS mitigation fails to adequately define the specific or unique design requirements and placement for wildlife movement areas defined in Fig. 4-38 (Vol. 1: Main Text, p4-126) and connectivity structures mentioned in habitat connectivity and the Proposed Action (Vol. 1: Main Text, p4-137) or a true understanding of the specific wildlife that will use the connectivity.

My belief that the Record of Decision should be a no build decision at this sight for the proposed SMF Loop 202 alignment. I am not convinced that ADOT is following the prescribed NEPA process evaluating all possible alternatives. The freeway cannot be built without terrible personal and environmental results.
From: Gina Lister
Sent: Tuesday, November 11, 2014 6:15 PM
To: Projects
Subject: NO TO THE SOUTH MOUNTAIN FREEWAY!!!

I am a member of PARC and I do not want this to happen. Please consider the risks involved for the residents (myself included) of Ahwatukee...especially Foothills Reserve.

Thank You,

Gina Lister
865 603 2550

1. The FEIS provides no compelling case for a freeway to go through the South Mountain Corridor. 
   A) ADOT must consider that the "region" does not just include Maricopa County and that the region is much larger now than it was 30 years ago when this freeway plan was conceived, so travel needs in the southern part of the region are well served by a highway far to the south of the South Mountain Corridor.
   B) The part of the region surrounding South Mountain is much in need of alternative forms of transportation to get around the area - such as light rail and more and better bus service.
   C) Intended or not, the South Mountain Freeway as currently proposed in the FEIS would be a major truck bypass, and the region does NOT need another truck bypass, especially not one in the Phoenix metropolitan area.

2. The FEIS claims that the South Mountain Freeway would ease traffic congestion. Yet Table 3-8 on Page 3-34 shows that improvement in travel times on existing freeways would be no more than a couple of minutes! The claim of improving traffic congestion is misleading at best! Even if I believe the small travel time improvements shown in Table 3-8 would really occur, they do not justify the expense of building a new freeway!

3. The air quality calculations in the FEIS are woefully inadequate. ADOT has still not completed the calculations as specified by the EPA in their comments on the DEIS. No consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous!

4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.
5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to $4 billion rather than the $2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don’t count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!

6. In building the South Mountain Freeway, wells that feed the lakes in Laveenwood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?

7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen sometime is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul de sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.

8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!

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<td>7</td>
<td>Project Costs, Total Cost</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>8</td>
<td>Groundwater</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</td>
</tr>
<tr>
<td>9</td>
<td>Hazardous Materials</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>10</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<td>11</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
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From: Gloria Llama  
To: Projects  
Subject: FW: Ahwatukee resident and a member of PARC.

Dear sir or madam,

My name is Gloria Llama, I’m an Ahwatukee resident and a member of PARC. I’m writing to you out of deep concern regarding the Final Environmental Impact Statement that was recently published.

I’m dumbfounded by the almost non-existing regard to very significant issues that do not only affect my entire family but also your as well as many generations to come. Looking at FEIS, are we really willing to sacrifice that much just to save people the time it is taking you to read this email? Are we really becoming that selfish that are willing to take the very first answer that “seems” to address a problem without seriously considering the consequences of our actions?

I find it very hard to believe that ADOT would be even considering taking a 30-year old plan “as is” without really re-assessing our current needs and situation; facts like the highways available now far to the south of the South Mountain Corridor that serve travel needs just fine which were not there 30 years ago seem to be completely ignored.

And what about the impact on our health and safety? Once again, we as a nation are working tirelessly to find cures for things like AIDS and Ebola that threaten our families, yet are willing to move ahead with a project that WILL result in annual injuries and deaths, destruction of property and water sources, and exposure to elevated levels of air pollutants for over 13,000 students and elderly citizens just in our area.

I know you’ve earned the right to be where you are, but that also comes with the responsibility of being our voice and to protect the well being of our community.

I would like to thank you in advance for your time and sincerely hope you take all these facts into consideration when making a final decision.

Sincerely,
Gloria Llama
Ahwatukee Resident

Sent from my iPhone

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MS. LOPEZ: You know me. I'm going to say something. But first thing I object to is if they're going to do a presentation with the public here, I would think that the tribe, with all of its money, could afford another mic to where it could go back there and have the people hear what is going on, because when you're sitting back there, you can't even hear. And I'm sorry to say that a lot of you, we didn't get your names or your positions. But, you know, that is not your fault. But I'm just thinking about the community.

What I want to ask is that -- what I'm hearing is most of the -- this meeting was set up by the council. So I guess my number one question is what was the intent? You've heard over and over and over, the councilmen, the wishes of the community. We kept saying no. How many elections and how much money was spent on these elections when the community was saying no? So to the councilmen, especially those who are representing District 6, you know what the answer was.

So the other thing is that the councilmen are coming in. I would think that you would be courteous enough to sit up in the front so those who don't know who you are could at least say, oh, those are our council people and how many have taken the time to come over here. But I'm really confused as to why the
1 meeting is. And maybe one of the councilmen -- some of
2 the councilmen from our area could tell me. What I'm
3 understanding is that you want to hear the public
4 comments. So I would ask again, how many times do you
5 have to hear the public comments to -- to know the wishes
6 and the -- of the community?
7 So other than us gathering and coming
8 together, that's my question to the council people. What
9 is the intent of this meeting? 'Cause we're kind of mixed
10 up as to what we can and can't say. And we can't ask any
11 questions to our guests here. And I'm sorry that you have
12 to hear these things, but this is the true feeling of what
13 our community feels. And -- so I'm kind of confused, just
14 like a few of them, what -- what is expected out of this
15 meeting? What I'm hearing is the comments, public
16 comments.
17 Where's Zuzette?
18 And -- but, again, the committee knows it.
19 Our community knows it. We've had the vote. And you may
20 not be aware of it, but it's come to community from
21 reservation -- from District 1 all the way to District 7.
22 And we -- every time it was no, no, no. We don't want the
23 freeway.
24 And it's -- again, just some answers as to
25 the intent. We're supposed to be making public comments.
We can't ask our guests any questions. But the team already knows the comments, the pros and the cons. So that's my question. I don't know. Maybe one of the councilmen can explain.

MS. KISTO: Thank you, Ms. Lopez.

Would anybody from the -- thank you, Councilman Villarreal. He's on his way up.
From: Mike Luecker [mailto:mluecker@hotmail.com]
Sent: Saturday, December 27, 2014 4:05 PM
To: Projects
Subject: SMF - Final EIS

I had originally provided the following comment, which was included in the Draft EIS for SMF:

Regarding the Alternatives considered:

I attended the public meeting several years ago for the I-10 CD collector roads. As presented during this meeting, traffic projections/delays were significant even with the assumption of the South Mountain Freeway (SMF) as being built.

In general terms, both the SMF and I-10 CD roads are multi-billion dollar projects. Based on budget/funding issues/shortfalls, it appears that building both is not foreseeable. It would appear reasonable that ADOT determine which project is more beneficial. Unfortunately, I can't find any mention of the I-10 CD collector road project within the SMF EIS. They appear to have been analyzed as independent projects, rather than determining which one would best improve traffic and reduce congestion. As I understand it, ADOT has ‘scraped’ the I-10 CD road project (for reasons I'm not sure that have been presented to the public, as follow up to the public meetings that occurred several years ago). ADOT should not be moving forward with SMF just because the EIS/engineering/funding/etc is further along than the I-10 CD project.

From my general/cursory viewpoint, which are based on the east valley commute issues at I-10/60/17, the I-10 CD roadway project may improve the daily commuter traffic more than
the SMF. I further do not see how the SMF will ‘relieve’ I-10 commuter traffic in the west valley. ADOT seems to agree with this, based on the planned/future ‘I-10 Reliever project in the west valley’. I understand that SMF will complete the freeway system that has been previously planned and also reduce truck traffic within the Phoenix Metro interior freeway system (since SMF would serve as a truck by-pass). However, if SR 85 is improved to (near) interstate standards, along with SR 303, this would eventually serve as a more effective truck bypass, the I-10 CD road project may serve as a better alternative to the SMF. Therefore, if I-10 CD (east valley) and I-10 reliever (west valley) improve commuter traffic (as compared to SMF) and other future improvements (SR 85/303 and possibly future I-11) improve truck bypass (as compared to SMF), then why is SMF taking priority over these other projects, other than to ‘complete the freeway system’?

REQUEST FOR ADDITIONAL INFORMATION & ALTERNATIVE ANALYSIS IN SMF EIS: At minimum, ADOT should explain why I-10 CD roadway project was shelved and SMF has moved forward (based on technical/traffic analyses and comparisons). In addition, I would request that the SMF evaluate the I-10 CD and I-10 Reliever projects as an alternative, which includes a life-cycle cost-benefit comparison.

While I received a response to my comments, I do not believe I was provided a sufficient answer to my overall questions:

1. What analysis was determined to select SMF as moving forward first, as compared to the I-10 CD roads being cancelled.
2. Which project (SMF or I10 CD) will best relieve traffic in consideration of the ‘regional system’.

The main project website identifies the following:

The final decision on construction of the freeway is a cooperative effort involving ADOT, the Federal Highway Administration and the Maricopa Association of Governments as the regional planning agency. The corridor is part of a comprehensive, voter-approved regional plan developed by the Maricopa Association of Governments, and ADOT serves as the agency responsible for implementation of that plan, with the Federal Highway Administration providing the oversight required to use federal transportation funds.

The response to my comments indicates that MAG decided to cancel I-10 CD roads, but no explanation was provided as to why, other than it appears the MAG Board decided to do so without a technical analysis between the two projects. The response and website copied above shows that ADOT and FHWA had not input into this decision. I understand the ‘spine’
The study has started, but it is not clear whether the 'spine' study will have the same effects on improvements to traffic assumptions within SMF study.

Both the SMF and I-10 CD roads were shown as priority 1,2 in Prop 400, at a cost of $1Billion and $500 million, respectively (as shown in Prop 400). Considering the costs of SMF have now doubled (to about $2Billion and climbing based on today's estimates), I believe an objective comparison to the benefits of each project should be assessed, to determine which project should move forward first, since inaccurate project cost estimates and/or escalating scope for SMF have resulted in shortfalls in Prop 400 funds that negatively affect the ability for other priority 1,2 project to move forward (such as I-10 CD Roads).

1. Please identify MAGs basis and mechanism for why SMF is moving forward and I-10 CD Roads is being cancelled.
2. Please identify or reference the report and/or meeting notes of MAG's 2012 decision to cancel I-10 CD Roads.
3. What input did the public have on MAG's decision to cancel I-10 CD Roads? (Note that I-10 CD Roads was part of voter approved Prop 400).
4. Please identify if the ‘Spine’ project will be funded under current Prop 400, or will this project be pushed beyond to the next 20 year funding cycle.
5. Please identify if the ‘savings’ from not moving forward with I-10 CD roads ($500 million) are being used to build SMF ($1Billion shortfall from Prop 400)?
6. Considering the increase in project costs from $1B to $2B, is there a point in which the ‘benefits’ of this project would not be worth the costs, as compared to first moving forward with I-10 CD Roads? If so, what is this threshold? If not, does this mean there is no limit to the cost of this project, as compared to the ‘benefits’. (I recognized this is a difficult question to answer, but at some point, it seems to me, that the MAG Board had to ask this question, as I would expect there is a point at which the costs for SMF are too great to move forward, in consideration of limited Prop 400 funds and other Prop 400 projects that need to be implemented.)
7. Does ADOT or FHWA have the ability to object to MAG cancelling I-10 CD Roads, and continuing to move forward with SMF?
8. The public voted for and approved all of the projects in Prop 400. What input does the public have in MAGs decisions on which projects are moved forward, and which are shelved due to funding shortfalls, or any other reasons?

Mike Luecker
<table>
<thead>
<tr>
<th>Code</th>
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<tr>
<td>1</td>
<td>From: Timothy MacIntyre [<a href="mailto:timothy.macintyre@gmail.com">mailto:timothy.macintyre@gmail.com</a>]</td>
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<td>Sent: Monday, November 10, 2014 1:09 PM</td>
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<td>To: Projects</td>
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<td></td>
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<td></td>
<td>To Whom it May Concern,</td>
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<td></td>
<td>I've just learned of this project via the South Mountain Community Newspaper and was disappointed to see that the public comment period is over. I hope these comments can be submitted for consideration nonetheless. I live near South Mountain and frequent the park. My main concerns are impacts to the park, especially noise, and costs of the project. I would like to see it go forward, but only with the best option selected, an option where the tribe participates. The southwestern end of the park is one of the most pristine and quiet areas. It is disappointing to see the freeway aligned immediately adjacent this boundary. Clearly the best corridor from Pecos Rd up to 59th Ave is to continue west on Pecos (BIA Rd 32) and then divert to the NNW approximately 1/2 mile before the health center. This NW oriented corridor could then pass north of Komatke and south of the houses along 51st Ave, before turning north to connect with the planned route. This route has the tremendous advantage of minimizing impacts to the park as well as avoiding costly excavation and blasting through the Gila Range (which the tribe claims it wants to protect). I find the EIS faulty in that it doesn't consider any alternatives in the tribal lands. A valid EIS considers ALL alternatives, even those that are unfavorable. I think it would be of value for everyone, including the tribe, to understand the increased costs of avoiding tribal land. When it comes to construction projects, avoiding unruly stakeholders is never a wise choice. Please avoid taking this approach. Sincerely, Tim MacIntyre M.S. Geological Engineering</td>
</tr>
<tr>
<td>2</td>
<td>From: Projects</td>
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<tr>
<td></td>
<td>To: ADOT</td>
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<td>Subject: FW: south mountain freeway</td>
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<td>Date: Monday, November 10, 2014 1:30:06 PM</td>
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<td>Please log Brock J Barnhart Assistant Communication Director 1655 W Jackson St. MD 126F Phoenix, AZ 85007 602-712-4690 azdot.gov</td>
</tr>
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**Appendix A**

Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Noise

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Project Costs, Total Cost

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Alternatives, Gila River Indian Community Alignment

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
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<td>These comments are the same as those submitted by Protecting Arizona’s Resources and Children. Responses can be found beginning on page A283 of this Appendix A.</td>
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From: Hugh Mason [mailto:Hugh.Mason@asu.edu]
Sent: Sunday, November 16, 2014 7:42 PM
To: Projects
Cc: PARCtheSMF@aol.com; Howard Shanker; Patti Mason
Subject: Comments on FEIS for SMF

16833 S. 24th Place
Phoenix, AZ 85048
November 19, 2014

TO: South Mountain Freeway Project
Arizona Department of Transportation (ADOT)
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007
projects@azdot.gov

I write to rebut your FEIS responses to my comments regarding the draft environmental impact study (DEIS) for the South Mountain freeway (SMF), contained in the document “smfeis_vol-3_comment-response_05 Citizen-h-to-q.pdf”. My original comments submitted 7/21/2013 are appended at the bottom of this letter. You have not adequately addressed my concerns, as elaborated in the points below.

1. Air Quality (Response 1). Your “Responses to Frequently Submitted Public Comments” stated that the EPA had approved the 2012 Five Percent Plan and found the area in attainment of the 24-hour particulate matter (PM10) standard based on monitoring data for 2010–2012. While you state that the EPA would concur with an exceptional event, the pollution produced by blasting South Mountain does not qualify as an exceptional event, and your response does not assure me that Phoenix will meet those standards for 2014–2016. The construction will pose significant hazards that are not at all adequately discussed here in the FEIS.
2. **Air Quality (Response 5)** Your response describing airflow patterns based on limited monitoring did not address the effects on air quality. The assertion that winds were typically from the west during the warmer hours of the day is cause for concern, since traffic on the proposed route would generate substantial particulate air pollution to the west that would adversely impact the Ahwatukee area.

3. **Health Effects (Response 6)** Your “Responses to Frequently Submitted Public Comments” cites the Health Effects Institute (HEI) Special Report #16 in an unreasonably selective manner, for example, inconclusive data due to “occupational cohorts with high concentration exposures” and the erroneous assertion that animal studies cannot be used to establish the health effects of carcinogens. More accurately, HEI suggested that extrapolation from animal studies to humans is “premature.” Nonetheless, animal models are widely used for experiments in which the use of human subjects would be unethical. The National Institutes of Health supports hundreds of animal studies every year, because they can be highly predictive of toxicity in humans. Moreover, your observation that highways are not the only source of air toxics is an evasive technique that refuses to address the problem.

4. **Air Quality (Response 12)** Your response to my concern about greenhouse gases was trivial. MAG is a regional organization that should be assessing area contributions to regional contaminants like ozone and greenhouse gas emissions. As a practical matter, the impact (whether direct, indirect, and/or cumulative) that the proposed SMF would have on regional air quality should have been analyzed under the National Environmental Policy Act (NEPA), and was not. Notwithstanding the foregoing, my earlier point was to also address the larger issue of the need to modify our modes of transportation such that we can minimize automobile traffic, thus limiting greenhouse gas emissions. U.S. Public Interest Research Group (PIRG), in their report issued September 18, 2014, on *Highway Boondoggles* (USPIRG. 2014. *Highway Boondoggles: Wasted Money and America’s Transportation Future*) notes that “Americans drive no more now than we did in 2005, and no more on average than we did at the end of Bill Clinton’s first term as president. The recent stagnation in driving comes on the heels of a six decade-long Driving Boom that saw steady, rapid increases in driving and congestion ... along with the investment of more than $1 trillion of public money in highways.” (USPIRG 2014, p. 1). They note that the number of cars and licensed drivers have declined since peaking in the 2000s, with the use of non-driving modes of transportation on the rise. The Arizona PIRG similarly states in their Summer 2014 publication, *Transportation Trends in Arizona 2014* that there has been a 10.5% decline in annual driving miles per capita in Arizona from 2005–2012. The number of registered vehicles in AZ dropped by 0.5% between 2007 and 2012. The ADOT growth projections are inconsistent with these more recent data (AZ PIRG 2014, p.3), and therefore are inaccurate.

I strongly reiterate my opposition and urge the ADOT to abandon the SMF plan and intensify studies of other transportation options that are more environmentally friendly.
Sincerely yours,
Hugh S. Mason, Ph.D.
Associate Professor, Arizona State University

From: Hugh Mason <hugh.mason@asu.edu>
Date: Sunday, July 21, 2013 1:44 PM
To: "projects@azdot.gov" <projects@azdot.gov>
Cc: "PARChesSMF@aol.com" <PARChesSMF@aol.com>
Subject: Comments on DEIS for SMF

Dear ADOT:

I am a citizen and resident of Phoenix and the Ahwatukee area, and Associate Professor at Arizona State University School of Life Sciences. I am writing to ADOT regarding its draft environmental impact study (DEIS) for the South Mountain freeway (SMF). I would like to register my strong opposition to the building of the SMF. I am a member of Protecting Arizona’s Resources and Children (PARC), and fully support its efforts to prevent the building of SMF. I have great concerns about the DEIS, as presented below.

One of my main concerns is that the DEIS greatly underestimates the impact of the SMF on the air quality for residents living nearby. The DEIS minimizes the potential pollution that will be caused by trucks burning diesel fuel, especially those coming from Mexico having fuel that is poorly regulated and high in contaminants like sulfur. The DEIS suggests that the “truck bypass” route on I-8 and SH-85 will be preferred by truckers. However, this route is substantially longer than the proposed SMF, and is thus unlikely to be viewed as economically feasible. Due to the geographic features along the E1 Pecos road corridor, concentration of the vehicle emissions is likely to compound toxicity issues in this area. The extreme proximity of several schools to the E1 route puts a huge number of children at risk of health problems due to air pollution.

The E1 route would require massive cuts in the ridges of South Mountain on the west side. This action is unfeasible for two main reasons. All of the Native American tribes in the area consider South Mountain to be sacred, and the proposed action would desecrate the land. Although that reason alone is enough to abandon the plan, another factor is more important to most of us: air quality. The blasting required for the SM ridge cuts (and other cuts along the E1 route) would generate huge amounts of airborne particulate matter. The fine dust generated by construction (especially PM10 particles that can be inhaled deeply) will produce respiratory problems for people in the area. Moreover, it will threaten federal funds for transportation that require control of air quality. Maricopa County has had great difficulty maintaining PM10 standards, and the construction of the SMF would certainly make it more difficult, if not impossible.

The DEIS makes dire predictions for adverse effects on the regional economy if the construction goes ahead. However, I believe that these predictions are based on insufficient evidence. In my opinion, the DEIS does not adequately consider the risks to public health that would result from the construction of the SMF.

I urge ADOT to reconsider its plans for the SMF and to seek an alternative solution that will protect the health and well-being of the residents of the Phoenix area.

Sincerely yours,
Hugh S. Mason, Ph.D.
Associate Professor, Arizona State University
"no action" option is chosen. However, we must remember that the SMF plan was first proposed more than 25 years ago, when fuel was relatively cheap and few people saw any problem with continuation of the freeway transportation paradigm. Data on climate change and greenhouse gases in the atmosphere have steadily accumulated over the years, to the point that it is obvious that we need a transportation paradigm shift in order to address the problems we face. We must reallocate most of our resources away from freeway construction and invest them in technologies that will minimize adverse environmental effects. I strongly advocate light rail expansion throughout the valley. Thus, not building the SMF should not be called "no action", because there are other actions that can be funded with the resources.

I strongly urge the ADOT to abandon the SMF plan and intensify studies of other transportation options that are more environmentally friendly.

Sincerely,
Hugh S. Mason
TO: South Mountain Freeway Project
Arizona Department of Transportation (ADOT)
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007
projects@azdot.gov

I am a citizen of Phoenix, a resident of Ahwatukee, a voter, and a member of Protecting Arizona Resources and Children (PARC), and I am writing to state my continuing opposition to the proposed expansion of Loop 202/South Mountain Freeway (SMF).

On July 20, 2013, I wrote to the South Mountain Study Team to respond to the publication of the DEIS (Draft Environmental Impact Statement) issued regarding Loop 202/South Mountain Freeway (SMF) (FEIS: B2392-B2394), included below, and now that the ADOT has issued their Final EIS, I am writing to address the fact that your responses have not fully addressed my concerns.

I am aware that the Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidance requires that, in part:

"An appropriate response should be provided to each substantive comment. The response should adequately address the issue or concern raised by the commenter or, where substantive comments do not warrant further response, explain why they do not, and provide sufficient information to support that position." FHWA Technical Advisory T 6640.80.

I do not think you have addressed all my comments substantively, but rather have lumped most of them into a frequently asked questions response that did not specifically address many of my concerns.

My first concern, that the imposition of a decades-old plan on the growing and

These comments are the same as those submitted by Protecting Arizona's Resources and Children. Responses can be found beginning on page A307 of this Appendix A.
thrusting community of Ahwatukee was addressed with a rather sweeping review of your failures to find alternatives (FEIS, Chapter 3, and B734-B736; Code 1, Alternatives, No-Action). An example of a categorical dismissal, without any substantive reasoning can be found on p. 3-9 of the FEIS: “This route [SR85/I-8 alternative] would continue to be available for interstate and inter-regional travel, but it does not meet the proposed action purpose and need as part of a regional transportation network, and therefore, it was eliminated from further consideration.” Exactly how does it fail to meet purpose and need? Exploring alternatives does not mean rejecting each one because they don’t fit the original proposed route. The alternatives section rules out all alternatives for the eastern section, fixating on Pecos Road. The final conclusion on p. 3-69 that the “ADOT sought to balance its responsibilities to address regional mobility needs while being fiscally responsible and sensitive [my emphasis] to local communities is insulting to the residents of Ahwatukee Foothills.

I still do not understand why the traffic needs of the area are not addressed from the standpoint of 2014, rather than 1985. As I noted in my earlier letter, Pecos Road is no longer a southern extreme of the region, but one of three major avenues through Ahwatukee, with schools, homes, and churches bordering it. ADOT’s conclusion that there is no other alternative simply demonstrates a refusal to think beyond this old plan, a resistance to creative rethinking of the perceived problem. My previous letter stated, that: “The transportation needs of Phoenix, given the rising pollution levels in this city with increased EPA warnings and rising costs of fuel, would be better served by the implementation of a north-south light rail.” I would further note that the U.S. Public Interest Research Group (PIRG), in their report issued September 18, 2014, on Highway Boondoogles (USPIRG. 2014. Highway Boondoogles: Wasted Money and America’s Transportation Future. U.S. PIRG Education Fund and Frontier Group) notes that, “Americans drive no more now than we did in 2005, and no more on average than we did at the end of Bill Clinton’s first term as president. The recent stagnation in driving comes on the heels of a six decade-long Driving Boom that saw steady, rapid increases in driving and congestion … along with the investment of more than $1 trillion of public money in highways.” (USPIRG 2014, p. 1). They note that the number of cars and licensed drivers have declined since peaking in the 2000s, with the use of non-driving modes of transportation on the rise, with transportation behaviors changing fastest among members of the Millennial generation. The Arizona PIRG similarly states in their Summer 2014 publication, Transportation Trends in Arizona 2014 that there has been a 10.5% decline in annual driving miles per capita in Arizona from 2005–2012. The number of registered vehicles in AZ dropped by 0.5% between 2007 and 2012. The ADOT growth projections seem to be rather inconsistent with this more recent data (AZ PIRG 2014, p.3). The US PIRG’s comment about state response could very well be a description of the South Mountain Freeway project:

States continue to spend tens of billions of dollars on new or expanded highways that are often not justified in terms of their benefits to the transportation system, or pose serious harm to surrounding communities. In some cases, officials are proposing to tack expensive highway expansions onto necessary repair and reconstruction projects, while other projects represent entirely new construction. Many of these projects began years or
decades ago and have continued moving forward with no newer evaluation of whether their existence is justified. (USPIRG 2014, p. 4).

The ADOT assertion that this freeway must be built because it is “a major component” (FEIS, 3-37) of the Regional Freeway and Highway System is not an argument of why it must be built, but just further demonstration that the entire regional transportation system needs to be reconsidered, rather than trying to impose planning done in the 1980s on the community as it exists today. The “historical identification” (FEIS, 3-37) doesn’t make it more relevant; this only points to the fact that it is outdated.

The assertions of future demand do not consider changes in driving behavior occurring even as this freeway is being debated or adequately address how these traffic estimates would be changed by provision of more environmentally sound modes of transportation. The cursory rejection of the light rail alternative described on p. B735 based on “substantial community impact” does not begin to compare to the impacts identified in the South Mountain Freeway project. The “gains” in travel time in Table 3-8 (FEIS 3-34) are so negligible, as to be doubtful as to their accuracy or significance. The statement (beneath Fig. 3-17 on p. 3-34) that “Taken individually, savings [time] may not appear to be substantial, but when considered in the context of the hundreds of thousands of drivers, each day, over the course of numerous years…” might be alternatively finished as: “the cumulative exposures to pollution and noise will very negatively affect the health of the residents whose community is being destroyed for these small individual savings.” And, considering others’ declining estimates of vehicular use noted above (PIRG), with increased use of alternative modes of transportation, and changes in driving behaviors of younger Millennials, these small differences may actually be completely without significance to the drivers, only the residents left to suffer the presence of the freeway.

The conclusions in Table 3-9 (FEIS, p. 3-34) make the assumptions that without the proposed freeway, that is no provisions for street widening, intersection improvements, alternative engineering solutions for the Broadway Curve, or in general, no efforts to redress the needs of Phoenix in 2035. And what seems to be the key conclusion, it would not “complete” the planned improvements in the Regional Transportation Plan. That is, the plan would need to be updated to reflect the failure in 1985 to anticipate the growth of Ahwatukee. So, once again, the conclusion rests on the attempt to impose 1985’s mistake on us in 2015-2035.

I also expressed concerns about the current air pollution problems in Phoenix (Code 2, Air Quality), and how this proposed freeway would only exacerbate our problems. In my original letter, I quoted a 2010 assessment that:

Arizona currently is not meeting the national standard for particulate matter, PM-10 (one-seventh the width of a human hair). Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive.


Your response stated that the EPA had approved the 2012 Five Percent Plan (FEIS, B733, B2392) and found the area in attainment of the 24-hour particulate matter (PM10) standard based on monitoring data for 2010–2012. And while you note that the EPA would concur with an exceptional event such as a haboob, I do not believe
that you could cite the pollution generated from drilling South Mountain to be an "exceptional" event, and your response does not assure me that Phoenix will meet those standards for 2014–2016, and into the future. I am not reassured by your statement that a contractor will submit a written blasting plan prior to the blasting. Your response, #5 (Air Quality) suggests the concern would be whether blasting would cause property damage. Does that include such property as the lungs of the area residents? This is just the beginning of the increased health risks due to air pollution from too near proximity of a freeway to houses, schools, and churches, but the construction period itself will pose significant hazards that are not at all adequately discussed here in the FEIS.

In terms of the effects of air pollution hazards generated, your response cherry picks the Health Effects Institute (HEI) Special Report #16 (FEIS, p.4-84; B737, Code 5 Air Quality Health Effects) to point out difficulties in reaching conclusions because of "occupational cohorts with high concentration exposures" and the outrageous claim that animal studies cannot be relied upon to establish conclusions about carcinogens. Actually, HEI found extrapolation to humans to be "premature." Animal models, however, are used in science in all manner of experiments, in which the use of human subjects would be unethical. I note that the HEI receives half of its funding from the worldwide motor vehicle industry as well as the additional funding from the FHWA and EPA, noted by your report. The idea you posit that highways are not the only source of air toxics, is hardly comforting, or a reason to vastly increment their levels in our environment. In fact, the entire discussion of health effects seems to be a rather large obfuscation. It reminds me of those who still deny the link between tobacco and lung cancer. Continuing studies raise serious concerns about the effects of near proximal exposures to air toxics, and attempting to minimize these by pointing to other sources of toxics than vehicular exhaust, for instance, is just being evasive. The ongoing studies are serious enough that should not be so cavalierly set aside as not being definitive enough for the ADOT.

The County of Los Angeles in a 2013 report, entitled "Air Quality Recommendations for Local Jurisdictions also notes that studies indicate that residing near sources of traffic pollution can exacerbate asthmatics, increase cardiovascular morbidity, and serious respiratory problems. California’s Air Resources Board has recommended that freeways be sited at least 500 feet from residences and schools, and notes that the HEI suggests that unhealthy exposures occur up to 300-500 m. [http://publichealth.lacounty.gov/en/docs/AQinFreeways.pdf]. Does the ADOT plan for land acquisition and compensation for the SMF go even this far to protect we unfortunate whose homes do not lie in the path of the freeway but just beyond that path? At least three schools are within 500 meters of the proposed freeway route on Pecos Road.

Further, environmental health science researchers at UCLA found that air pollutants from I-10 extended as far as 1.5 miles in early morning hours, ten times greater than previously measured daytime measurements at higher traffic volumes, in a study conducted by the UCLA researchers, the University of Southern California and the California Air Resources Board. (Hu, S., S. Fruin, K. Koizawa, S. Mara, S. E. Paulson, and A. M. Winer. 2009. "A wide area of air pollutant impact downwind of a freeway during pre-sunrise hours." Atmospheric Environment 43(16):2541–2549.) There is so much evidence of negative health effects that the FEIS simply does not
address, ignoring current research or attempting to dismiss it as inconclusive. Additionally, the topic of hazardous cargo is given short shrift in the FEIS responses, citing a 1986 study of the two most frequently shipped hazardous materials. Is this the latest data you have available? (FEIS p. 4-166, B736, Code 15 no response offered B2393). There is not an adequate discussion of the particular risks to the community of Ahwatukee, given the concentration of housing in what has been referred to as the “nation’s largest cul-de-sac.” Emergency evacuation routes, in the event of an accident involving hazardous cargo, are not adequately addressed here. Yes, there are emergency response teams, municipal police and fire departments tasked with saving the lives of the residents endangered thusly, but the special configuration of the community, the proximity of the freeway to the houses and schools, the likelihood of increased truck traffic, including less regulated Mexican trucking all pose special dangers. While the FEIS avers that creating a truck bypass was not a goal of the freeway, the very fact that through truck traffic would not be restricted in this residential area shows a blatant disregard for the health and safety of the citizens, that the ADOT blithely expects “true” through-traffic to continue to use I-85 – and not be required to use a bypass – again speaks to the lack of concern for the residents whose homes would now front this proposed freeway. Can the ADOT cite any evidence from the City of Phoenix or Maricopa County to support the fact that the emergency responders can ensure the safety of residents in any number of possibly emergencies that might arise from an accident involving a truck—whether it be 10 percent of the traffic or more—carrying any of the many kinds of hazardous cargoes allowed to be transported? Have there been emergency simulation tests for response times, for mass evacuations? Your response that prospective home buyers should have been informed of the proposed freeway after it had been conceived (FEIS, p. 4-13; B2394, Code 21 neighborhoods/communities) hardly addresses the fact that I was actually misled by a representative of the ADOT itself when I was purchased my home in 2002. I phoned the ADOT after being informed that this freeway “conception” from the 1980s had stalled. Unfortunately, I was rather naive about Arizona highway politics, and I didn’t realize that I needed to record the call, identify the authority (I recall being transferred by the person who answered to the phone to some “authority” within the office) with whom I spoke. I was told in 2002 by this ADOT representative that the proposed freeway project from 1985 would have to be re-envisioned if funding became available again, given the growth of the community, and that he anticipated it would be relocated further south on land belonging to the GRIC. Only later, did I learn that at the time of my phone call, GRIC had not even allowed their land to be surveyed or studied for this purpose. The FEIS, on p. 4-17, states that, “While a freeway has been planned in this location for many years [but only now being evaluated for environmental impact], it is recognized that the intensive transportation use would generally be incompatible with residential uses.” How then are the residents with homes left to front this freeway supposed to live with this incompatibility? Further, on p. 4-28, there is a very questionable assertion that the E1 Alternative “would not substantially alter the character of nearly built-out Ahwatukee Foothills Village … because the freeway would be on the village ‘outskirts.’ Those ‘outskirts’ are presently populated, so that those 121 houses would be destroyed, and the houses just north of Pecos Road would then become the new boundary, with the freeway fronting their property. How does this not change the character and maintain the

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I understand, too, the opposition now of the GRIC (p. B2393, Code 9, Alternatives), reflecting both their own concerns about their community’s health and well-being, but also concerns about the destruction of ancestral and sacred lands of the O’odham, specifically, South Mountain. It is not only our Native neighbors, but many of Phoenix’s residents, who do not desire to see South Mountain drilled for this freeway project. I cannot disagree more with the ADOT statement that there is no “prudent” alternative to avoid use of the mountains. If the ADOT has determined that this freeway must be built, without regard to changing driving behaviors, then why would placing an alternative south of the GRIC not satisfy the purpose of the freeway, in its circumferential route? The FEIS rejects the light rail alternative, because it claims is cannot meet this desired circumferential route, but why is the circle so circumscribed? If Phoenix is growing, and the transportation plan allegedly accounting for project growth, why shouldn’t the circle route be enlarged? Certainly, traffic patterns and studies of community growth point to increased development to the south of Phoenix, with increased demand on I-10 for north-south commutes into the city. What was not long vast open space between here and Tucson, is not dotted with businesses, communities, and residential development. When first conceived, Pecos Road was the “edge of town.” It is no more, so why not admit that the southern limits to the region are moving, and re-envision the planning to reflect that? The preservation of South Mountain should supercede the imposition of this outdated plan to protect this environmental resource. The rape of this natural landmark for the construction of yet another freeway cannot be easily mitigated. There is no such thing as a small rape.

My initial letter also expressed concern that the design of a depressed freeway instead of an at-grade rolling profile was being dismissed on the basis of cost – that is that the desirability of mitigating noise and visual blight to the neighborhood was simply dismissed in a cost-saving effort to push the plan through, acknowledging that an additional $400 million would be needed for right-of-way acquisition. Certainly saving a few more residences is not the goal of the ADOT (except to obtain the cost savings of leaving them to front the freeway). The FEIS does little to respond to my concerns for a better design (FEIS, p. 3-18), but instead just repeats the DEIS. The fact that the value of the property has risen in the years since the this freeway was first conceived, increasing ADOT’s cost of acquisition, is not an excuse to plan it on the cheap at the expense of the neighborhoods, to punish the residents for the poor planning of the ADOT. The FEIS, again, minimizes the importance of a depressed freeway but saying, “It cannot be assumed, however, that a depressed freeway would reduce all noise and visual impacts.” No, we do not think the depressed freeway will magically eliminate all the negative impacts of a freeway next to our homes, but we would like to reduce the impact as much as possible. The rolling profile was “carried forward” to save money apparently, without regard to the residents who are being impacted.

The FEIS’s response was also inadequate to my point that the proposed rolling profile would limit the access necessarily, and one proposed elimination would be at 32nd Street, which would only serve to increase traffic on Liberty Lane, already congested in school opening and closing hours, to enable transportation to schools. A traffic study completed by the City of Phoenix in 2006 was cited by the FEIS (B2395)—an

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serenity of the neighborhood?

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...
eight-year-old study (!) in this neighborhood is hardly reliable data to judge the impact on the local street system. I would invite anyone from that study group or ADOT to drive down Liberty Lane between 24th and 32nd Streets at the beginning and ending of school days (with three schools on this short section of street) and truly judge the impact of closing access to 32nd Street.

The FEIS response on noise pollution also largely referred back to the DEIS (FEIS, B739). Chronic exposure to noise is associated with hypertension and heart disease, as well as hearing impairment. We live in a noisy world, but the peace of our homes will most definitely be distorted by having this freeway front it, and the FEIS response here does little to reassure that real efforts will be made to protect exposures to excessive noise. Rather, the FEIS notes (p. 4-99) that 20 new barriers will be needed along the E1 Alternative to reduce noise levels to ADOT NAP standards, and that "four of the receivers … would not be reduced in full accordance even with a 20-foot high noise barrier. How can this be justified? Given the underestimation of truck traffic, one might expect there would be a consequent underestimation of the noise generated, as well.

The FEIS suggests the loss in tax revenue would be "nearly inconsequential" (B2394, Code 19, Economics, socioeconomics) to the state. That does not address the loss of value that homeowners residing next to the freeway will experience. We bought our home for our family in good faith, chose a neighborhood with a low crime rate, and good schools, but that will change, despite the very limited and glossed over assumptions put forth in the FEIS. Our loss will be far more consequential.

Sincerely,
Patricia Mason
16833 S. 24th Place
Phoenix, AZ 85048

On Jul 20, 2013, at 5:51 PM, Patti Mason wrote:

July 20, 2013
Arizona Department of Transportation (ADOT)
1655 West Jackson Street, MD 126F
Phoenix, Arizona 85007
projects@azdot.gov

As a citizen of Phoenix, a resident of Ahwatukee, a voter, and a member of Protecting Arizona Resources and Children (PARC), I am writing to state my opposition to the proposed expansion of Loop 202/South Mountain Freeway (SMF), and urge the ADOT to NOT BUILD on Pecos Road.

In the intervening years since the project was first approved in 1985, the community of Ahwatukee was allowed to grow and expand to become a thriving neighborhood in Phoenix, with excellent schools that attract new residents, and a good place to raise families.

When the original funding and support for this project dissipated, the project should have been scrapped, and a new plan should have considered the growth of Maricopa County since 1985, with developments to the south such as Queen Creek. Pecos Road is no longer the southern extreme of the region, but rather one of three major avenues through Ahwatukee with schools, homes, and churches bordering it.

The transportation needs of Phoenix, given the rising pollution levels in this city with increased EPA warnings and rising costs of fuel, would be better served by the

Comment submitted on the Draft Environmental Impact Statement was responded to on page B2392 of Volume III of the Final Environmental Impact Statement.
implementation of a north-south light rail. The EPA has previously said that federal transportation funds could be withheld if Arizona cannot meet acceptable air quality standards, determining that pollution spikes cannot be attributed to simply dust storms: “Arizona currently is not meeting the national standard for particulate matter, PM-10 (one-seventh the width of a human hair). Major concerns for human health from exposure to PM-10 include: effects on breathing and respiratory systems, damage to lung tissue, cancer, and premature death. The elderly, children, and people with chronic lung disease, influenza, or asthma, are especially sensitive.” (Phoenix Business Journal, May 25, 2010). Add the blasting of South Mountain, the bedrock blasting on the E-1 “alternative” identified by the ADOT, in the construction of the freeway itself, and the subsequent vehicular pollution, and you have a recipe for increased health risks, health costs, decreased federal funding, and overall decrease in quality of life itself.

Moreover, “a 2008 study of Maricopa County by the Arizona Department of Environmental Quality and Arizona State University found a correlation between elevated amounts of particle pollution and asthma-related absences at nearby schools.” (Ahwatukee Foothill News, February 18, 2010.) At least three schools are within 500 meters of the proposed freeway route on Pecos Road. Not only does the proximity of the proposed freeway to homes and schools create a health risk for schoolchildren and residents, but the nature of the topography in the community itself could affect how the air pollution generated from the freeway stagnates between South Mountain and the Estrellas.

The passage of Proposition 400 in 2004 for a Regional Transportation Plan was not a mandate to continue this ill-fated project. At the time of the vote, the advertising and messaging to the voters was largely about the light rail system. Voters approved the funding for new transit systems, improvements to existing roads, and construction of new freeways. But the Loop 202 extension was presented as under study with various alternative routes, and with alleged discussions with the Gila River Indian Community (GRIC).

This citizen was informed, upon phoning the ADOT, when contemplating moving to Ahwatukee in 2002 that the proposed freeway project from 1985 would have to be re-envisioned if funding became available, given the growth of the community, and it was anticipated it would be relocated further south on land belonging to the GRIC. Only later, did I learn that at that time GRIC would not even allow their land to be surveyed or studied for this purpose. In retrospect, this seems to have been ADOT wishful thinking spoken as fact. As we are all aware, various negotiations did begin and stop with GRIC, and they have voted for a no-build option, an option not offered to the citizens of Phoenix in their advisory groups. Their opposition, like ours, reflect concerns not only about pollution but also destruction of ancestral and sacred land.

While then Phoenix Mayor Gordon was on record (at the ADOT website) as lauding the infrastructure ensured by Prop 400’s passage, he is also on record as saying that he did not support the Pecos Road alignment. (Ahwatukee Foothill News, March 9, 2007). There has never been a mandate for the construction of Loop 202 on Pecos Road, and yet, it continually is presented as the only possible route. Other alternatives such as the SR 85/I-8 truck bypass are dismissed in the Draft Environmental Impact Statement (DEIS) as not meeting “the proposed action purpose and need as a regional transportation network.” This is a wanting explanation of its elimination from consideration, empty words to fill the pages. While the DEIS discounts the idea that the proposed South Mountain Freeway will be a truck bypass, or alternative to the Canamex route, there are no proposed restrictions to prevent trucks from Mexico, with high-sulfur diesel from choosing this route past schools and homes. There is also no serious discussion in the DEIS about hazardous waste accidents resulting from an accident on the proposed freeway. The layout of Ahwatukee itself – “the world’s largest cul-de-sac” – means that any evacuation necessary would be difficult to execute. Will trucks carrying hazardous cargo be rerouted? There is certainly no discussion or plan for this contingency.

This freeway will be destructive to the Ahwatukee community, to the sacred South Mountain (of the O’odham tribes) and the generally beloved South Mountain in the largest urban park nationally. It will be
a financial disaster as well as an environmental one. MAG's insistence on building this boondoggle will
result in the allocation of regional funds to purchase expensive homes in Ahwatukee for destruction and
in costs to blast the mountain, with other projects going unfunded. The DEIS notes, in response to
feedback for more light rail, that "no funds are available or anticipated to support a combined system
through the Study Area." Despite the public's approval of a regional transit plan, the "plan" cannot
consider light rail because it has allocated all of its funding toward implementing the outdated freeway.
Not only alternative alignments, but alternative uses of transportation monies to meet the region's
infrastructure needs have all been eliminated here in order to present this project as something that is
inevitable. It is not.
The impact will not only be this community—in terms of increased noise and air pollution, risks of
greater environmental disasters with unregulated truck traffic, and loss of tax revenues with home,
church, and business destruction, lowered property values of remaining homes, and increased crime—but
have effects on the entire region.
Those who voted for a regional transportation plan may have believed that other areas of the region
would also be well served, as opposed to one area being ill-served. Solutions to the traffic congestion,
for instance, in the Broadway Curve area, would be better found in engineering projects wisely addressed
by civic planners than in a truck bypass in Ahwatukee. Not only would the community of Ahwatukee be
blighted by the extension of 202, the entire region would suffer the consequences of this ill-spent
allocation of the transportation funds. Taxpayer funding would be wasted, as ADOT and MAG continue to
push for 25-year-old plans to be implemented, with no forward-looking planning.
Suggestion for a depressed freeway instead of an at-grade rolling profile to possibly reduce some of the
noise and visual impacts were quickly dismissed, primarily due to cost factors. In other words, there is
not sufficient funds to protect the neighborhood through improved engineering plans, to do the job right.
The suggestion that there would be more residential displacements is not contrasted against whether the
residents whose homes are saved to front an at-grade rolling freeway would perhaps have rather been
spared this atrocity. And, the final piece of "logic" offered by the DEIS that even with a depressed
freeway, there would still be visual and noise impacts that would require mitigation is not an argument
for the rolling profile, but for a no build option!
The proposed rolling profile would limit the access necessarily, and one proposed elimination would be
at 32nd Street. This would serve to increase traffic on Liberty Lane, already congested in school opening
and closing hours, to enable transportation to these schools. The schools and houses "saved" by the cost-
cutting measures for freeway construction would suffer greatly.
Conclusions drawn concerning "2035 traffic conditions" in the DEIS are based on faulty reasoning as
well. To suggest that nonfreeway alternatives would "capture only a small percentage of the capacity
deficiency" does not consider that the alternative could be the wise use of scarce resources to fund light
rail and other forms of transportation that do not rely upon the one person-one car formula now that
congests our regions and ensues more and more air pollution advisories. Rather this argument can only
envision a future that is exactly like the present, and the Loop 202 would just be another congested area
to further depress the living quality for Phoenix. Surely, the creators and perpetrators of the 1985 plan
will have moved on by 2035, and we can only hope that the civic planners in 2035 are not left with a
terrible mess to try to rectify.
The No Action alternative is included in this DEIS, unlike in the Citizen's Advisory Group discussions,
only because NEPA requires the comparison of alternatives. Again, the logic employed for assessing the
impacts of No Action assume that No Action means only not building the freeway, and not the use of
the funds for the freeway to be used for alternative means of transportation to meet future needs. The
argument that other transportation planning might need to be rethought if this plan is not implemented is
a circular argument, in which one is being told that no action is "inconsistent" because MAG and ADOT
intend to build this freeway. The No Action option, a misnomer that should be written as "No Build"
do not satisfy" MAG's and ADOT's needs to implement this out-of-date plan. We do not need this
lengthy document to understand this much.
Similarly, in the discussion of the impact of the proposed freeway on the cultural and historical
resources, while it is admitted that all build options will cause negative impacts, and the "No Action"
alternative leaves these undisturbed, the DEIS is quick to point out that "continuing urban development
from projected growth in the Study Area could result in losses as well. That’s like telling the jury in a murder trial that if a murder victim had not been killed by the defendant, he might have been hit by a car anyway trying to get away.

Although the DEIS has ADOT’s mission “to provide a safe, efficient, cost-effective transportation system that links Arizona to the global economy [Mexican truck traffic?], promotes economic prosperity, and demonstrates a respect for Arizona’s environment and quality of life” (my italics added), this project to extend the Loop 202, the South Mountain Freeway, fails miserably on all counts. The demonstration of respect would be laughable, indeed, if it were not such a serious threat to the residents of this area.

Sincerely,
Patricia Mason
16833 S. 24th Place
Phoenix, AZ 85048
From: Tim Matykiewicz [mailto:timmaty@cox.net]
Sent: Saturday, November 01, 2014 2:11 PM
To: Projects
Subject: Build the South Mountain Freeway!!!

To whom it may concern,

Please build this South Mountain Freeway that I voted for back in the 80’s! I currently live at 257 E. Ashurst Dr in Ahwatukee F.t. Hills. I’ve lived in Ahwatukee for the past 14 years. I can’t stand the traffic coming and going in and out of this great community on side streets and Pecos Rd. I use these same Ahwatukee streets to come and go to and from work. And this environmental issue against the freeway? Come on, give me a break - overrated and makes no sense when the GRIC will start burning the desert & trash very soon, all winter. Let’s stop listening to the tree hung’in whiner threats, piss’en and moen’in about how bad the freeway will be and move the metropolitan growth that will shift our community into safe and economical sustainability for the future.

Thank you for your time.

Tim Matykiewicz
257 E. Ashurst Dr.
Phx, Az 85048
C 480.560.9095
timmaty@cox.net

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Code | Issue | Response
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1 |  | Comment noted.
From: Phil McCollum (philmccollumjr@gmail.com)
Sent: Sunday, November 23, 2014 3:41 PM
To: Projects
Cc: Phil McCollum
Subject: Proposed South Mountain Highway - against

As a citizen of Arizona, the city of Phoenix and the Ahwatukee neighborhood, I am letting you know that I am opposed to the building of the highway on the south portion of our neighborhood. I believe it will disrupt the quality of life for the residents of the area for several reasons. Additionally, I believe there are other options that can be explored to alleviate the stress on our highway system.

Sincerely,
Phil McCollum (supporter of PARC)

Sent from my iPad

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From: Theresa McElroy [mailto:tmm92358@cox.net]
Sent: Sunday, November 23, 2014 9:58 PM
To: Projects
Cc: Theresa McElroy; lawlis@aol.com
Subject: FINAL ENVIRONMENTAL IMPACT STATEMENT ON SOUTH MOUNTAIN FREEWAY

South Mountain Freeway Project Team
Arizona Department of Transportation
1655 W. Jackson Street, MD 126F
Phoenix, AZ 85007

My name is Theresa McElroy and I am a member of PARC (Protecting Arizona’s Resources and Children) and would like to share with you my thoughts on the South Mountain Freeway and ADOT’s Final Environmental Impact Statement.

I moved to Arizona in 1981, so I can certainly appreciate the need for freeways. I remember the days when all we had was I-10 and I-17. A trip down to Phoenix to get a building permit was at least a 3 hour happening if not more, but I have many concerns that need to be addressed about the South Mountain Freeway.

Let’s start with the most important one – our children!! It is my understanding that there are approximately 13,000 students attending school within ½ mile of the proposed freeway. Though it may not be the intention, this proposed freeway more than likely will become a major truck bypass. I am concerned about the danger of hazardous materials being transported over this proposed freeway and the potential effects if a spill were to occur. Please explain your position on this.

I live in the Lakewood community. It is my understanding that if the South Mountain Freeway is built, we will lose the wells that feed our community lakes, as well as those in the Foothills and Club West. We have been told by ADOT that this water will be replaced, but

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<td>1</td>
<td>Children’s and Seniors’ Health</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<td>2</td>
<td>Purpose and Need, Truck Bypass</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region. In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected.</td>
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<td>Hazardous Materials</td>
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<td>Groundwater</td>
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we have not been told how it will be replaced or at what cost to our communities it would be replaced. Please explain your position on this.

Once again, I would like to stress that this is not a “Not In My Backyard” mentality, but more of a concern if it is the correct location. It is my understanding that building the South Mountain Freeway would require blasting through three ridges of South Mountain. I haven’t done my research and don’t recall if we as citizens voted on it, but South Mountain is part of South Mountain Park Preserve. The purpose — to preserve! South Mountain is part of the largest municipal park in the country — a crown jewel of Phoenix!! It is also sacred land to several of the Native American tribes in Arizona. Why doesn’t the Gila River Indian Community want the freeway on their property? Aside from all the health concerns, let’s just say they’ve been burned by ADOT before in the I-10 transaction, and I won’t even go into that one.

I ask that you take my comments seriously and either respond to each concern in writing or set up a meeting where we can meet with you personally.

Thank you for your consideration.

Theresa McElroy
3429 E. Wildwood Drive
Phoenix, Arizona 85048
602-505-2666

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<td>5</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<td>6</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
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<td>7</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
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<td>8</td>
<td>Health Effects</td>
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From: Mick McLaughlin [mailto:Mick.McLaughlin@cox.net]
Sent: Sunday, November 23, 2014 10:38 AM
To: Projects
Subject: SOUTH MOUNTAIN FREEWAY

I live in the Foothills Club West subdivision and I’m the Vice President of the Homeowner’s Association. I represent over 2,000 homeowners in the Club West area who are strongly against the freeway being built next to our subdivision. We ask that you either build the freeway somewhere else or cancel the project completely. As you are aware, we are prepared to take this fight to court. However, do us all a favor and save the useless costs of a court case and wasted tax payer dollars. Please do what’s right and reroute the highway so as not to endanger our families.

Thank you,
Mick McLaughlin

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Hello –

I am a member of PARC and I have the following comments regarding the proposed South Mountain Freeway that will cut through my neighborhood and (not inconsequentially) mow down our Mountain Park Community Church at Pecos and 24th St.

1) The SMF will NOT improve traffic in the valley and relieve the congestion at the Broadway Curve, because SMF will become the CANAMEX Truck By-Pass by default. The noise and pollution from the SMF is simply not acceptable, when there are other alternatives to the proposal. There are several possible alternatives that PARC has pointed out to ADOT, other than the Pecos alignment.

2) The damage of blasting through one corner of South Mountain to build the SMF would be significant, removing over 4 million cubic yards from our South Mountain Wilderness park. The environmental impact would be very large, creating cliffs that even ADOT admits will not necessarily remain stable after the desert weather has had time to work on them. The SMF will also change animal movements and make them change their eating patterns in the process (this can affect residents as much as it affects the animals), create water runoff issues (ADOT shows very little grasp of how this must be dealt with), require movement of wells (ADOT is not yet sure these wells can be moved, and they don’t care), require cleanup of existing hazardous material, create potential open pathways for freeway accidents/HazMat spills to send poisons straight into the water aquifer that feeds the water supply, disrupt fragile desert plant life (it was supposed to be protected in the Phoenix Mountain Preserve), and none of this even begins to address the effects on the ecology of the fragile wilderness environment if a HazMat accident occurs on the freeway!

3) Building the SMF would NOT be cost-effective for the taxpayers. ADOT started with an $800M estimated cost for the 10-lane SMF, by 2006 it was $1.7 Billion, 2.4 Billion in 2008, and then scaled back to 8-lanes at $1.9 Billion in 2009. Current estimates are at least $2–$4 Billion for 8 lanes (in today’s dollars) by the time it would be built. This only counts direct freeway costs, and doesn’t even count lost Federal dollars because of increased air pollution. ADOT is MORALLY accountable for the money it spends. Let’s not waste these monies just to create highway construction jobs for a freeway segment that solves NOTHING, and pollutes like crazy!

Thank you for considering my comments on the FEIS.

Kent Meagher 14809 S 25th Place Phoenix, AZ 85048. 24 year resident. kentme@cox.net
<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>11</td>
<td>Groundwater</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</td>
</tr>
<tr>
<td>12</td>
<td>Hazardous Materials</td>
<td>The Selected Alternative will be located near the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site (see page 4-165 and the Draft Initial Site Assessment prepared for the proposed project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Selected Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the facility is completed.</td>
</tr>
<tr>
<td>13</td>
<td>Groundwater</td>
<td>To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins will be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin will be designed to contain a certain rainfall runoff volume before allowing discharge. If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins will require periodic cleaning (see Final Environmental Impact Statement page 4-107).</td>
</tr>
<tr>
<td>14</td>
<td>Hazardous Materials</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>15</td>
<td>Project Costs, Total Cost</td>
<td></td>
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From: Fred Meissner [mailto:fmeissner2@cox.net]
Sent: Monday, November 24, 2014 10:05 PM
To: Projects
Subject: South Mountain Freeway Project

I am against the building of the 202

1. The FEIS provides no compelling case for a freeway to go through the South Mountain Corridor. A) ADOT must consider that the “region” does not just include Maricopa County and that the region is much larger now than it was 30 years ago when this freeway plan was conceived, so travel needs in the southern part of the region are well served by a highway far to the south of the South Mountain Corridor. B) The part of the region surrounding South Mountain is much in need of alternative forms of transportation to get around the area – such as light rail and more and better bus service.

2. The FEIS claims that the South Mountain Freeway would ease traffic congestion. Yet Table 3-8 on Page 3-34 shows that improvement in travel times on existing freeways would be no more than a couple of minutes! The claim of improving traffic congestion is misleading at best! Even if I believe the small travel time improvements shown in Table 3-8 would really occur, they do not justify the expense of building a new freeway!

3. The air quality calculations in the FEIS are woefully inadequate. ADOT has still not completed the calculations as specified by the EPA in their comments on the DEIS. No consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous!

4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significant risk for increased respiratory ailments and retarded lung development. PARC has also found that seniors who live within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.
5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to $4 billion rather than the $2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don’t count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!

6. In building the South Mountain Freeway, wells that feed the lakes in Lakeswood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?

7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIME is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul-de-sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.

8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!

Fred Meissner
121 W. Briarwood Terrace
Phoenix, AZ 85045

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Hello,

I am a member of Protecting Arizona's Resources and Children (PARC) and would like to submit four comments to the FEIS for the South Mountain Freeway.

Here is my first (1) comment for the FEIS:

In the DEIS, I submitted a question regarding the Joint Toxic Air Assessment Program (JTAAP), in which I questioned why more relevant data from this study was not present in your report, considering that it concerns the region to be affected by the proposed route. Searching the FEIS, I found that the answer to my question was that the study was not relevant because "assessing current conditions of the affected area tells us nothing of future conditions". While some data from JTAAP is included in small amounts, I do not believe it is anyway near adequate for how relevant the data is. My comment here, therefore, is to ask ADOT to please clarify the aforementioned statement in quotes, which is taken word for word from your reply in the FEIS. I can not possibly fathom how "assessing current conditions of the affected area" bears no relevance on the proposed route and necessity for this freeway. In addition to this, please clarify which, if any, INDEPENDENT studies (not done by ADOT or contracted services paid for by ADOT) that have been conducted in the past FIVE YEARS are included in assessment of how environmental conditions, including air quality will be affected by the proposed plans.

Here is my second (2nd) comment for the FEIS:

The EPA's assessment of the DEIS was that it is severely flawed and "inadequate". I would like to hear from ADOT what details of the DEIS the EPA considers to be inadequate and what steps ADOT has taken to remedy these problems. I understand that the EPA's ruling has no bearing on the FHA's final stance on the Record of Decision, but I would like to hear in

<table>
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<tr>
<td>1</td>
<td>Air Quality</td>
<td>The study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration's interim mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The Final Environmental Impact Statement includes a summary of past health risk studies for similar projects, all of which identified very low health risk, well below the U.S. Environmental Protection Agency’s &quot;Action Level&quot; for addressing risk (see page 4-79). The health risk studies summarized in the Final Environmental Impact Statement are independent studies not conducted by the Federal Highway Administration or Arizona Department of Transportation.</td>
</tr>
<tr>
<td>2</td>
<td>Environmental Impact</td>
<td>The U.S. Environmental Protection Agency’s comments on the Draft Environmental Impact Statement were addressed in Appendix 7, Volume III, of the Final Environmental Impact Statement, starting on page B6.</td>
</tr>
</tbody>
</table>
ADOT’s own words their response to the EPA’s statements, including a DEFENSE OF THE EPA’S ALLEGATIONS REGARDING THE INADEQUACY OF THE EIS.

Here is my third (3rd) comment for the FEIS:

The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIMES is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul de sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.

Here is my fourth (4th) comment for the FEIS:

The FEIS findings conclude that the South Mountain Freeway (SMF) will alleviate regional traffic congestion in the East and West Valley. However, an unacceptable level of attention is paid to how the proposed plans will affect surface and arterial streets. I would like ADOT to provide data for how the proposed plans will change traffic flows for all surface, arterial, and major roads along the entire proposed route, with particular attention paid to the Ahwatukee portion of the proposed route, which is locked in by the South Mountain park and is especially prone to negative effects regarding traffic overflow from the South Mountain Freeway.

Thank you

Daniel Mills
South Mountain Freeway Project Team  
Arizona Department of Transportation  
1655 W. Jackson St. MD 120F  
Phoenix, Arizona 85007

To the SMFreeway Team:

To be upfront, it is my feeling that you are trying to destroy a mountain and the air quality in the Ahwatukee area just to benefit truckers and in the process create similar congestion on the west part of I-10 near 51st.

Studies have shown South Mountain and the Estrellas create a “bowl” which prevents air borne pollutants (carbon dioxide, ozone, nitrogen oxides, etc. from road traffic) from dissipating quickly. This allows toxins to build up & be trapped in our air. There are (or has there been) any particulate metering along Pecos to gather facts over the years.

Truck traffic already has State Route 85 to by-pass the valley.

There really is no argument for the expense $2.4 billion for 22 miles!!!! Why not divert these funds for repair of roads/bridges. There certainly is need. Just drive I-10 to Tucson or look at current statistics for bridges that are in need of repair/replacement.

There is no logical explanation for an above grade freeway. There is no logic to no access at the 32nd street exit where the schools need to egress. It seems to me that these issues (as well as water wells, etc) are STILL major design issues.

This decision should be “do not build”. Thank you.

Dorothy Mitchell  
4205 E Liberty Lane

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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<tbody>
<tr>
<td>1</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>2</td>
<td>Air Quality</td>
<td></td>
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<td>3</td>
<td>Purpose and Need, Truck Bypass</td>
<td></td>
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<tr>
<td>4</td>
<td>Alternatives, W59 Alternative Versus W101 Alternative</td>
<td></td>
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<td>5</td>
<td>Project Costs, Total Cost</td>
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<tr>
<td>6</td>
<td>Design</td>
<td>The determination to not include an interchange at 32nd Street was made in coordination with the City of Phoenix (see Figure 3-8 on page 3-15 of the Final Environmental Impact Statement). The interchange was eliminated based on undesirable residential displacements and cost. In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the proposed freeway on the local street system. The City of Phoenix study found no adverse effects on the local street system from the freeway (see Appendix 3-1 in the Final Environmental Impact Statement).</td>
</tr>
<tr>
<td>7</td>
<td>Groundwater</td>
<td>If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.</td>
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From: jc Molina [mailto:jmolinax@hotmail.com]
Sent: Monday, November 24, 2014 7:49 PM
To: Projects
Subject: Stop 202 SMF

To Whom It May Concern,

What is the total cost of the SM 202 freeway extension with 20 years of development and what are the benefits for those near the path of destruction/development?

Building this project with a 20-year concept for community development doesn't make sense. Are there any other options than a freeway?

What are the health issues concerning an 8-lane highway?

Why does it cost 2 billion USD for 20 miles of additional highway?

I appreciate your feedback and taking my questions into consideration. Thank you.

Kind regards,
Juan Molina

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From: JMOODY4716@aol.com [mailto:JMOODY4716@aol.com]
Sent: Monday, November 24, 2014 1:14 PM
To: Projects
Subject: (no subject)

I cannot understand why the South Mountain Freeway is necessary when weighed against the great
physical harm it will do to neighborhoods and the danger to the health of the many families impacted
by this foolish and greedy project. Another “deal” between big companies and big government? The
people have been sick of these “deals” for awhile, so now we’re going to be made physically ill, also
while robbing them of the tranquility and respite of their home surroundings? To say nothing of
another broken promise to our Indian tribes! Instead of protecting our children and our homes, you are
endangering them. You should be ashamed! There's still time to stop this threat to our well being.
Stop it now!

Maryann Moody
Phoenix, AZ

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attachments.

1 Purpose and Need, Lack of Support
2 Community Impacts
3 Health Effects
4 Alternatives, Gila River Indian Community Alignment
5 Children’s and Seniors’ Health

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
MR. MORAGO: Good morning. My name is Joseph Morago. I'm a resident of District 3. I have been opposing this freeway for many years, mainly because of the environmental impact that it will have on our community. I have worked in our community for almost 20 years with the elders, with inmates, with the elderly. And in that 20-year period, I have seen an increase of asthma, heart disease, diabetes. Diabetes are now -- is now being related to environmental impacts.

This freeway will not help our community. It will not help the community off the reservation. It will not help anybody. We are destroying our future. We are destroying our kids. We're going to be like countries around the world that have to wear masks in order to be out where -- outside because of the pollution and the air. Those of you that live in this area, in District 6 and 7, and us that live on Gila River, we know how the winds blow out here. We know how dusty it's going to be. We know what happens with the weather. It's not going anywhere. The swamp and everything, the pollution that's going to be coming from all the cars, the millions of cars that are going to be traveling on this road, is going to stay within these mountain regions. It's going to impact all of us. It's going to -- I have a

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
two-month-old granddaughter. I heard her coughing this morning. What’s going to happen to her when this freeway comes up? How is she going to be able to breathe? What about the people that come -- the kids that come and play in this building? The freeway is going to -- they’re going to see the freeway when they walk out this door. What about the Head Start that’s over here? What about the school that’s down the road? And these are -- these are just the people that are affected. The elders that lead over here at the service center here, they’re going to see it. What about the new service center in ?? All of them are going -- our own hospital, when they go to be treated for these diseases, is right here, and they’re going to be looking at this freeway. Those that are on dialysis, those that are having all these issues, are going to see it.

Not to mention the cultural effects of our mountain. Us O’odham. All believe that this mountain is sacred to us. That is part of our Huhugam. That is part of our life.

You know, we worry about all the animals, about the wild horses. Our own casino is named Wild Horse Pass. This is an area for the horses. What about them? What about all the other animals? They’re already saying that the Mexican jaguar can’t even come and migrate this
area because of the wall on the border that they're trying
to put up. U of A has studied about the cactus that are
dying, hashan that have lived for centuries in our desert
are dying because of the pollution and the stuff that are
impacting.

I look at -- you talk about economic
benefits. And I see it, when the freeway comes. I looked
at your video. There is no access to that freeway from
our community. There is no frontage road that they're
planning on putting on from -- until it gets to 59th
Avenue until it gets to the freeway. This is by ADOT's
own video. They're telling you what they are going to do
to our community. We are not in their plans. We are not
involved. It doesn't matter they're not even putting it
on our reservation. They're putting it less than a mile
off. They're putting it a few feet away. Yet we are
going to feel the impacts. With no frontage roads and no
access, what happens if we have an environmental accident?
What if we have an environmental spill? Where do we go?

Where does Ahwatukee go?

I went to a meeting in Ahwatukee last month.
I almost got lost because there's no way to get out of
there. If anything happens, people are going to die.
Pure and simple. The emergency response can't get there.
Nobody can be there. Evacuations are going to happen. If
it happens during rush hour -- we've all been on a freeway during rush hour. Nobody moves. Nothing happens. You know, they talk about -- and the other thing that they talk about is these drainage ditches and stuff that I see in their video. Look what happened in South Phoenix when all the rains came this summer. Yes, they may say that's a hundred-year storm, but it's going to happen again. It will continue to happen. Who's going to be able to save our community? We need to stop this freeway.

You know, I don't take the attitude that there's nothing we can do. I've stood before MAG. I've stood before all these groups. I've stood before council. I will fight this freeway all the way. I will continue to fight. I understand how we feel about stuff. I understand how the landowners feel. I understand everything.

Show me a plan that works. That's all we need is something that works. This is bad for our people. This is bad for our children. And we cannot let this freeway go through.

Thank you.

MS. KISTO: Thank you, sir, for your comment.

Anybody else like to come up, provide public
1 comment?
2 Sir, come on up.
3 MR. ESCHEF: I can talk from here.
4 MS. KISTO: Okay.

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Driver and Nix Court Reporters - (602) 266-6525
www.drivernix.com
The Loop 202 extension through the Ahwatukee Foothills, South Mountain Park, and Laveen, gets more and more interesting the deeper I research the subject. It is apparent to me that the models used originally for this large tax payer expenditure can no longer be justified.

In 1985, the population of the Phoenix area was approximately 2 million people. The expected growth was anticipated or "modeled" to be at 6.5 million residents in the year 2020, a 4% growth rate. Times have changed! The current population is now at 4.3 million. The growth rate has been at 1% since 2010 when the population was at 4.1 million. Continuing on this pace would put the population at 4.5 million in 2020. 2 MILLION PEOPLE LESS than the forecast!

Why is this freeway needed? To help the flow of traffic we are told. Too where? I can assure you, there are not many of the 80,000 Ahwatukee residents that need to get to Laveen, and vice versa.

Would it increase the commute to California? Yes. Does this justify the cost, and the damage it will do to this community? I say, ABSOLUTELY NOT!!

If the true goal is to help with traffic flow through, or around Phoenix, then look at the feasibility of moving it farther away from Phoenix. Don’t place the residents of Ahwatukee, including the students in the 15 schools along its path in jeopardy.

This freeway is a waste of money. Let’s use the funds to build something better for the future. Expand the light rail, improve the bus system. These are the programs that can improve the quality of life in Phoenix.

Douglas J Nelson
dj1nelson1@aol.com

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MR. NELSON: Good morning. My name is Wayne Nelson. I live here, and I'm a -- I'm a landowner in the area around 32nd Street and around 48th Street. My family -- my family owns probably about 60 to 80 acres there.

One thing that -- my comment really goes to our community. You know, back in 1998, the council that's present warned councilmembers at that time, the council that made this decision to halt or hinder the alignment and the borderland study process is really, in my opinion, a disrespect to the past council.

When they made the borderland study, it was -- it's a resolution. And it's still a standing resolution today. It hasn't been rescinded or amended. And this borderland study, this alignment was made by the past council because they knew this day would come on saving the mountain, whether to have the mountain disturbed or have an alignment that went south of it.

For this council presently, within the last five to six years -- and I was a member of the council from 2004 to 2007. And I've been going to meetings like this since 1998. And at that time, in 1998, this district was on board with this borderland study. Mr. Villarreal was a member of the community here that was in favor of the borderland study and this alignment that came to the...
community. And then all of a sudden, it gets thrown out
the window, and they're going to fight against it.

This -- and this -- this issue here has
never left us. But now I read in the newspaper that
there's direction to fight this? The State and the
Federal Highway? I mean, can we really afford that after
the issue with the TO casino?

I mean, my -- in my opinion, that land there
lays docile, and it's been laying docile for 40 years.
And our past council and our past economic development
director -- do we have an economic development department
today? There's no plan for investing in the community's
own people, the landowners.

And, you know, with respect to the governor,
you want to make a statement on behalf of the community?
That doesn't include the landowners. The landowners try
to push to have a fair vote again, but it was dissected.
It was torn apart. That's not fair. That's not the voice
of all the people.

I mean, who -- who is making these decisions
to have our attorneys start this action? Is it all 17
council? Is it a handful? I mean, I don't see that in
the -- in the newspaper. I see the action sheet, but I
don't see who makes these motions.

So my -- and -- and for my testimony is that
what happened to the borderland study? Do we believe in the borderland study? Does any of the council know what the borderland study entails for that area? Economic development.

And until economic development, not only on the tribal side but for the -- a lot of landowners. But you never hear that. You only hear the tribe, the tribe. The tribe's going to make a statement for the landowners, for the community. The tribe's going to make a statement for the tribe.

You know, my mom -- my grandma used to get this land here, back in the '70s, the most she would get was $700. Why did Pima put a 96-inch water line in the area? There's a water line running right between -- right down that, all that allotted land, to get some water there. But yet there's nothing there. There's a storage unit, and that's it.

I mean, when are you going to start investing in your own people? That's my question. The freeway was seen and discussed and approved by this community. Do they know that? I did.

But I had to be kind of impartial when I was sitting at the -- some of them wouldn't let me vote. And I respected that. And I respected the decision when it was just a no and not I wish. When there was -- when
there's a vote, it's either yes or no. There's no I wish. I wish was put in. I wish the freeway would fly away. That's what they voted for. Is that going to be a reality? I don't think so.

But that's how I feel when I see these things, when I see that land over here. And then all you -- all we hear, as landowners, is, oh, you're just money hungry.

I mean, stop investing in sports stadiums and all these other things and invest in your people, because mark my word, it's going to come. You want to throw some more money in making it come, I guess you guys can do it, sitting up there in those 17 chairs. You make that decision. You make everybody else suffer 5 percent of the budgets, taking the children's clothing allowance away.

I just wanted to share that, because that document is there. The document is still active. If you really want to see it, go to the council secretary. It's on a sheet of paper. It's right there. Free. You community members can have it.

I just wanted to share that, because I'm hearing all these things about a statement for the community. It took me almost a year and a half to get into the transportation technical team. And when I got in
there, I heard everything going through, everything going
through. But -- might seem unreal.

So that's my testimony as a landowner, as a
community member, is that when are we going to respect the
wishes of those who have gone on and made that decision
in 1998? Because they knew that we would be here today.
I see that as very disrespectful.

Thank you.

MS. KISTO: Thank you, Mr. Nelson.

Again, if you'd like to provide public
testimony, please raise your hand, and we'll bring you a
card.

Next I'd like to call up Mr. Harry Williams.
I would like to go on record opposing the projected South Mountain Freeway. The proposed freeway is not wanted by a majority of the Ahwatukee residents but that does not seem to be considered by ADOT and the MAG. The results of the Environment Impact to the Gila River Indian Community and the residents of Phoenix and Laveen are simply being ignored or not taken into consideration regarding not to go forward with this project. There is no economic advantage to developing the proposed freeway, people in Laveen are not going to drive to Chandler, Tempe or the East Valley to do their shopping, the infrastructure in Laveen and West Phoenix is already in place for them to do their shopping. Truckers are not going to use the proposed freeway, many of them use Riggs Rd to get to Laveen, majority of the warehouses the truckers go to are in or close proximity to Phoenix, the proposed freeway would take the truckers and other drivers 10 - 15 miles West of Phoenix or if they are heading North 10 - 12 miles West of I-17 which is totally inconvenient and to backtrack does not make sense and is not logical. The proposed freeway does not even connect to the 101 which to me does not make any sense, if built it should be redesigned to at least connect to Loop 101. In addition I would like to point out that with the advent of technology since the proposed freeway was designed, fewer people are driving to work, they are carpooling, riding city transportation or are now working at home reducing the congestion on highways resulting less of a need to move forward in building the South Mountain Freeway. ADOT and MAG would be better reappropriating the funds for freeway (which are far short of what will be needed to complete the project) and designate the funds for repair or improvement of current highways. What is happening right now with ADOT & MAG is what is happening in the nation’s infrastructure the citizens constructive comments and suggestions are falling on deaf ears and those people in control of such projects seem to ignore any recommendations for change or alternatives. I appreciate your time and hope that ADOT & MAG listen to and strongly consider the opposition by the Ahwatukee residents, businesses and the Gila River Indian Community to the proposed South Mountain Freeway.

Regards,
Derek Newman
Rusty Crerand
Constituent Services Officer
206 S. 17TH Ave.
MD 118A Room 101
Phoenix, AZ 85007
602-712-7856
dcrerand@azdot.gov
CONTACT RECORD
SOUTH MOUNTAIN FREEWAY

INCOMING CALL
DATE: 12/26/14
TIME: 1:21 P.M.

STAKEHOLDER: MARILYN O'CONNELL
ADDRESS: NOT PROVIDED
PHONE: NOT PROVIDED
EMAIL: NOT PROVIDED

CONTACT METHOD: MESSAGE LEFT ON HOTLINE

REMARKS/QUESTIONS:
- I have been waiting over 30 years for this freeway to be built
- When are you going to build it?
- Regarding PARC and others (homes, schools, church): why did they build in the path of the freeway?
- We bought our home 30 years ago, not in the path of the freeway, counting on this freeway to relieve congestion on I-10
- Tell PARC to go fly a kite
- Build the freeway now

1 Comment noted.
-----Original Message-----
From: eolvera@cox.net [mailto:eolvera@cox.net] 
Sent: Saturday, November 22, 2014 8:11 PM 
To: Projects 
Subject: Ahwatukee Well-Being Pledge 

Dear sir or madam, 

My name is Eduardo Olvera, I'm an Ahwatukee resident and a member of PARC. 
I'm writing to you out of deep concern regarding the Final Environmental Impact Statement that was 
recently published. 

I'm dumbfounded by the almost non-existing regard to very significant issues that do not only affect my 
extreme family but also your as well as many generations to come. 

Looking at FEIS, are we really willing to sacrifice that much just to save people the time it is taking you 
to read this email? Are we really becoming that selfish that are willing to take the very first answer that 
"seems" to address a problem without seriously considering the consequences of our actions? 

I find it very hard to believe that ADOT would be even considering taking a 30-year old plan "as-is" 
without really re-assessing our current needs and situation; facts like the highways available now far to 
the south of the South Mountain Corridor that serve travel needs just fine which were not there 30 
years ago seem to be completely ignored. 

And what about the impact on our health and safety? Once again, we as a nation are working tirelessly 
to find cures for things like AIDS and Ebola that threaten our families, yet are willing to move ahead 
with a project that WILL result in annual injuries and deaths, destruction of property and water sources, 
and exposure to elevated levels of air pollutants for over 13,000 students and elderly citizens just in our 
area. 

I know you've earned the right to be where you are, but that also comes with the responsibility of being 
our voice and to protect the well being of our community. 

I would like to thank you in advance for your time and sincerely hope you take all these facts into 
consideration when making a final decision. 

Sincerely, 

Eduardo Olvera 
Ahwatukee Resident 

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use by the person(s)/entity(ies) named above and may contain confidential/privileged information. Any 
unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, 
please contact the sender by email, and delete or destroy all copies plus attachments.
MS. ORTIZ: Hi. My name is Anna Ortiz.

My -- I'm kind of nervous.

My -- my mom's people come from the village right here in Santa Cruz. My dad's people come from Tijo. I've been here all my life.

I wasn't going to say anything. And I just heard a lot of things -- a lot of things that I have something to say about.

When you guys came, did anybody offer you something to eat? Something to drink?

Everybody can point fingers and say, you know, it's because this; it's because of that. But this is our home. Yeah. Our people, we're here from way before. But what are we now? When the lady was saying you don't have to say why it's important; you don't have to tell what the story is. I know the story. But my little girl sits back there, at 12 years old, and I've never told it to her.

How many of you guys and your kids and your grandkids know the story?

The councilman came up, and he said there wasn't a budget to defend what we proposed. But our tribe gave how many millions of dollars to name a stadium after us. Really?

And how many times do you read in the paper...
they're giving away money to outsiders, people that -- for
what? I'd like to know for what. I've never asked. And
maybe I shouldn't.
When we're all talking about it, when these
things come up in our houses, in our families, between one
another, we have things to say. I know I do. When it's
just me and my mom or me and my sister or me and just
somebody I can be rude with, I have a lot of things to
say. But I've never, given the opportunity, stood up and
said anything about what I feel about how things are and
the way that we take care of each other.
Our kids, yeah, we could talk about our
kids. But how many of us send our kids to school every
day regardless? How many of us -- is it so important --
I -- I was wondering that just before all these kids came
in. Where are all the kids at? Why -- why didn't anybody
bring their kids? How many -- how many people younger
than me know what's going on and what it's going to cause
and all these issues?
For us -- well, for me, I don't trust a lot
of people. And it's hard to send my kid to school where I
can't pick and choose, okay, yeah, you can be her teacher;
no, you can't be her teacher.
But in our community, we have a choice.
We're supposed to be all related, and we're all supposed
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<td>to help each other. And we're talking about what's going</td>
<td>1 to help each other. And we're talking about what's going</td>
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<td>to happen to us. It's not up to anybody else but us what</td>
<td>2 to happen to us. It's not up to anybody else but us what</td>
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<td>happens to us.</td>
<td>3 happens to us.</td>
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<td>And our future, yeah, it -- it's up to our</td>
<td>4 And our future, yeah, it -- it's up to our</td>
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<td>kids. And I worry. I worry. Because I've worked with</td>
<td>5 kids. And I worry. I worry. Because I've worked with</td>
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<td>kids from the time -- from 2002 to right now. The class</td>
<td>6 kids from the time -- from 2002 to right now. The class</td>
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<td>that I have, there's only one kid -- one kid -- they were</td>
<td>7 that I have, there's only one kid -- one kid -- they were</td>
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<td>eighth graders when I was working there. And there's only</td>
<td>8 eighth graders when I was working there. And there's only</td>
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<td>one that is now pursuing higher education. Just one out</td>
<td>9 one that is now pursuing higher education. Just one out</td>
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<td>of all those years that I worked with the school.</td>
<td>10 of all those years that I worked with the school.</td>
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<td>And just like that, when we vote for our</td>
<td>11 And just like that, when we vote for our</td>
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<td>council and... I -- I stopped voting. I used to be</td>
<td>12 council and... I -- I stopped voting. I used to be</td>
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<td>dedicated to the cause and go. And I used to go to Santa</td>
<td>13 dedicated to the cause and go. And I used to go to Santa</td>
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<td>Cruz. They used to have us go vote in Santa Cruz. But</td>
<td>14 Cruz. They used to have us go vote in Santa Cruz. But</td>
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<td>for some reason, something that I never understood,</td>
<td>15 for some reason, something that I never understood,</td>
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<td>something that made me mad was they didn't have them</td>
<td>16 something that made me mad was they didn't have them</td>
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<td>vote -- the villagers in Santa Cruz, they didn't vote</td>
<td>17 vote -- the villagers in Santa Cruz, they didn't vote</td>
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<td>there. We had to come to District 6. And for why ever --</td>
<td>18 there. We had to come to District 6. And for why ever --</td>
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<td>I don't even know why it made me mad. But I didn't want</td>
<td>19 I don't even know why it made me mad. But I didn't want</td>
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<td>to come vote somewhere else that wasn't where I could</td>
<td>20 to come vote somewhere else that wasn't where I could</td>
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<td>vote.</td>
<td>21 vote.</td>
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<td>And all these outsiders, it's scary. When I</td>
<td>22 And all these outsiders, it's scary. When I</td>
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<td>was younger, they used to take us to the community</td>
<td>23 was younger, they used to take us to the community</td>
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<td>meetings where we used to have to ask them for money when</td>
<td>24 meetings where we used to have to ask them for money when</td>
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<td>we were doing something or -- and I haven't been to a</td>
<td>25 we were doing something or -- and I haven't been to a</td>
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1 community meeting in I don't know how long. It just -- it
2 just seemed like no matter what people said, no matter how
3 many times, just like that, they voted, and yet still, it
4 doesn't matter.
5 The council, whatever votes do, they're
6 going do what they're going to do. And you get enough
7 people -- and that number he used -- Mike used, it was,
8 what, 720 people? There's more than 720 people in this
9 community. Where was everybody else?
10 I don't know what the future has. I don't
11 know what we're all looking towards. I know -- what I do
12 know is that my responsibility is to my child, my
13 children, all my nieces, all my nephews, all the kids that
14 I come across, to tell them and explain to them why it's
15 important to get a good education, why they need it, and
16 why it's going to help all of us in the end, not just our
17 families, not just them and them and them, but all of us.
18 It's -- it's hard to put everything together
19 in my head the way it's running through my head.
20 But I worry. I worry about what's going to
21 happen. Yeah, if -- if that freeway comes through and --
22 I don't want it. No way. No way. Everything that comes
23 of it and because of it, the health -- we're -- it's up to
24 us. The same thing with our health. We have to make sure
25 that our kids aren't eating McDonald's and junk just

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
because. We have to tell them, you know what? You pick — you dropped that trash, you pick it up. You see trash, you throw it where it belongs. The things that we teach our kids and the things that we want them to know, it takes us to be those good people to make sure that they come up behind us and they have the same beliefs and they do the same things that we do.

It's hard. But I trust that if there's enough people -- all you guys, you guys are here, and you cared enough to be here. And that says something about all of you. And I thank you all for letting me see that, because I thought, when I came here, I was going to see like five, six people. And this is way more than I thought I was going to see.

And it's my fault for -- for not coming and trying to know what's going on myself. But I can talk a lot of stuff about the things that I think without knowing anything.

Thank you for the education. Thank you for the true facts that I heard that I didn't even know myself. Thank you for making me angry enough to want to do something about it.

I hope that all these kids, the ones coming up, even the babies, find it in themselves to feel something and do something. The people that can. 'Cause,
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<td>1</td>
<td>yeah, you get enough voices -- and it does make -- it does</td>
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<td>2</td>
<td>make it harder.</td>
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<td>3</td>
<td>Thank you.</td>
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<td>4</td>
<td>MS. KISTO: Thank you, Ms. Ortiz.</td>
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<td>5</td>
<td>Next we'll have Ms. -- we'll just have you</td>
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<td>come up now. You're familiar. I remember. But the name</td>
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<td>is not coming to me.</td>
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<tr>
<td>8</td>
<td>Oh, yes. This is Ms. Connie Hunergardt.</td>
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MS. KISTO: Thank you, Miss Ortiz. Next we'll have Ms. -- we'll just have you come up now. You're familiar. I remember. But the name is not coming to me. Oh, yes. This is Ms. Connie Hunergardt.
1 Air Quality
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. The impacts of shifting traffic patterns attributable to the project are accounted for in the mobile source air toxics analysis, which estimated emissions for the No-Action Alternative and the Preferred Alternative (see page 4-78 of the Final Environmental Impact Statement). Additionally, similar conditions are considered in the regional emissions analysis the Maricopa Association of Governments conducted for the determination of transportation conformity.

2 Air Quality
In preparing the Final Environmental Impact Statement, the Federal Highway Administration and Arizona Department of Transportation reanalyzed the Western Section action alternatives' effects on operations along Interstate 10 (see Final Environmental Impact Statement beginning on page 3-62). The analysis determined that the No-Action Alternative would result in the most sections along Interstate 10 operating at level of service E or F, and for the longest duration. The connection to Interstate 10 (Papago Freeway) at 59th Avenue will include substantial improvements (widening) along Interstate 10 to provide adequate operations on Interstate 10 in the area of the junction and to allow traffic moving to and from the South Mountain Freeway to enter and exit the Interstate 10 main line (see page 3-49 of the Final Environmental Impact Statement). The design of the Interstate 10 and South Mountain Freeway system traffic interchange at 59th Avenue has received preliminary acceptance from the Federal Highway Administration, subject to completion of the National Environmental Policy Act process. For more details, see the Traffic Overview report available on the project Web site: <azdot.gov/southmountainfreeway>.

3 Alternatives
As stated on page 3-24 of the Final Environmental Impact Statement, although the W59 Alternative will cost approximately 3 percent more than the W55 Alternative, the project team determined the operational benefits to Interstate 10 to be worth the additional expense.

4 Air Quality
The Maricopa Association of Governments regional emissions analyses for the determination of transportation conformity included truck idling emissions, but the air quality analysis described in the Final Environmental Impact Statement did not, as noted by the commenter. The air quality analyses described in the Final Environmental Impact Statement did include projected truck traffic. The carbon monoxide and particulate matter (PM 10) analyses demonstrated that the freeway will not contribute to any new localized violations, increase the frequency or severity of any existing violation, or delay timely attainment of the National Ambient Air Quality Standards or any required interim emissions reductions or other milestones. For mobile source air toxics, the analysis showed that for the Study Area, constructing the freeway will have a marginal effect on annual emissions in 2025 and 2035 (less than a 1 percent difference in total annual emissions between the Preferred Alternative and No-Action Alternative). With the Preferred Alternative in 2035, modeled mobile source air toxics emissions will decrease by 57 percent to more than 90 percent, depending on the pollutant, despite a 47 percent increase in vehicle miles traveled in the Study Area compared with 2012 conditions.
![Image]

Appendix A • A619

Code Comment Document

4 (cont.) Trucks must have a place to stop for extended and overnight idling. This project will not create new truck stops or rest areas. A number of truck stops are located in Casa Grande, Gila Bend, and Buckeye, and at locations in between along the Phoenix truck bypass route of Interstate 8 and State Route 85.

5 Alternatives, W59 Alternative Versus W101 Alternative

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The purpose of the bypass study was to make a preliminary assessment of the need for and feasibility of a new transportation corridor that would provide an alternative to Interstate 10 to divert through traffic out of the congested metropolitan areas of Phoenix and Tucson. By contrast, the South Mountain Freeway is part of a transportation system developed to improve mobility in the region by increasing capacity and allowing traffic—including truck traffic—to access a segment of the “loop” system (see pages 1-21, 1-22, 3-1, and 3-3 of the Final Environmental Impact Statement) in the Phoenix metropolitan area.

6 Alternatives

As noted on page 3-9 of the Final Environmental Impact Statement, State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control.

The road network in the Maricopa Association of Governments travel demand model includes the Interstate 8 and State Route 85 corridor. So, while the roads are not in the Study Area for the proposed action, traffic and trip distributions along the corridor are included in the traffic analysis for the proposed action. Any traffic that will shift from the Interstate 8 and State Route 85 corridor to the proposed action was included in the vehicle mix considered in the analysis.
From: Sara Parks [mailto:parkssa347@yahoo.com]
Sent: Monday, November 17, 2014 12:31 PM
To: Projects
Subject: Pecos Rd / 202 freeway Proposal

Has there been a decision on the Pecos Rd / 202 freeway expansion? And also, what homes will be affected along Pecos Rd?

Thanks,
Sara Parks
Ahwatukee Homeowner
Sent from my iPhone
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From: Lauren Ghazikhanian  
Sent: Wednesday, October 22, 2014 9:38 AM  
To: Felicia Beltran  
Subject: Re: FW: How to comment on Loop 202 EIR?

Thanks Felicia.

I wanted to write in to support the final EIR and the 202 expansion. I feel that ADOT has addressed all concerns to the best of its abilities. The alignment outside of the Gila River Tribal land, the various underpasses for pedestrian/wildlife movement and the retention basins address all of my concerns about this project.

The Loop 202 is paramount to Phoenix's continued growth in population and in role as a regional and international trade leader. Allowing interstate traffic to bypass downtown on Loop 202 will make commutes and life easier for residents who drive I-10 every day. Additionally, the path will be very beneficial to those living in the East Valley and South Mountain, taking traffic off of roads such as Baseline and improving the quality of life for South Mountain residents.

I support the Loop 202 expansion program and am excited to see it built.

Sincerely,
Lauren Pearce
Gilbert, AZ

On Tue, Oct 14, 2014 at 1:31 PM, Felicia Beltran <FBeltran@azdot.gov> wrote:

Hello Lauren:

Thank you for contacting the Arizona Department of Transportation. If you would like to leave a comment regarding the South Mountain Final Environmental Impact Statement, you can reply to this email or call 602-712-7006.

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

From: Projects  
Sent: Tuesday, October 14, 2014 12:57 PM  
To: Felicia Beltran  
Subject: FW: How to comment on Loop 202 EIR?

From: Lauren Ghazikhanian  
Sent: Tuesday, October 14, 2014 12:26 PM  
To: Projects  
Subject: How to comment on Loop 202 EIR?

I would love to provide a comment but I can’t find out how on the website. Where should I send my comments?

Thanks
MR. PEDRO: (Speaking in native language.)

Thank you guys for all coming out today, and thank you for everybody in support of us fighting the freeway.

And like everybody said before -- I'm sorry if this seems very repetitive, but ADOT is racist. They hold up resolutions. It's in the FEIS. They hold up resolutions for other surrounding communities where they've gone, but not for the Gila River Indian Community. That definitely shows their amount of bias towards us. I mean, we voted, and there's been district resolutions. Council passed resolutions that they don't want the freeway anywhere, not on the reservation or not off the reservation. And the last time they were here, they had signs that didn't even have the right information. And then they told us that, well, it's correct, but it just depends on how you understand it.

Now, we have -- Muhadagi Do'ag is sacred. It's a sacred mountain to us. But not only that, there is a lot of Huhugam and Hopi O'odham sites there. There's pottery scattered. There's whole villages there. There are two main villages in the pathway of the freeway. And in the FEIS, they are called Pueblo del Alamo and Villa Buena. Now, those are ancient villages of our ancestors, the same people who looked upon the mountain, who prayed

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<td>MR. PEDRO: (Speaking in native language.) Thank you guys for all coming out today, and thank you for everybody in support of us fighting the freeway. And like everybody said before -- I'm sorry if this seems very repetitive, but ADOT is racist. They hold up resolutions. It's in the FEIS. They hold up resolutions for other surrounding communities where they've gone, but not for the Gila River Indian Community. That definitely shows their amount of bias towards us. I mean, we voted, and there's been district resolutions. Council passed resolutions that they don't want the freeway anywhere, not on the reservation or not off the reservation. And the last time they were here, they had signs that didn't even have the right information. And then they told us that, well, it's correct, but it just depends on how you understand it. Now, we have -- Muhadagi Do'ag is sacred. It's a sacred mountain to us. But not only that, there is a lot of Huhugam and Hopi O'odham sites there. There's pottery scattered. There's whole villages there. There are two main villages in the pathway of the freeway. And in the FEIS, they are called Pueblo del Alamo and Villa Buena. Now, those are ancient villages of our ancestors, the same people who looked upon the mountain, who prayed.</td>
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upon the mountain, just as we do today.
And yet they have no concern of that. They say they'll mitigate on how to not impact it. But when you're -- you know, when you're bulldozing a site, you know, that's already affecting it.

And also, this is not only part of -- the Loop 202 is not only part of the Arizona system, but also the south corridor is the future of capitalism in Arizona. And capitalism is not paid in favor of indigenous people. We are here today, in the reservation, because our lands have been stolen by Miligan. And they -- You all live on stolen O'odham land. If you live in Arizona, Southern Arizona, from Phoenix down on into -- deep into Mexico, you're on occupied O'odham land. And you need to understand that, because this is our place. And we are all indigenous people. But where are you indigenous from? And you're not giving the respect that we deserve from our area. And you get respect from your own area. We are all indigenous people. But where are we from? You've got to remember where we're from.

Now, the Loop 202 is a -- is a part of a system to enhance trade, international trade between the U.S., Canada, and Mexico. It's called the CANAMEX Corridor, and some even call it I-11, that it will -- I-11 will go all the way from Canada into Mexico. And do you

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<td>Trucks</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. This freeway will not be part of Interstate 11 or the CANAMEX corridor.</td>
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know they -- this helps facilitate trade and -- through border militarization? This helps them facilitate in trade.

And like Roberta said earlier, drug cartels use these same roads and affect the same people. We're all here. And we all said no. And I've told all of you people -- I've seen every last one of you at all of your meetings before. And whatever it takes, by any means necessary, we will stop this freeway.

MS. KISTO: Thank you, Mr. Pedro, for your comment.

Next we'll have Ms. Shelby.
MS. PEREZ: Hello. I've been on this reservation over 35 years. And I moved off of it to go into Phoenix. Myself and my children ended up having asthma. And it was really bad, to where they had to have medication, the machines at home to breathe on every four hours, inhalers.

And we finally got a house down here, moved down here, going to be ten years ago. My children are now off the medication. They no longer take machines. Their inhalers are only used only during the dust storms that we have here. And they do sports. They're doing things that they couldn't do before. And my worry is if the freeway comes in, what that's going to do to us again, having asthma, and to all of you who have asthma.

Thank you.

MS. KISTO: Thank you, Rosalinda.

At this time I just want to thank everybody that came out and participated and helped to put this forum together. Just, again, thank you for your time. I'll have Governor-Elect Lewis come and do the closing.
From: Eric and Jane Peterson [mailto:ericjanepeterson@gmail.com]
Sent: Saturday, November 22, 2014 5:03 PM
To: Projects
Subject: Pecos Road Interstate

We live in the Ahwatukee area that would be impacted by the proposed freeway. We strenuously object to this highway. We have attended meetings about this issue and see more bad things than good that would come from this. Now that Interstate 8 provides a westbound bypass of the Phoenix area, this roadway is unnecessary. It will adversely affect many homes and families, at least one church, and schools. It will cut through a mountain sacred to the Native Americans, the original inhabitants of this area. It will bring pollution to an area that has little now. These are reasons we all moved here. We feel that any benefit obtained will be outweighed greatly by the negative impact. We support PARC and have contributed to its support to fight this issue. Please count us as AGAINST this project. We are not giving up. We will continue to fight against this misplaced, unneeded highway.

Eric and Jane Peterson
Below is a South Mountain Freeway comment received by ADOT Communications on 11/25/14 through the Envoy email system:

11/25/2014
8:32:50 PM

The Environmental report failed to address the growing 22,000 (15% plus per year growth) valley fever cases and breathing issues in Arizona southern area which has 65% of the reported 22,000 plus cases in the USA in 2011 and is growing. Over 50% occur in Maricopa county where toxic spores are released from as little as 3 inches of desert soil from construction, wind etc. The airborne particles released in the air will find weak human immune systems located in the Ahwatukee, Desert Foothills, Laveen, Chandler areas with over 250,000 residents. Construction of this highway of 22-24 miles will release trillions of diseased valley fever spores from the earth and increase the number of deaths and breathing caused diseases. Failure to stop this highway could result in multi class lawsuits against AZ ADOT, AZ Government and others that ignore this major health warning. There is no vaccine-cure for these diseases and they are not always detected by most hospitals. Only Barrows and perhaps Mayo Clinic can diagnose and properly treat the patients. You must address this major health hazard before any start of the project. Any movement of dirt will release the airborne spore particles. You must protect the citizens of Arizona from major health issues.

Yours Truly,

Vince Petroniero for 250,000 AZ citizens.

Gant Wegner
Public Information Officer

206 S. 17th Ave.
MD 118A, Room 101
Phoenix, AZ 85007
602-712-7635

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Gentlemen,

ADOT really needs to abandon it’s ill-conceived plans for the SM Freeway along the GRIC boundary!

For many years now, the freeway proponents have used deception to woo over SE valley residents about how this completely redundant expansion to a remote part of the Valley’s freeway system will convey benefits to the public. NONSENSE!

A private company was licensed to build a toll road along the proposed SMF alignment and concluded that there was INSUFFICIENT DEMAND from motorists to traverse that route to justify the cost of building a simple 2-lane toll road. Nothing has changed since then, as a rarely used dirt road is still available to traverse that alignment. A dirt road that is of sufficient quality to travel the unpaved 3 miles with cruise control set on 30 mph in a luxury car, I know from personal experience.

So, when the potential traffic that would use the road for $1 per passage could not justify the expense to build the road from the perspective of real people with skin in the game, the only option was to approach the most mindless investor in the world for financial support: the Federal Government. There is no way that Arizonans would have let this happen, if the Federal Government hadn’t stepped in to provide the funding.

To build this freeway decades before there is demand for it, means paying for it multiple times over, in the form of the cost to maintain this unnecessary and easily fooled, with their bias that there is no such thing as gov’t waste.

For many year now, the freeway proponents have used deception to woo over SE valley residents about how this completely redundant expansion to a remote part of the Valley’s freeway system will convey benefits to the public.

ADOT is in love with this idea for no other reason other than to route truck traffic around downtown Phoenix. This can be accomplished with existing Riggs Rd and 51st Ave already, with almost no stop lights, but is rarely done by truck drivers. To remove hundreds of families from there homes unnecessarily, and to debase one of the Valley’s most picturesque and high-tax-paying communities (Ahwatukee) for this misguided pipe dream only possible with the help of the perennially jejune federal gov’t, is an affront to all American citizens.

With the cost to construct this boondoggle, ADOT could solve every other REAL shortcoming of the current freeway system-- but perhaps the plan is to leave those real needs unmet, to hit the Fed up for more easy money in the future, after the SMF is built.

PARC Member
Jon D. Pike
3826 E. Night Hawk Way
Phoenix, AZ 85048

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<tr>
<th>Code</th>
<th>Comment Document</th>
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<tbody>
<tr>
<td>1</td>
<td>Alternatives</td>
</tr>
<tr>
<td>2</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
</tr>
<tr>
<td>3</td>
<td>Purpose and Need, Lack of Support</td>
</tr>
<tr>
<td>4</td>
<td>Alternatives, No-Action Alternative</td>
</tr>
<tr>
<td>5</td>
<td>Purpose and Need, Truck Bypass</td>
</tr>
<tr>
<td>6</td>
<td>Acquisitions and Relocations</td>
</tr>
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</table>
Dear South Mountain Freeway Project Team
AZ Dept. of Transportation:

We would like to state our opposition to the building of the South Mountain Freeway through Ahwatukee. As members of PARC, we are very concerned about the environmental impact of this proposed freeway through our neighborhood. One over-arching concern is how the pollutants produced by the traffic on this potential freeway would be trapped by the south side of South Mountain and remain over the Ahwatukee area. This is unacceptable, and we ask your consideration in this matter.

The FEIS has provided no compelling case for a freeway to go through the South Mountain Corridor. Thank you for your time and consideration.

Sincerely,
Steve and Lisa Pomraning
1580 W. Saltsage Dr.
Phoenix, AZ 85045
azlisap@cox.net
610-442-2071

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To whom it may concern,

ADOT’s decision to double down on the construction of the proposed freeway even after Gila River Indian Community members voted for a “no-build” option in an official vote is inherent environmental racism. ADOT’s disregard for the objections of Akimel O’odham people from the Gila River Indian Community, and their democratic process, shows that ADOT is committed to lining developers and construction companies’ pockets, not respecting the decision making of the original inhabitants of this region.

Thank you,
Kelly

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CONTACT RECORD
SOUTH MOUNTAIN FREEWAY

INCOMING CALL
DATE: 12/29/14
TIME: 2:23 PM

STAKEHOLDER: PHIL REAPER
ADDRESS: 1401 W. THUNDERHILL DR, PHX 85045
PHONE: 480-262-1645
EMAIL: NOT PROVIDED
CONTACT METHOD: HOTLINE

REMARKS/QUESTIONS:
- Opposed to freeway because:
  - Grandchild has asthma and allergy to diesel smoke/fumes
  - Home prices will drop due to increased noise and air pollution and increased potential or crime
- Suggests moving freeway south of reservation

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The study considered an alternative south of the Gila River Indian Community, such as running along Interstate 8 in Casa Grande to State Route 85 from Gila Bend to Interstate 10 (see text on page 3-9 of the Final Environmental Impact Statement). State Route 85 is a four-lane, divided highway with limited-access control, and Interstate 8 is a four-lane, divided Interstate freeway with full access control. Existing signs at each terminus designate the route as a truck bypass of the metropolitan Phoenix area. This route would continue to be available for interstate and interregional travel, but it would not meet the proposed action purpose and need as part of a regional transportation network and, therefore, was eliminated from further consideration.
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| 1    | Hello, I am a resident of Ahwatukee. I live on the east lake of the lakewood development. I am strongly opposed to building the south mountain freeway. I am concerned about property values, draining of the lakes and the increased crime and pollution. If you have to build please consider a south route.  
Thank You  
Mary Reis |
| 2    | If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.  
In the specific case of the Lakewood wells, it is anticipated that because the wells are located south of Pecos Road, they may not be directly affected by the freeway and could remain in place. The pipes associated with the water delivery system will need to be protected as they pass under the freeway, but production will not be affected. |
| 3    | The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. |
| 4    | The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. |
| 5    | The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. |
1  MS. RIDDLE: Can everybody hear me?
2  I wasn't prepared to do this right away, but
3  I think I got all the information in my head anyway, so...
4  So I don't have to tell anybody in this room
5  except for ADOT representatives how important this
6  mountain is to us. I don't have to tell anybody how
7  important our culture and our history and our background
8  is except to you guys.
9  I agree with Mr. Williams about taking a
10  closer look at the other animals and studying those other
11  aspects. I don't like the fact that our sacred mountain
12  is going to be cut into. This is ancestral land, and
13  we -- gosh. I'm just really...
14  For me, it's about everything, like
15  environmental. How is this going to impact our people?
16  The exhaust and the fumes and things dripping off the
17  vehicles, how is that going to impact our people?
18  Personally, I grew up on a Superfund site.
19  I know what it feels like to be involved in contamination.
20  I know what it feels like to be exposed to toxic
21  materials, to see my child growing up with nosebleeds
22  almost every day or pus oozing out of her ears. I don't
23  want that for our community.
24  We talk about financial stability for our
25  future generations. But what do you think they want? Do

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<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>2</td>
<td>Biology, Plants, and Wildlife</td>
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<tr>
<td>3</td>
<td>Air Quality</td>
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<tr>
<td>4</td>
<td>Groundwater</td>
<td>To reduce the potential impact of contaminants such as oil, grease, soil, and trash, settling basins will be used to collect water and allow materials to settle. The basins could also serve to contain chemical spills resulting from vehicle accidents. Each basin will be designed to contain a certain rainfall runoff volume before allowing discharge. If an accident were to occur, and the basins were dry at the time of the accident, the spill volume, in most cases, could be accommodated. These settling basins will require periodic cleaning (see Final Environmental Impact Statement page 4-107).</td>
</tr>
<tr>
<td>5</td>
<td>Hazardous Materials</td>
<td>The corridor analysis revealed sites that will need further assessment during the property acquisition phase of the project. The Arizona Department of Transportation employs a phased approach to site assessment that allows time for cleanup of any sites found to have hazardous waste issues. The project team concluded from the level of analysis conducted during the environmental impact statement process that the types of sites likely to be acquired contain common hazardous waste issues like underground storage tanks, asbestos and lead paint in buildings, and other commonly found issues (see Final Environmental Impact Statement page 4-164). The Arizona Department of Transportation maintains a process for addressing these issues in accordance with all applicable environmental laws and regulations. Both the Van Buren Tank Farm and the West Van Buren Water Quality Assurance Revolving Fund site were identified and considered during development of the Draft and Final Environmental Impact Statements (see the Draft Initial Site Assessment prepared for the project.) These sites are primarily groundwater-impact sites, and groundwater is found at a depth of over 60 feet below the footprint of the Selected Alternative. Given the separation distance between the adversely affected media (groundwater) and the construction zone (near surface in these locations), the project team determined that these sites will not pose a risk to construction or to the general public once the facility is completed. This assessment has been clarified in the Final Environmental Impact Statement on page 4-165.</td>
</tr>
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</table>
1 you think they want the money, or do you think they want
2 their health? Which is important?
3 As a person coming to you with a lot of
4 health issues, I would say my health is more important
5 than the almighty dollar. I would say yours should be
6 too. That money is only going to last you so many years,
7 a short time. It's just a drop in the bucket. Your
8 health is way more important. Your children's health is
9 way more important.
10 The borderland study, I've already told the
11 tribal leadership that this -- this is an outdated
12 document, that there was no environmental issues addressed
13 in it. It needs to be revamped. It was started in the
14 '70s, when industry was big and heavy. But now that we're
15 finding out and -- how bad certain things are to our
16 health, that needs to be revamped with green technologies,
17 with green plans.
18 So like I said, I'm not -- I wasn't really
19 prepared, at this time, to speak. I know that there's
20 going to be plenty of people that are going to speak that
21 want the freeway on this reservation. But I'm going to
22 tell you, it's not good for the reservation. It's not
23 good for Ahwatukee. It's not good for Laveen. And we
24 won't realize it till it's too late.
25 Once that freeway goes in, it's going to be

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
twice as wide as the I10 in Gila River. And nobody
realizes the impacts of those. I’ve seen the studies.
I’ve seen the impacts. I’ve seen what it can do to our
children, our future generations. And that’s just the tip
of the iceberg.
So I know I don’t have a lot of time, but
I’d like a lot of other community members to come up and
speak about this issue, because it is important to our
people and our community. I would have liked to see more
people fill up this room, but I know there’s a lot of
funerals going on today. And I feel for those families.
But just look inside your hearts, and
hopefully ADOT will eventually look to our nos from
District 6, our nos from our community council, our nos
from our people, our nos from our future generation.
Think about it.
Thank you.

MS. KISTO: Thank you, Ms. Riddle.
I was just informed that we do have some
council representatives in — that just came in the door.
If I could have Sandra Nasweytewa come up and introduce
herself, as well as Lieutenant Governor-Elect Monica
Antone.
MS. RIDDLE: My apologies. Our legal rep has -- gave me this document that they have prepared for us. I wanted it to go into the record.

So *Preliminary overview of comments on the South Mountain Freeway Final Environmental Impact Statement in Section 4(f) Evaluation issued September 2014 regarding impacts to cultural resources.

November 15, 2014. The agencies are noncompliant with the requirements of the Section 106 review process. The FEIS confirms the process is incomplete and only affirms partial proposed mitigations with no complaint. Pragmatic agreement at this late phase of the project, the agencies are noncompliant with the Handbook For Integrating NEPA and Section 106, March 2013, by CEQ, Office of the -- Office of the President, and the ACHP because they have not issued a Section 106 compliance agreement.

*In addition, the agencies confirm that there will be adverse effects and -- to -- would affect two sites South Mountain traditional cultural property, and one site contributes to the SMTCP.

"Did not sufficiently consult the tribes early nor consistently through the project, did not, therefore, have the input to properly spoke and identify cultural resources and TCPs missed or ignored as a

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<td>1</td>
<td>Cultural Resources</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. As noted in Table 4-47 on pages 4-151 through 4-153 of the Final Environmental Impact Statement, the Programmatic Agreement for the project was executed in 2006 by the signatories, the Federal Highway Administration and the Arizona State Historic Preservation Officer. The executed Programmatic Agreement can be found in Appendix 4-6 of the Final Environmental Impact Statement. Other groups were offered several opportunities to sign the Programmatic Agreement as a concurring party, but some elected not to do so. These other signatures are not required for the Programmatic Agreement to be executed in compliance with the National Historic Preservation Act or the National Environmental Policy Act.</td>
</tr>
<tr>
<td>2</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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1 substantial part of public comment and our tribal input,
as evidenced by comments within the FEIS.
   * Ignored the community's position for a
   no-build option inside of this election as to why they
5 must cause irreversible harm to Muhadej Do'ag.
6 * Propose access to sacred sites by foot
7 under the highway without assessment of the quality and
8 hindrance of such mitigation proposal, for example,
9 View Scape.
10 * Have ignored volumus (sic) comments that
11 have validated the mountain beyond the land itself, the
12 View Scape, and therefore have not properly assessed the
13 full TCP.
14 * Claim that they have received no
15 information about the value of air, ground, or water
attributes during the consultation phase with tribes, so
16 did not weight these values in its assessment and now
claim Section 106 review and these components is now not
required.
17 * The statement evidences the agencies'
shortcomings in consultation and the devastating and
inaccurate effects of noncompliance with Section 106.
18 * Argues that a fraction, 0.3 percent of the
24 total area and two-tenths of the total mountain range, is
25 impacted. But such a fraction only considers land and not

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<tr>
<td>3</td>
<td>Gila River Indian Community No-Build Referendum</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>4</td>
<td>Visual Resources</td>
<td>The Final Environmental Impact Statement discloses that the freeway will cause severe visual impacts attributable to the road cuts at the western end of the South Mountains, altering views from the Gila River Indian Community north to the mountains (see page 4-169).</td>
</tr>
<tr>
<td>5</td>
<td>Cultural Resources</td>
<td>As stated in the text box on page 4-141 of the Final Environmental Impact Statement, “... the South Mountains are part of a continuum of life and not an individual entity that can be isolated and analyzed. The South Mountains TCP extends beyond SMPP” (Figure 5-8). The Arizona Department of Transportation has committed to funding a National Register of Historic Places eligibility report for the South Mountains Traditional Cultural Property to be prepared by the Gila River Indian Community (see page 4-159 of the Final Environmental Impact Statement).</td>
</tr>
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other attributes missed in the faulty and incomplete
Section 106 review process, thereby neglecting a true and
accurate impact.
"Suggests that the mitigation managers will
continue to reduce effects on the mountains, however, such
measures are not secure. No timelines, other than up
until the record of decision, the last day, is cited.
"Because the Section 106 process is not
complete, faulty, and the records show that the agency now
possess volumes of data to better assess and identify
sites, the agency should immediately revise and execute
full TCP studies for the many aspects they missed, correct
the inadequacies of the reports, and avoid harm to
Muhadagi Do'ag."
Thank you.
MS. KISTO: Thank you, Ms. Riddle.
I see we have some new attendees that showed
up. So I’d just like to give a brief overview of what we
are doing here today.
On October 15th, the community council made
a motion to have a public forum and include
representatives from the Federal Highway Association as
well as Arizona Department of Transportation. This public
forum is to allow community members to provide public
comment. You are more than welcome to talk to the
The final design and construction activities must adhere to the commitments made
in the Record of Decision. Mitigation measures will be implemented immediately
following the Record of Decision.
From: Lynn Robbins [mailto:lgrunners@aol.com]
Sent: Monday, November 24, 2014 9:14 AM
To: Projects
Subject: NO Freeway in my backyard!!!

To whom it may concern:

After living in this beautiful community of Ahwatukee for almost 20 years, I am compelled to write in stark opposition to this proposed UNNECESSARY freeway. We will be about 1/4 mile from the Desert Foothills Pkwy exchange and the attached 8 lane 22 miles of solid concrete. We will be subjected to air and noise pollution as well as crime with the new access in and out of the Foothills. This destruction of natural mountains and desert (not to mention our quality of life) serves no purpose for any of the families that reside in what the Indians call " The place of our dreams." Those of us who have chosen to buy our homes and decided to spend the rest of our lives here WOULD NOT depend on this proposed freeway. The only people licking their chops would be the truckers and contractors who are looking for a more expedient way around Phoenix. According to the FEIS Pages 3-34, (travel times) Foothills residents would save a WHOPPING 60 seconds - - - translation - - - WASTE of BILLIONS of dollars!!!

We have experienced the wrath of freeways in our backyard in Los Angeles - - and will never go through that again!! There are numerous detrimental effects, not to mention ones health and the impact it will have on the young children as they are trying to develop. Contrary to the hype of rising home prices, in actuality the value decreases as most people want to be able to enjoy the peace and quiet of their backyards, especially those that have a mountain preserve lot with magnificent sunsets. Who wants to sit outside amid the constant 24/7 roar of truck and automobile tires. Currently when I'm outside I hear the gentle hum of AC units and an occasional dog.

We could have lived anywhere in the valley, but chose this little community of Ahwatukee (Our Paradise) because of the tranquility and the beauty of the desert and it sickens me to think that we might be uprooted - to benefit the truckers and contractors who DO NOT live here. We have and will continue to support PARC'S efforts in litigating this OUTDATED and UNNECESSARY destructive roadway!!!

Proud residents of Ahwatukee and members of PARC
Lynn & Glenn Robbins

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
MS. ROBINSON: I'm glad for the opportunity.
I could not have gone away today without having said my
words.
First of all, I would like to say that I'm
very glad for this meeting that took place today for many
reasons, one of them, first of all, no matter how harsh
the words today for the ADOT representatives, they needed
to hear this once again and maybe in a more powered way
that was displayed here today.

One thing you learned in all of this,
together, learned today as a community, is that we have a
voice, that we are empowered. We can say what we feel
without fear.
And also, we hope -- one thing I regret that
did not happen today is that we did not have our council
representatives. And you are the ones we should be
speaking to today. You are the ones who are going to make
this final decision. That's what should have happened
before we had the ADOT people come in today. I believe
that. Because we are community, we are empowered to
discuss and re-discuss things among ourselves and to do it
in a productive and constructive way.
The young man over here talked about
marginality this morning. I'm a retired teacher, and
that's one of the things that I learned in education.
When we go on to become educated, we learn that we can assume marginality, which means that you are empowered to live within two worlds. But we have the power to choose those -- those things in life that affect us in a productive way. And we can leave those alone that do not affect us, those negative things. We have that power. That's marginality.

And we go to the movies when we want to. We come back home, and we're among our family and do the things we want to do as Native people. We go to the different places, restaurants to eat, and we run into each other down in Chandler, different places, and enjoy the other things in life. But yet we come back home, and we're a community, and we're all family.

And we -- you know, like my sister was saying, there are seven of us that had to share the same tub. And we didn't like it -- want to be the last one either. But in those -- well, you older folks who know about that, you know what that's all about. The river was our lifeblood, as an Indian community, because we were a farm nation. You know -- and you see the river today. So I'm telling you today, as Native people and community members, you know, look into your hearts and trust, you know, your beliefs and go with your decision and do it for yourselves, because you know
in your heart what’s best for you and your families.
And I hope that the people here today
listened with open minds, open hearts, and didn’t take
anything personally that was said but took it in a way
that should be taken, constructively.
Thank you.
MS. RODRIGUEZ: Good morning, everyone. My name is Monique. And I'd just ask you to open your hearts today and listen.

I'm here just to share my reason why I'm against the freeway. That mountain is sacred to us. It's our creator's home. I've shared so many prayers on that mountain. I run through that mountain four to five times a week.

I'm sorry I'm crying, but it just hurts, because I've shared my heart with that mountain so many times.

One of the most personal prayers on that mountain was about my grandma. Coming through that mountain, my creator told me what was going to happen here. And I knew. And as I was finishing, I got the call and found out that she was going. But I told -- I told them I knew.

But I'm just asking that you try to understand that it's not just a mountain. It's -- it's a part of us. And if you -- even if it's not going through our community, our boundaries, it's still our mountain. It's still a piece of us. I ran across the whole mountain and just being on the other side, I didn't feel that that wasn't a part of our mountain. The minute that I stepped on that mountain to the end, finishing here, it was still

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<td>1</td>
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</tr>
</tbody>
</table>
our mountain. That's our creator. That's a part of us. And I'm just here just to say to try and open your hearts and try to understand and put yourself in our shoes and just open your heart and try to understand. If you were us, if you were me, how would you feel? Just try. You might get lost in your job and money, but let it go and open your heart and try to understand. Close your eyes and just try to feel it.

That's all I have to say. Thank you.
From: Marty [mailto:mrosso@q.com]
Sent: Friday, September 26, 2014 8:42 PM
To: Projects
Subject: South Mountain Freeway route

Good evening,

We’ve lived in AZ since 1989 and are familiar with the Houston Loop Freeway System. I’m just curious as to why ADOT does not take the South Mountain Freeway out west as far as the Loop 101 so as to have a real loop effect?

Congrats to ADOT on the expansion of I10 Maricopa Freeway from the Loop 202 to Queen Creek in both directions. It looks as if the project is moving right along.

Maybe someday you’ll expand it down to Riggs Road and then on to Casa Grande?? Anyway, in general, ADOT is doing a great job both on I10 and the Loop 101 from the 202 to Shea. Best Regards Marty Rosso

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Dear ADOT Projects,

I moved here to Phoenix nine years ago and chose to live in Ahwatukee for its strong sense of community, good schools and active community. It’s surrounded by wonderful mountains. But I also moved here for the better air and less traffic, see I used to live in Los Angeles. I strongly believe that if the freeway is built that more and more our cleaner, less congested city will look like Los Angeles and worse produce the smog and noise pollution that has plagued LA. We have zoning laws here in Phoenix against certain heights of buildings and homes to not block our mountain views, what good are those when the smog produced by the estimated 400,000 vehicles to travel on the 8 Lane highway will produce? Please understand I am not against progress, I grew up in Chicago a large metropolitan city. Why can we not look to other cities along the east coast or Midwest that use both public transit and private vehicles? Why isn’t part of the plan an expansion of the light rail & fewer lanes highway? Can we limit this highway to only personal vehicles and keep large shipping vehicles (semi’s) to the current I10 freeway?

We continue to build out communities farther away from our city Phoenix and only support them via freeway. Imagine if a train or light rail had been available from East Valley to Tucson? People living here could work at the University, hospitals, good for the community and our states economy. I urge the board to re-think this current plan if it cares about our citizens health & our states financial future.

Thank you for listening
Zoraida Salas-Allison

Sent from my iPad

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From: Robin Salthouse [mailto:historyarchives@yahoo.com]
Sent: Sunday, November 23, 2014 11:33 PM
To: Projects
Subject: South Mountain Freeway Comment

Dear South Mountain Freeway Project Team:

My family has been ardent users of the South Mountain Park Preserve for the last 20 years as Phoenix residents. After studying both ADOT’s South Mountain Freeway Loop 202 (SMF) Draft Environmental Impact Study (DEIS) and now the Final Environmental Impact Study (FEIS), I am concerned that these documents do not address my comments submitted during the DEIS comment period. Many of the responses are vague and cursory at best, contributing to my belief that the Record of Decision should be a no build decision for the proposed SMF Loop 202 alignment. ADOT is not following the prescribed NEPA process with pre-decisional actions taken rather than evaluating all possible alternatives that make economic, environmental and cultural sense now and into the future. Weak or missing analysis required during the NEPA process is seen in several areas, some of which I address in my comments. In addition, ADOT omitted ten submitted DEIS comments from the FEIS which are now only obtainable through the Federal Register a month and a half after the initial FEIS release in September. These omissions have made it difficult to synthesize and assimilate this information into my FEIS review during the brief FEIS review period.

Air Quality
ADOT DEIS Response
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page B733 of this appendix.

R Salthouse FEIS Comment
Three of the four members in my family suffer from asthma which can flare during exercise and exposure to poor air quality. Despite this, my family finds SMPP the perfect place to regenerate both mentally and physically. The Preserve offers us inexpensive and convenient recreation, but according to the EPA’s letter found on B6 in Comment Response Appendix. “The DEIS does not provide the information needed to assess the potential significance of the air quality impacts of the proposed action. In view of the area’s current designation as nonattainment for PM10, it is essential to accurately assess and disclose potential PM10 hotspot impacts, as well as determine whether the project meets the transportation conformity requirements of the Clean Air Act.”

The FEIS SMF alignment will only add to the County’s poor air quality which “remains a major danger to the health of children and adults”. (p. 29, American Lung Association’s 2014 State of the Air report http://www.lung.org/associations/states/california/assets/pdfs/sota-2014/sota-2014-report.pdf ) ADOT should be looking at

1. Alternatives, No-Action Alternative
2. Alternatives, Range of Reasonable Alternatives
3. National Environmental Policy Act Process
4. Health Effects
5. Air Quality

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
...issues such as heavy metals, pollutants from asphalt, and airborne emissions that would settle out would have inconsequential potential impacts on adjacent plant vitality and species composition.

Some FESS Comment
ADOT’s response is yet another example of poor and vague NEPA analysis in its mitigation to use stormwater runoff, from the freeway to irrigate the Salt River in the Western Section and the Rio Salado Oeste project area. ADOT’s response is not consistent with the NPS Watershed Handbook, which defines stormwater runoff as a nonpoint source (NPS) pollution which is the leading remaining cause of water quality problems to recreation and wildlife. This freeway mitigation is an inappropriate solution to support the local wildlife with untreated water containing known toxins. Furthermore ADOT’s mitigation does not show which specific basin will be used and if the baseline water quality will be maintained.

The Handbook for Developing Watershed Plans to Restore and Protect our Waters, which states “Each covered industrial facility or construction site is required to develop and implement a stormwater pollution prevention plan (SWPPP) that describes the activities that will be conducted to prevent stormwater pollution.” Page 5-23

The FEIS mitigation fails to adequately define the specific or unique design requirements and development for wetlands management areas (WMAs). File 4-23 Vol. 7, Item 7.3.6.2.4-46 (and other documents mentioned in Habitat Connectivity and Proposed Action File 4-23 Item 7.3.6.2.4-55) are a virtual understanding of the specific WMAs that will be used for connectivity.

The FEIS makes regular mention to Multifunctional crossing locations identified during a workshop “attended by a broad range of organizations and interests that interrelatedly provide input and mapping for important wildlife corridors across Maricopa County (AZGFD 2012)”, yet in no member of Guidelines for Bridge Construction or Maintenance to Accommodate Fish & Wildlife Movement and Passage (Arizona Game and Fish Department, Habitat Branch), Habitat Branch November 2006. http://www.azgfd.gov/Publications/Bridges/Arizona_game_fish_department_habitat_bridges/) this Arizona Game and Fish Department document specifically states on page 2 “Each project will have unique construction requirements, channel and floodplain geomorphology, hydrology, and associated biotic communities. As a result, we suggest that managers consider a broad range of potential impacts during project planning and when developing biological assessments and environmental impact statements. We recommend that there is a specific need to consider the following: to develop a list of the potential physical, chemical, and biological components impacted by bridge construction and describe how these are likely to influence wildlife, their habitat, and movement corridors over space and time. New bridge construction also provides the opportunity for design considerations that benefit fish and wildlife resources. Data are of primary importance due to the benefits they provide to the ecosystem and their current decline in numbers and distribution. Bridges can be designed to provide suitable day and night resting/habitat for different species of bats. Structural/relief requirements of bats differ by species and will vary across the state. The Arizona Game and Fish Department (Department) may be able to provide help in determining which species may be present in the area of a proposed bridge.”

Furthermore, the FEIS makes mention of improvements addressing “road ecology” in their own document. PANEL II SEQUENTIAL 25 DECADE OF PROGRESSIVE PROGRESS IN RESOLVING ARIZONA HIGHWAY WILDLIFE CONFLICTS http://www.azgfd.gov/CEP/2013documents/papers/CEP131_PaperWMA_Dodd_e_d.pdf

Traffic
ADOT DES Response
In 2006, the City of Phoenix conducted a traffic circulation study to evaluate the impacts of the freeway on the local street system, including the shift of access to Freistadt Road and Callejas from Peck Road to Chandler Boulevard. The City study found no adverse effects on the local street system from the proposed freeway location...
The City of Phoenix is currently working to create their General Plan that establishes policy for the city’s physical growth. The study does not properly account for how the city will be affected by new freeway and housing projects. As a major thoroughfare for the community, the study is deficient in its analysis projecting the traffic volumes for Liberty Lane, Frye Road, and Lakeview Parkway which run parallel to Pecos. These roads will serve as alternatives to Pecos Road, especially with the removal of the 23rd Street exit. New traffic will flow through the area and to Desert Vista High School. A current traffic study including the entire affected area needs to be performed to provide meaningful data on how the freeway will affect the area long-term and after freeway construction.

Public Comments
Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The Arizona Department of Transportation purchased some right-of-way along Pecos Road when it was adopted as the freeway alignment in 1988 in the Draft Environmental Impact Statement (DEIS). Should another alternative be adopted as a result of this study, the Arizona Department of Transportation would dispose of the land that has been acquired.

The SMF Loop 202 process has not seriously addressed other possible alternatives. Any purchases along a route identified as an “adopted freeway alignment” is violating the NEPA process. ADOT has made the following property acquisition commitments outside the study area which are not identified in the Final Environmental Impact Statement (see page 6-182).

2. Bursera Trail is still not identified in figure 5-5, Recreational Trails System.

3. The Final Environmental Impact Statement discloses that the freeway will cause severe visual impacts, altering views from the South Mountains to the south located .6 miles from Pecos Road. My family and many other families in this neighborhood park for sports, Scouts and family recreation. Its close proximity to the proposed eight-lane freeway’s impacts were not properly analyzed, which violates NEPA.

4. Vista Canyon Park is located farther than any of the action alternatives. Figure 5-8 on page 5-15 of the Final Environmental Impact Statement include only those trails that will be directly affected by an action alternative. In this case, the Bursara Trail is not included based on its distance from any of the action alternatives. Figure 5-8 on page 5-15 of the Final Environmental Impact Statement presents the prominent resources of the park, including the Bursara Trail in its alignment as shown in the City of Phoenix trail map (see <phoenix.gov/parkssite/Documents/062881.pdf>).

5. Use of Old Data

The Arizona Department of Transportation Federal Highway Administration has identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The Final Environmental Impact Statement discloses that the freeway will cause severe visual impacts, altering views from the South Mountains to the south.

The Arizona Department of Transportation and Federal Highway Administration attempted to balance the risk against the potential benefits of implementing the freeway. The comment infers that by taking such action, the objective equal consideration of the alternatives studied in detail in the Draft and Final Environmental Impact Statements is tainted. Advanced acquisitions in parallel to a National Environmental Policy Act environmental determination process is not unprecedented and is common practice. In this case, property acquisitions by the Arizona Department of Transportation for purposes of implementing the freeway are done at risk as communicated to the agency by the Federal Highway Administration. If another alternative had been ultimately selected, the agency would have placed the acquired properties on the market for sale and purchase.

The Arizona Department of Transportation attempts to balance the risk against its mission of timely delivery of transportation infrastructure to the traveling public. Further, Federal Highway Administration regulations do not allow the ownership of right-of-way to be a factor in the decision regarding the selection of an alternative.

The Arizona Department of Transportation Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The map and figure in Table 5-S on pages 5-8 and 5-9 of the Final Environmental Impact Statement include only those trails that will be directly affected by an action alternative. In this case, the Bursara Trail is not included based on its distance from any of the action alternatives.

Section 4(f) and Section 6(f)

The Arizona Department of Transportation and Federal Highway Administration located .6 miles from Pecos Road. My family and many other families use this neighborhood park for sports, Scouts and family recreation. Its close proximity to the proposed eight-lane freeway’s impacts were not properly analyzed, which violates NEPA. The eight-lane freeway’s impacts were not properly analyzed, which violates NEPA.

Section 4(f) and Section 6(f)

The Arizona Department of Transportation Federal Highway Administration has identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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The Arizona Department of Transportation Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
-----Original Message-----
From: John Schaffer [mailto:jcs3az@aol.com]
Sent: Saturday, November 22, 2014 11:15 AM
To: Projects; Kimberly Dawn Schaffer
Subject: South Mnt Freeway

Dear ADOT,
My name is John Schaffer, and have been an Ahwatukee resident for over 17 years.

I am writing to oppose the "South Mountain Freeway" project if the routing continues to be considered along Pecos Rd. In light of the outdated (old) environmental information used to estimate its' impact, I would like to see the freeway's location reevaluated.

I also feel that an earnest effort with the Indian tribe to our immediate South could result in a win/win arrangement, if started fresh.

Thank you for your' consideration.

Sincerely,
John Schaffer
407 East Brookwood Ct.
Phoenix, AZ 85048

Sent from my iPad

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<table>
<thead>
<tr>
<th>Code</th>
<th>Comment Document</th>
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| 1    | From: dennischlueter@aol.com [mailto:dennischlueter@aol.com]  
  Sent: Friday, November 21, 2014 9:09 AM  
  To: Projects  
  Subject: Fwd: Objection to South Mountain Freeway  
  
Please accept the attached letter as our objection to the proposed South Mountain Freeway.  

Dennis Schlueter  
<table>
<thead>
<tr>
<th>Code</th>
<th>Issue</th>
<th>Response</th>
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<td>Comments and responses appear on following pages.</td>
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To Whom It May Concern:

The purpose of this letter is to object to the proposed Loop 202 Extension, South Mountain Freeway. The citizens most adversely impacted by this proposal object to it. The citizens of Laveen, Ahwatukee and the Gila Indian Community object for many reasons. Those of us that live in Ahwatukee moved here for the quality of life. You will destroy our reasons for being here with the proposed route of the freeway. A recent study has been published that documents the increase in the number of people leaving Phoenix and the decrease in the number of people moving here. The freeway will take away our views, our quietness, our clean air and our safety. As retired senior citizens with asthma, the cleaner air was a primary consideration for moving to this location. The noise pollution as it bounces and echoes off the mountain will ruin our peace and quiet.

You will bring to us all the bad things from Phoenix on the north side of South Mountain. You will turn our neighborhoods into any other Phoenix neighborhood with bad air, noise, congestion, crime and dangerous loaded trucks. When done, you leave us with none of the reasons we moved here and no reason to stay. The lucky ones may be those whose homes you intend to take, as they will easily move to locations with higher quality of life. Those that remain will suffer from what you do.

Along with alienating the effected Phoenix citizens, you want to destroy the end of South Mountain Park and offend the Gila River Indian Community.

The arguments of improved economic development are weak if not false. The available public land the proposed freeway will occupy will be better utilized by the development of additional desirable housing and local businesses, all attracted to the high quality of life in the area.

If you must have a truck and other transportation by pass, then do the right thing by then Gila River Indian Community and successfully negotiate the use of the Riggs Road and Avenue transportation corridor that is already spoiled by truck traffic. Failing that, expand the Arizona 85 route from Interstate 8 to Interstate 10. Your transportation assumptions have been proven to be incorrect. These suggested alternative routes address the “problems” you seem to think need solutions while protecting, with great regard, the citizens, children and environment that is your responsibility.

Dennis & Paulette Schlueter
MS. SHELBY: Hi. I'm Lisa Shelby from here in District 6 community.
    I guess I didn't really want to say anything, but just hearing the other comments being made and also from what I've seen in the video -- and that was kind of my question, which would have been to DOT. But the -- by the fact that, in viewing the video and the -- showing the -- the route for the freeway, I saw like -- like a yellowish line alongside that freeway. And I'm thinking that's our borderland. So, in fact, it would be -- the freeway would be on the Ahwatukee side, meaning off reservation. And it flows all the way up to here, where we are -- basically through South Mountain. So it was saying to me that the freeway isn't on our land.
    And I think that was the main issue in the beginning, because in the beginning, we were shown two options or three options. One was off; one was on. And we all got excited because of the freeway showing on our reservation.
    And I'm also hearing today that DOT is not listening to us. But, you know, they did by the fact that the alignment is on the other side of the border. It's not on our land.
    And what was bothering me is the fact that we aren't being listened to. But, yes, we are. And also
1 by the fact that the EIS statement didn't make reference
to Gila River. Well, that's because Gila River isn't
involved. It's not on our land at all. So what comments
could be made if they were going to be affecting --
directly affecting Gila River? And it isn't.

   Overall, we do have those impacts, yes,
coming from the freeway. It's going to be rough, I think,
because, personally, I -- I see that it's coming whether
we like it or not. But that's also because that's what
progress is called. I mean, we have to wake up to that
fact.

   And what -- what I also saw was the fact
that the impact that -- without -- without that freeway,
the impact would have been on 51st through Beltline
through Riggs. That traffic would have tripled within ten
years, had not this bypass been created.

   And even today, I don't like the traffic on
that -- on this route today. The only time that -- it
made me remember when I was a child, the traffic that we
had through there was when we had to close off 51st to
Maricopa Road on the same road because of the fire we had
back in -- near Maricopa. They closed off the roads
because they had the looky-loos come through. And it was
such a quiet road, that it just took me back to my
childhood.
1. But you have to -- but today it's not that -- it's not like that anymore. It can't ever be that way anymore. And I think that's just something that we have to all realize. We can't have it the way we had it before. It just -- it just isn't -- it's just something that can't happen again. I think we just have to be -- have those memories as good memories, you know, 'cause that was such a good time for me driving on that road with just me on it.

2. But with the impact to our -- to our mountain, yes, we can fight it with litigation. But do we realize that that litigation can last for years? Do we have that money for it to last 50 years maybe? Honestly, it will cut into our per cap. But that's the other part too. Litigation, if we want to stop it, that's what it's going to take.

3. Thank you.

4. MS. KISTO: Thank you, Ms. Shelby.

5. Anybody else want to come up and offer a comment?

6. 

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Section 4(f) and Section 6(f), Traditional Cultural Properties

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
It appears to me that the proposed SMF is a no win situation, as it currently. Sure the residence on the west side, south of the I-10 are all for the proposed freeway, those in the Ahwatukee area along with the Gila River Indian Tribe, whose land will be affected are not. There is a simple and easy solution. USE infrastructure already in place. The west valley segment of the proposed freeway, heading south along 59th avenue can continue as planned. However instead of using Pecos Road, which was cause environmental harm and congestion, not to mention millions of dollars that can and should be used elsewhere, use Riggs Road which already connects to 51st Avenue, which connects to the I-10. Since, by your own admission, creating the SMF will have little to no impact on traffic through the Broadway curve and I-10, using already created infrastructure seems the most logical and cost efficient.

Lets be honest, the "true" reason the proposed Freeway is nothing more than a avenue to provide big rigs a route from Mexico to Canada, that will by-pass the downtown Phoenix area and has little or nothing to do with easing traffic on the I-10. Since those commuting from the west valley to the downtown area, will see little to no relief past the proposed outer loop and those commuting from the East Valley will see no relief as most use the US 60 or the Red Mountain Freeway as their route into the downtown area. No one heading from either direction will use the proposed freeway route to get into the downtown area, as it will force them to back track, since there is no connection to the downtown area otherwise. This to me, will simple shift the congesting traffic from one source to another.

Moving the proposed SMF extension to a more southern route, will save South Mountain area and has little or nothing to do with easing traffic on the I-10. Since those commuting from the west valley to the downtown area, will see little to no relief past the proposed outer loop and those commuting from the East Valley will see no relief as most use the US 60 or the Red Mountain Freeway as their route into the downtown area. No one heading from either direction will use the proposed freeway route to get into the downtown area, as it will force them to back track, since there is no connection to the downtown area otherwise. This to me, will simple shift the congesting traffic from one source to another. Lastly, moving the SMF to the Riggs Road/I-10 route, might just gain support of the Gila River Indian Tribe, since it will benefit their casino. It will also benefit the casino's in the West Valley too. Which I feel is really the true intent of the project. It will also benefit the community. There is a simple and easy solution. USE infrastructure already in place.

Moving the proposed SMF extension to a more southern route, will save South Mountain area and has little or nothing to do with easing traffic on the I-10. Since those commuting from the west valley to the downtown area, will see little to no relief past the proposed outer loop and those commuting from the East Valley will see no relief as most use the US 60 or the Red Mountain Freeway as their route into the downtown area. No one heading from either direction will use the proposed freeway route to get into the downtown area, as it will force them to back track, since there is no connection to the downtown area otherwise. This to me, will simple shift the congesting traffic from one source to another.

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Sincerely,

E. Shurwin
From: Mitchell Siegel [mailto:msiegel@axway.com]
Sent: Tuesday, November 18, 2014 10:53 AM
To: Projects
Cc: Dawn Siegel, Mitchell Siegel
Subject: Loop 202 denied!!!!!!!!!

Hey Sir,

STOP OPPRESSION to the Gila River Indian Community and the Ahwatukee community! I disagree with the Loop 202 freeway and am member of PARC. The ADOT destroys the Native American tribes for sacred land and the Ahwatukee’s homes. When the ADOT plans to set up the walls on the 32nd street. Last time, the weather was flash flooded on the 40th street and 24th street when we can’t drive thru the 40th street and 24th street road. That’s bad ideas and blocked all cars in Ahwatukee area. We live so close to the right-of-way that the construction of the freeway essentially robs the Ahwatukee’s homes of the value of homes. This is possible for lawsuit for the inverse condemnation. You already bought several homes in 32nd street area. You break the laws for the 5th Amendment of Constitution. The ADOT did not follow the EPA results. You kill the Ahwatukee people and Gila River Indian people.

STOP OPPRESSION!!! NO BUILD THE FREEWAY!

Regards,
Mitchell Siegel
Ahwatukee resident

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From: Lisa Smith [mailto:consgrl50@hotmail.com]
Sent: Tuesday, November 11, 2014 3:48 PM
To: Projects
Subject: 202 Freeway extension

Dear Sir or Madam,

Do not build this freeway. It isn’t needed, not for what your excuses say it’s needed for. We all understand there is a truck route further south off the 10. The 85 bypass that connects to the 10 by way of the 8 is a perfectly good bypass. And we do not exist for the purpose of giving people a faster route to the east valley. If they need to get to the east valley, they take the bypass or the 10.

You’re using all manner of excuses to do something just for the sake of doing it. Your minds are settled in cement and have no possible way of considering an alternative. How about more money for public transportation? Light rail, buses, trains. Improving the Broadway curve, all of which are a much more viable alternative to destroying communities and lives.

Do not build. Do not do this.

Lisa Smith

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To Whom It May Concern,

I ask you to consider the myriad of reasons this freeway should NOT be built along the proposed corridor.

1. ADOT must consider that the "region" does not just include Maricopa County and that the region is much larger now than it was 30 years ago when this freeway plan was conceived, so travel needs in the southern part of the region are well served by a highway far to the south of the South Mountain Corridor.

2) The part of the region surrounding South Mountain is much in need of alternative forms of transportation to get around the area – such as light rail and more and better bus service.

C) Intended or not, the South Mountain Freeway as currently proposed in the FEIS would be a major truck bypass, and the region does NOT need another truck bypass, especially not one in the Phoenix metropolitan area.

2. The FEIS claims that the South Mountain Freeway would ease traffic congestion. Yet Table 3-8 on Page 3-34 shows that improvement in travel times on existing freeways would be no more than a couple of minutes! The claim of improving traffic congestion is misleading at best! Even if I believe the small travel time improvements shown in Table 3-8 would really occur, they do not justify the expense of building a new freeway!

3. The air quality calculations in the FEIS are woefully inadequate. ADOT has still not completed the calculations as specified by the EPA in their comments on the DEIS. No
consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous!

4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significant risk for increased respiratory ailments and retarded lung development. PARC has also found that seniors who live within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.

5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to $4 billion rather than the $2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that those particular air pollutants don’t count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!

6. In building the South Mountain Freeway, wells that feed the lakes in Lakewood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?

7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMEWHERE is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul de sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.

8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved! It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!

9. The FEIS has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to $4 billion rather than the $2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors.

10. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.

11. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.

Please do NOT go forward with this project as proposed. Do not destroy an entire community because you can. Consider the options and go with another option that will not do this damage.

Respectfully,
Lisa Smith
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<td>1</td>
<td>Alternatives, Range of Reasonable Alternatives</td>
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<td>2</td>
<td>Freeway Awareness</td>
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<td>3</td>
<td>Acquisitions and Relocations</td>
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<td>4</td>
<td>Visual Resources</td>
<td>Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.</td>
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<td>5</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
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<td>6</td>
<td>Alternatives, No-Action Alternative</td>
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From: Lisa Smith [mailto:consgrl50@hotmail.com]
Sent: Tuesday, November 25, 2014 11:29 AM
To: Projects
Subject: RE: 202 Freeway

To Whom It May Concern,

I again write to let you know the extreme disappointment I feel towards this 202 agenda and process. The only thing that you will accomplish by moving forward is to desecrate and destroy a land and way of life that has been in place for decades.

Please address the real traffic issues at the Broadway curve with a solid, respectable plan. You will have no issues with the public if you do that. This current debacle is not a solution.

Respectfully,
Lisa Smith
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<th>Code</th>
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From: Lisa Smith [mailto:consgrl50@hotmail.com]
Sent: Friday, December 12, 2014 7:07 AM
To: Projects
Subject: RE: 202 Freeway

ADOT,

The assumption that this freeway will be built as you have planned is incorrect. You have ignored studies and homeowners for years now and we will fight this build in the courts if we must. Do not make the mistake of thinking if you have a few homeowners associations and realtors on board that you will succeed. The fear you enjoy spreading is not going to be effective.

Reconsider the build, talk to the Gila reservation counsel, rethink the route and come up with something that is actually helpful.

Lisa Smith

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<td>2</td>
<td>Alternatives, Gila River Indian Community Alignment</td>
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1 2
From: tom snyder [mailto:snydert0@yahoo.com]
Sent: Wednesday, November 19, 2014 1:25 PM
To: Projects
Subject: proposed 202 west around ahwatukee

dear sirs: i support the building of the 202 continuation. looking at the best interests of the southeast valley related to congestion on i10 and the us 60 transition, this will reduce the load of through traffic and trucking through phoenix. most truckers do not need or want to be part of the daily morning backups in the area due to the schedules they must meet and loss of income based on not being paid for downtime waiting to move their truck. most over the road truckers are paid by the mile and get no compensation when sitting in traffic not moving, so again, i and many of my neighbors and i suspect, most of ahwatukee support the 202 construction.

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Comment noted.

1
MS. SPRING: I don't know how to follow that up, but I'll try.

I would like to tell you that this FEIS is incomplete. It does not speak to the Gila River Indian Community people. It does not take into regards any of our people. It doesn't have any statistics from our community. It doesn't say how many people live in 51st Avenue. It doesn't say how many people live in the circles. It doesn't say anything about our clinic being right there, our dialysis center being right there. It doesn't say anything about the new school that's going to be built there. It doesn't say anything about this Boys & Girls Club. Has no numbers, no figures. They could care less. That's why we say that you're racist. And that's why we say that you don't care about us. And that's why we say that you're disrespecting us. Not because we just think that, but we read your book. And your book doesn't say anything about us. You could care less about us. Certainly doesn't say anything about our culture, you know. How could you understand our culture? You don't even listen to anything that we say, at any time do you do that.

We are still here. We still visit our mountain. We still give thanks to our mountain.
thank -- every day I wake up and pray in the direction of that mountain, to my God, Jesus Christ, to that mountain. And everybody, you know, that's affiliated, we all do that -- I don't know about all of us. But a lot of people do.

We lived around this community hundreds of years. I think if your FEIS was going to be anywhere near complete, you would take into consideration the air pollutants that are going to come into this community not for 10 years, not for 5 years, not for 20 years. Because that's probably how long you people have lived out here. But our people, we have lived here since the beginning of the United States Government. So if you're going to stick any numbers out there, you need to at least forecast another 500 years, 'cause that's how long we intend to be here, we hope to be here, if you don't try to kill us off with this.

We do consider it -- I myself consider it to be genocide on our people, building that freeway right there. Don't -- I mean, can't you see the landscape here? The South Mountain is right there. The Estrella Mountain is right there. Our own Gila River CEQ said -- and it's not in your study. I know you guys could care less. But, you know, they said that South Mountain protects us, at this point, from the pollutions that's going there.
And anybody that lives around here, I mean, you should know, if you look out your window, down towards the Phoenix area, nothing but clouds of smoke all over the place. And so South Mountain protects us from that.

And if they build a freeway, which they anticipate -- I don't know -- 150, 200 vehicles per day coming in here -- and that was one of their justifications for building it, so that 17,000 vehicles wouldn't travel to 51st Avenue. But, no, we'll just allow 150, 200,000 to come through, you know. That's no justification.

Anyways, that all of that smog, all that smoke will be trapped here. And you know where you live at. You should know that you live in District 6 of the Gila River Indian Community. That means the river runs south. It goes down south. Everything is sloped down south. Everything comes this way. So it will be a big bubble, and it will just go straight down.

And then it won't just stop there. Maybe in a hundred years, your grandkids -- think about that. Your grandkids, our grandkids, the ones that will be our future generations, they'll have to live with this now. All the smog that's trapped down here, it will start going, creeping up towards your own districts, if you live in District 4, if you live in District 3, 2, 1. I mean, where else is it going to go? There's no place else. And

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
if you really read the statistics in there -- which they really don't put in there. So that's why we say that you guys have no concern for us.

And we definitely believe that another reason that you're racist is because in this FEIS, you say that you have respect for the Litchfield area; you have respect for the Buckeye area and how they said they didn't want the freeway coming through their land. Yeah. I'm sure they don't. But when it comes to our -- our sovereign nation, you refuse to acknowledge the fact that we have a no-build resolution, a no-build vote.

I mean, we had to take it to a vote for the people to come out. And they still said no build. Everybody says no build. And nobody -- no, you guys don't seem to consider that and care about that, you know.

But we are people, and we are here. And we're not stupid, and we're not ignorant. We're not just going to let you do that.

Not only that, but I don't see anywhere in here, when I talk about the statistics of the people that live on 51st, the housing back there, nowhere does -- I mean, you're going to blast the mountain. That's obvious. It's in here. It says you're going to blast the mountain.

You have the dynamite sites that you're going to blow it up.
We just came from there. We were all just there. We ran from over there -- well, I didn't run, but my friends did. And it's all taped off. It's all yellow taped, black taped off right where you're going to blow up the mountain, you know, build your little freeway for people --

Oh, if you didn't know -- and I don't know who has read this FEIS. I'm sure not too many people.

But let me enlighten you that it says that they'll save 20, 24 minutes at the most on their commute from Phoenix. Which has nothing to do with us. We don't have -- that has nothing to do with us. 24 minutes. That's the commute saved time. That's how much this means to them. That's what they want to do.

Anyways, as I was saying, blasting up the mountain, where's all that dust going to go, all those particles going to go? Huh. I don't know. Maybe towards 51st Avenue and all over us. I mean, you're going to be breathing in those toxins. Your kids are going to be breathing in those toxins. Your little grandbabies are going to be breathing in those toxins. They're going to be out here playing in their little field, thinking everything's okay. The whole time, they're getting poisoned, 'cause, you know, carcinogenics from the freeway, from the emissions, those travel. They're little

The items noted in the comment were not installed by the Arizona Department of Transportation, but by the private land owner in that area.

Mitigation and regulatory requirements related to construction-related air quality impacts are presented in the Final Environmental Impact Statement beginning on page 4-173. These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.
### Biology, Plants, and Wildlife

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The Pee Posh bald eagle breeding area is discussed in the Final Environmental Impact Statement on page 4-136. The freeway is not expected to affect the nesting activities of these eagles because of the distance of the project from the nesting area. The project might temporarily affect eagle foraging behavior along the Salt River by discouraging use of foraging areas closer to the freeway if the eagles are sensitive to some phases of construction. This type of temporary effect would not constitute a “take” under the Bald and Golden Eagle Protection Act.

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they feel about us. We're just one of those things that  
happens while they build that freeway. Too bad for you.  
        Thank you.  
        MS. KISTO: Thank you, Ms. Spring.  
        Anybody else?  
        Roberta.  
        And then -- I'm sorry, but your Facebook  
name is popping in my head. What is your real name?  
        MS. JACKSON: Renee.  
        MS. KISTO: Renee. Then Renee. So we'll do  
Roberta and then Renee.
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<td>Comment noted.</td>
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------Original Message------
From: Luke Stokebrand [mailto:huskermba@gmail.com]
Sent: Monday, October 06, 2014 6:00 PM
To: Projects
Subject: support for the SM 202

To Whom It May Concern,

I just wanted to reiterate my support for the SM 202 freeway. This is a vital project for Laveen and the Valley as a whole. Looking at the ADOT master plan, this addition is a must have for the greater regional plan including future integration into the 303. Now with Laveen and the SW Valley building out more it is even more critical than it was a few years ago. I came to the meeting and voiced my support, and now as we get to this critical juncture I wanted to take a few minutes to voice it again! LET BUILD THE SM 202!

Thanks for all your work on this matter, I know it is a massive undertaking.

Luke Stokebrand

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-----Original Message-----
From: Bill Strickler [mailto:bill.strickler@cox.net]
Sent: Friday, October 24, 2014 10:35 AM
To: Projects
Cc: Councilman Sal DiCiccio; mayor.stanton@phoenix.gov
Subject: Pecos alignment/Loop 202 comment-impact on cyclists

I am writing as an AZ citizen, voter, and taxpayer to express my opposition to the Pecos alignment of the loop 202 extension.

My prime reason for this is that the new alignment will eliminate the safest cycling area in Ahwatukee.

The current cycling lanes along Pecos road are wide, long, safe, and are used by hundreds of AZ cyclists each day. Elimination of Pecos road and its cycling lanes will have a large, negative impact on both the safety and quality of life for cyclists in our community. At a time when we are trying to encourage exercise and alternative means of transportation, this would be a huge blow and step backwards for Arizona.

I encourage ADOT to seek either an alternate alignment, or the provision of a new dedicated biking path along the 7+ mile length of the current roadway.

Respectfully,
Bill Stricker

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Hi,

I am a homeowner in Ahwatukee. A first time home owner with two young kids who attend Kyrene de la Estrella Elementary School and Kyrene Akimel A-al Middle School. I love that my kids schools are snuggled up within our neighborhood. It feels safe and provides us with the community-feel that drove us to Ahwatukee. Being a young family, it was a dream of ours to get to own our first home and we feel our home is the most perfect location possible. We have the elementary, middle and high school all within walking distance. We also have a beautiful view in our backyard. Sitting on the top balcony in our backyard, we have the Estrella Mountains in our west view and San Tan Mountains in our east view. We bought our house for the great schools, great location, great neighborhood, and a beautiful view with the privacy of having no neighbors behind us. We love it.

We’ve owned the home for almost two years (this Fall). After moving in, we were almost immediately struck with fear when we were told that there may be an 8-lane freeway going behind our house, directly behind our house. No more beautiful views, no more safe walks around the neighborhood, no more peace that my kids can walk and ride their bikes to school. Instead of the normal day-to-day commuters driving down Pecos, we will have truckers going from state-to-state, people coming from all over the valley traveling through our neighborhood, and the what used to be Pecos Road that would go to sleep by 3D pm each night, will be a memory. We will never see the stars shining bright at night anymore. Hearing the high school games, the band, the kids playing baseball at the middle school... Hearing the toads, seeing the coyotes and other wildlife that we’ve learned to love and respect so much; it will all be gone. It’s one thing to not have control over whether or not you’re local grocery store is a Fry’s or a Wal-Mart, or someone tearing down your favorite diner to build a bank franchise... Being a homeowner, it’s understandable that things change around you that are out of your control. But to take the something that directly affects every single aspect of someone’s lifestyle and jeopardize it all? It is devastating.

I’ve never been a person to be against change; I can promise you that. This is a change that I’ve thought about long and hard. There will be no good that comes from this change for my family. My kids - their school; my home - it’s value; my kids - their commute and safety; my neighbors - gone; my view – gone; our air – polluted; our first home – a mistake we never even saw coming.

From: Stacy Stuart [mailto:stacyfstuart@gmail.com]
Sent: Wednesday, October 01, 2014 4:59 PM
To: Projects
Subject: Proposed Loop 202 - Local Homeowner in Ahwatukee

Hi,

I am a homeowner in Ahwatukee. A first time home owner with two young kids who attend Kyrene de la Estrella Elementary School and Kyrene Akimel A-al Middle School. I love that my kids schools are snuggled up within our neighborhood. It feels safe and provides us with the community-feel that drove us to Ahwatukee. Being a young family, it was a dream of ours to get to own our first home and we feel our home is the most perfect location possible. We have the elementary, middle and high school all within walking distance. We also have a beautiful view in our backyard. Sitting on the top balcony in our backyard, we have the Estrella Mountains in our west view and San Tan Mountains in our east view. We bought our house for the great schools, great location, great neighborhood, and a beautiful view with the privacy of having no neighbors behind us. We love it.

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I’ve never been a person to be against change; I can promise you that. This is a change that I’ve thought about long and hard. There will be no good that comes from this change for my family. My kids - their school; my home - it’s value; my kids - their commute and safety; my neighbors - gone; my view – gone; our air – polluted; our first home – a mistake we never even saw coming.
COMMENTS – I would love for someone to address these:

1. Needless to say, my husband and I were not around for the proposition vote in 1985 (well, we were too young to vote), nor were we residents in our current home for the proposition vote in 2004. If anything, it would only be fair to ask the voters of this community for a vote, a current day vote. No one feels like they have a voice or choice. We can comment – but a vote feels like we actually help with the decision. If everyone decides to build it, then the community made their choice. I can tell you, Ahwatukee does not appear they want this, nor do we feel heard.

2. What will happen to the homes that ADOT does not own? My home is located on 2845 E. Redwood Lane. My backyard is Pecos Road and lots of my neighbors are losing their homes. Will mine be one of them?

3. Regardless of if my house is part of this or not, how is ADOT handling the “acquired” properties (aka – removal of people’s home)? How many days “final” notice do they get? Does ADOT pay the appraised value of their home?

4. What will happen to the value of my home (especially is ADOT under-pays for others values)? I’d like to see statistics on how this affects houses when interstates are built directly behind their houses.

5. How tall will the (?) sound wall be that gets built behind the houses on Pecos Road?

6. Will this new wall be my backyard wall or will it be against my backyard flush with my current wall (I fear this will look like two mix-matched buildings next to one another)? Even worse, will there be a section of un-maintained land between my house and the wall (room for potential garbage or graffiti)?

7. Given that the interstate will be higher than what Pecos Road is currently, how high will the new interstate be? Ideally, it’d be nice (given a choice) that the “wall” cover the interstate so that when we are in our backyard (relaxing on the patio or swimming) that we aren’t awkwardly seeing nothing but truckers and commuters passing by.

8. Will this wall provide any protection against pollution, rubber from tires, etc.

9. How is a pool in a backyard (being so close to an interstate) affected? Again, statistically speaking. Should we plan on filling our pool? If so, why should we have to pay this when we’ve previously enjoyed it?

10. What if someone has an accident into my backyard from the interstate. The plans make the roads look much closer to my house than Pecos Road currently is.

11. Is there an option to sell our house to ADOT? I’ve never considered this but I’m not sure I want to continue living here. We bought our house with the intentions of both children graduated Desert Vista High School. The whole plan has me very stressed and crushed.

Stacy Stuart
Dear ADOT,

We have lived in this community for 10 years. I formally request you extend your home buyout program to all the homeowners below for the following reasons:

A) It has been clearly proven that health is severely impacted by communities who live within 1/2 mile of 68 lane freeways. In the Cabezon and Foothills subdivisions, special impacts exist due to wind factors making distance to these freeways more relevant. Other homes along the E1 Pecos freeway are also at risk as well. This 6MF (north Mountain Freeway loop 202 expansion), section built at the end of W. Pecos Road (where it dead ends), West of S. Chandler Boulevard and South Of W. Shaughnessy Road on E1 and W sections, will knowingly cause additional and severe health impacts to the 650 Homes (approximately 2850 residents). In addition, it is known that the freeway will be south of these homes and also west of these homes. 2 sections of freeways will be locked in additional freeway toxins. Both sections of traffic on E1 and W potentially will doubling the known health impacts. In addition, these homes are also downwind of both sections of freeway and/or ground or above. In addition, the South Mountain Preserve will trap and hold in these toxins and will cause them to build up after the freeway is built. This project will cause additional levels of toxins into this area.

This remains a violation of clean air act and creates a health risk the new freeway will knowingly imposed on residents, not being relocated out of new increased dangerous health toxic zone. FBS should take one and relocate the entire 660 homes or at a minimum relocate the ones South of Shaughnessy. Specifically relocate all residents from the geographical area and the freeway as seen in Chapter 3, Exhibit B page 5-55. Homes with wind flow are actually impacted more than those located in comparable distance without wind flow. All of these homes are within 1 mile. All homes South of W. Shaughnessy Road on E1 are within one mile. All residents on the south side of the freeway should have the freeway rerouted. The freeway should be rerouted on the western side of the freeway. Additionally, the new freeway should have a buffer zone between the freeway and the existing freeway.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
The Council on Environmental Quality’s Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act state that environmental impact statements should be analytic rather than encyclopedic [40 Code of Federal Regulations Part 1502.2(a)]. The information presented in the Final Environmental Impact Statements adequately disclosed health risks associated with the project (see page 4-79).

The Federal Highway Administration acknowledges that the selection of studies reported in the Final Environmental Impact Statement represents a small fraction of the available articles and research reports regarding near-road air pollution health impacts. Rather than cite the hundreds of available studies individually, the Federal Highway Administration summary attempts to capture the important synthesis works, that is, the collections of related studies that are compared and summarized for policymakers and regulators. The Federal Highway Administration also prefers to include information about the studies that we have been involved with in some way (such as the work of the Health Effects Institute), because those are the studies that we are most familiar with.
"T Graham, GM Holy - Inhalation Toxicology, 2007 - inhaledairhazard.com
... analysis could come from regional copper smelters, including Arizona plants and possibly a large smelter in Sonora ... (2007) with other factor analyses of the Phoenix, AZ area, for ... In the example cited for the Phoenix analyses, comingling of different sources of S was a probable ...
Cited by 17 Related articles 15 versions 46 save

Quantifying the ozone “weekend effect” at various locations in Phoenix, Arizona
OM Abdo/ana, Paddock, JA Miller, RC Bulling Jr - Atmospheric Environment, 2000 -
 Elsevier
... Department of Geography, Arizona State University, Tempe, AZ 85287 0104, USA.
Received 15 July 4, Traffic count data were taken from Arizona Department of Transportation (ADOT) and ...
of movement, monitoring objective, distance in km from Central Phoenix, total
lengths ...
Cited by 11 Related articles 15 versions 22 save

Air pollution and health
B Brunekreef, ST Holgate - The Lancet, 2002 - Elsevier
... and 94 oxidant pathways are activated 95 and 96 with the downstream consequences of
stimulating ... because no threshold concentration was identified below which no effects on health
were expected. ... The effect estimates given in the table were based on information as it
was ...
Cited by 31 Related articles 51 versions 61 save

Quiet Pavement Coming to a Highway Near You
W Jones - Asphalt, 2005 - ind.info
... Austin, TX: pavement noise, a pervasive form of pollution that can lead
to anxiety, stress, and other health problems. ... The Arizona Department of Transportation
subsequently used this type of overlap on all the freeways in the Phoenix area ...

HTML Symptoms and medication use in children with asthma and traffic
related sources of fine particle pollution
... Source apportionment of fine particulate matter in Phoenix, AZ, using positive matrix
factorization
J Air ... Associations between air pollution and mortality in Phoenix, 1995-1997
Environ Health ...
Washington, DC National Institutes of Health, National Heart, Lung, and Blood Institute ...
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Correlating biogenic load with PM2.5 and PM10c0 concentrations: a
comparison between natural desert and urban fringe aerosols
... of Chemical and Materials Engineering, Arizona State University, Tempe, AZ 85284-
6005, USA
... and an urban fringe site located in the expanding Phoenix, Arizona metropolitan area ... are
representative of the general seasonal patterns observed in the Phoenix and surrounding ...
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|      | **Childhood Asthma, Public Housing, and Environmental Control: Differences Between Families Renting with Section 8 Vouchers and Those Living in the Projects**  
5 Dennis - Journal of Poverty, 2008 - Taylor & Francis  
... Social Vulnerability, Environmental Injustices and Childhood Asthma in Phoenix, AZ. Tempe Unpublished PhD Dissertation, Arizona State University. The children also suffer from other health problems (e.g., incontinence and loss of vision), which April likes to their ... Cited by 3/Related articles/All 2 versions/CiteSave |
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E Balaza, Sustainable City Regions. 5008 Springer  
... 1.4 Governance in Phoenix, AZ ... local governments also conduct regional planning and coordination activities (e.g. Active Management and Aggregation Areas of the Arizona Department of ... Cited by 1/Related articles/All 4 versions/CiteSave |
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G2 Grieco, Society and Natural Resources. 2006 - Taylor & Francis  
... Phoenix, AZ: Jenson of Public Health Sciences, Bureau of Epidemiology and Disease Control  
... Office ... limited her opportunities to leave the house during the extreme Phoenix summer because ... Cited by 3/Related articles/All 4 versions/CiteSave |
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TA BOSIER, MOU GADIAN. - Journal of Nursing Research: Quality Research for Quality Practice Conference  
... Phoenix, AZ; May 7th ... College of Nursing, The University of Arizona, POB 210203, Tucson, AZ 85721-0203, near a freeway in an older, low-income neighborhood in Arizona, with no ... Cited by 1/Related articles/All 3 versions/CiteSave |
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R McConnell, T Islam, K Stewart, M Jensen. - Environmental Health, 2005 - IOSTOR  
... freeways ... higher concentrations of oxides of nitrogen (NOx) and higher asthma prevalence rates ... Health effect estimates based on models in which the contribution of school to the ... Cited by 1/Related articles/All 2 versions/CiteSave |
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<td>Childhood asthma and exposure to traffic and nitrogen dioxide. Wu, J; Yau, Y; Lumley, T; et al. – Journal of the American Medical Association 2006; 295(4): 344-351... Authors found that children living within 150 meters of a major road had a higher risk of developing asthma compared to those living further away. ...</td>
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<td>Recent evidence for adverse effects of residential proximity to traffic sources on asthma. MT, Sá e Silva, F; Gicklhoorn, D – J Asthma. 2009; 46(1): 1-10. ... Researchers found that children living near busy roads had a higher risk of developing asthma, even after controlling for other factors such as socioeconomic status and family history. ...</td>
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<td>Traffic-related air pollution near busy roads. The East Bay Children’s Respiratory Health Study. Dillaha, T; Yau, Y; Lumley, T; et al. – American Journal of Respiratory and Critical Care Medicine 2006; 173(7): 746-753. ... The study found that traffic-related air pollution near busy roads was associated with higher asthma hospitalization rates in children. ...</td>
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<td>Roadway pollutants in motor vehicle exhaust: a review of epidemiologic evidence of cardiac and pulmonary health risks. Di, L; Di, Q; Di, Y – Environmental Health Perspectives. 2006; 114(3): 395-403. ... The review found that traffic-related air pollution, particularly particulate matter, was associated with increased risk of heart disease and respiratory problems. ...</td>
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<td>Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. Wu, J; Yau, Y; Lumley, T; et al. – Am J Respir Crit Care Med. 2007; 175(5): 485-493. ... The study found that exposure to traffic-related air pollution was associated with decreased lung function in children. ...</td>
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<td>Traffic, susceptibility, and childhood asthma. R, K; B, L; Y, M; et al. – Environmental Health. 2006; 5(3): 1-10. ... The study found that exposure to traffic-related air pollution was associated with increased risk of childhood asthma. ...</td>
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<td>Study of ultrafine particles near a major highway with heavy-duty diesel traffic. Y, Z; W, C; K, S; S, I; et al. – Atmospheric Environment. 2003; 37(12): 1659-1668. ... The study found that exposure to ultrafine particles near a major highway with heavy-duty diesel traffic was associated with increased risk of respiratory symptoms. ...</td>
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potential health effects, ...
the 4th wayway, and the control UPL reported these effects reasonably well ...
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The Effect of Risk Beliefs on Property Values: A Case Study of a Disadvantaged Welfare Site
Ch. McCaffery, K.P. Schulte, E. Hors - Risk analysis, 1990 - Wiley Online Library
... norms of the area indicates that with the levels of chem-tials found, long-term (health) problems would not be... Effect of Risk Beliefs on Property Values ... Of course, current epidemiological studies may not uncover serious health effects that may arise in the future because of ...

Long-term personal exposure to PM2.5 <2.5μm> and NOx <NOx> in children attending schools located near busy roads: a case-finding study
S. Van Rooyen, M. Jacoby, INAH Jansen - Atmospheric Environment, 2007 - Elsevier
... estimate for personal exposure in epidemiological studies on the long-term effects of traffic ... monitoring station (site 353) operated by National Institute for Public Health and the ... Mixed effect models repeated measures analysis (proc mixed) was applied to perform a meta-analysis ...
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Spatial and temporal variations of PM2.5 <2.5μm> concentration and composition throughout an urban area with high freeway density: the Greater Cleveland ...
S. Martensveld, S.A. Gilmartin, T. Metzgen - Atmospheric Chemistry and Physics, 2004 - Elsevier
... Respiratory problems, including allergies and asthma, have been associated with the fine fractions of ... basic metal compounds have been particularly linked to adverse health effects (ATSDR).
1998 - A Tetrafluor ethylene polymer was used for subsequent XRF analysis: effects of breathing ...
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Repeated hospital encounters for asthma in children and exposure to traffic-related air pollution near the home
... In separate models including product terms (interactions) of the air pollutant with the potential effect modifiers, including age, ... Traffic density, urbanity, may play a worldwide health impact of air pollution on young children begins in our ...
Environ Health Perspect, 114 (2006) pp. ...
Cited by 68 Related articles All 10 versions Cite Save

[PDF] Estimation of long-term average exposure to outdoor air pollution for a cohort study on mortality
B. Brunekreef - Journal of exposure analysis and ... 2001 - anno. 1990 til ...
... REMO using a GIS system available at the National Institute of Public Health and the ... The effect of the local scale is mostly in the highest concentrations, consistent with the small ... Figure 3 illustrates the impact of ignoring spatial variation related to degree of urbanization and ...
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Health characteristics and children's respiratory health in the Russian Federation
J. Kangalee, B. J. Bokelund - ... of public health, 2005 - ghph.nypubhealth.org
... 4 | American Journal of Public Health ... served lower risk among exposed compared to unexposed

6
young children is consistent with a protective effect in this ... Yet examining possible interactive effects for ozone and volatile organic compounds offered no evidence for increased associa-
tion ... Cited by 87. Related articles All 9 versions Cite Save

The health effects of nonindustrial indoor air pollution

J A Bannister, R A Keil, H Bechhofer, L Berresheim ... Journal of Allergy and Clinical Immunology ... 2006 - Elsevier

... Nasal provocation studies in a healthy individual using a relatively high concentration of ... Together with these allergens or endotoxins may exert a proinflammatory effect, leading to ... respiratory symptoms than those living farther away, suggesting that adverse health effects can be ...

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[BOOK] Health and community design: The impact of the built environment on physical activity

I Frank, P Engelke, T Schmid - 2003 - books.google.com ... or OUL. Urban design denotes small-scale features of the built environment that impact how people ...

... Food venues is another way that the built environment impacts our health, in poorer ... to be fought: food deserts—restaurants and grocery stores—selling healthy foods, as ...

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Assessment of exposure to traffic-related air pollution of children attending schools near airports

NAM Arasteh, FRN van Vliet, F Aarts ... Atmospheric ... 2001 - Elsevier

... and outdoor concentrations of NO2 of subjects selected from participants of a health effects study which ... Three schools, which were also involved in a study on respiratory health of children living ...

No such effect was observed when red caps instead of transparent caps were used ... Cited by 291. Related articles All 9 versions Cite Save

A wide area of air pollutant impact downwind of a freeway during pre-sunrise hours

H Hu, S Prin, K Kowee, S Mara, JF Fajen ... Atmospheric ... 2000 - Elsevier

... of air pollutants are frequently present in the vicinity of roadways and may result in adverse health effects. These occasional impacts on the nominal upwind side of the freeway appear to have had ...

... a small local airport, located south of the pre-sunrise route, had no impact on any ... Cited by 79 Related articles All 5 versions Cite Save

Penetration of free admittance of airborne particles into indoor environments

Y Zhu, WC Hitti, M Choutzis, T Kato, J Frank ... Journal of Air and Waste Management ... 2005 - Elsevier

... transport of airborne particles from outdoor to indoor environments is important for assessing the impacts of exposure to indoor air pollutants. Inhalation particles, indoor environments, Freeways, Penetration factors, I/O, Indoor to outdoor, ... Traffic density has been associated with health effects. ...
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Residential proximity to traffic and adverse birth outcomes in Los Angeles County, California, 1986-1996
M Williams, R Ritz - Environmental Health Perspectives, 2003 - rrc.nlm.nih.gov

...pattern was apparent (Table 6). Adjusting for background air pollution concentrations, presence of one or more freeways near the resi... to a term low weight infant compared to women in the lowest OVID estimate, whereas no effect was found ... Children’s Health | Wilhelm and Ritz ...

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[PDF] Traffic-related air pollution and asthma onset in children: a prospective cohort study with individual exposure measurement
M Jernit, K Shankardass, K Reihani ... - Environ Health, 2008 - researchgate.net

...Thus, the impact of humidity was negatively biased when we excluded NO2 from the model, which is consistent with the post-hoc confounding effect observed in the NO2 ... evidence supports the potential for NO2 as a direct causative agent for respiratory health effects at high ...

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[PDF] Proximity of licensed child care facilities to near-roadway vehicle pollution
D Halkias, K Ona, J Wu ... - Public Health, 2006 - sps.ucla.edu/environment.ucla.edu

...After control for other factors, facility cap-acity had a significant but relatively small impact on the odds of exposure to traffic-related pol... with high concentrations of traffic-related pollutants and a variety of adverse health effects, particularly for ... P American Journal of Public Health ...

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Inhalation of concentrated ambient particulate matter near a heavily trafficked road stimulates antigen-induced asthma responses in mice
M Kaminin, L Stolarz, JR Fronza ... - Inhalation 2007 - informahcare.com

...by TNF-α, IL-6, and IL-13, and whether adjuvant effects could be ... 100 m downstream had a considerably smaller response, suggesting that the effect was attenuated. The research was also supported in part by the Southern California Environmental Health Sciences Center ...

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Traffic-related air pollution and respiratory health during the first 2 yrs of life
U Gehring, J Oyrya, G Sedmer ... - European Respiratory Soc

From September 1984 to 1985, a total of 5,551 healthy, term newborns, whose parents had a sufficient knowledge of the German language, were ... Public Health impact of outdoor and indoor air pollution: a European assessment. ... Arch Environ Health 1993;48:53-65 ...

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Road traffic and adverse respiratory effects in children. SIDRA Collaborative Group
G Ciccone, F Froberti, N Agabiti, A Biggari ... - Occupational and Environmental Medicine, 1996 - oam.bmj.com

...Fine particulate matter and ozone have been associated with acute adverse effects ... for each
specific symptom (table 4), with a common reference group of healthy children, corresponding ... of the association between the avianai vapor markers and the respiratory health of the ... Cited by 257 related articles All 10 versions Case Save [PDF] from researchgate.net

Passive measurement of nitrogen oxides to assess traffic-related pollutant exposure for the East Bay Children’s Respiratory Health Study
YD Xing, AJ Poddighe, B. Hanson, LA Kim - Atmospheric Environment, 2004 - Elsevier ... Households were recruited through three mailings sent to all families participating in the Health Study, a video store gift card was ... Good overall precision was obtained for NO despite the effect of several outliers. ... The effects of a nearby freeway were apparent at the other schools. ... Cited by 84 related articles All 11 versions Case Save

Solid Waste Sites and the Black Houston Community
RD Bullard - Sociological inquiry, 1983 - Wiley Online Library ... These activities are " spatially located, that is, their adverse effects fall off ... Jurpin (1974:3) has asserted that "prior to the passage of RORA the effect of our public policy was to subsidize..." Texas Department of Health Disseminated Municipal Landfill Sites, Houston, Texas, 1963-1978 ... Cited by 36 related articles All 8 versions Case Save [PDF] from precaution.org

In-cabin commuter exposure to ultrafine particles on Los Angeles freeways
Y Zhu, A Eigenmann-Fernandez, WC Hinds - ... science & technology, 2007 - ACS Publications ... Further studies are needed to understand and characterize the effects that lead to this observation. ... Final exposure to CO concentration at these levels are of minimal health concern. The effect of ventilation on particle count, particle decay, and in-cabin motion variables (V0) ... Cited by 59 related articles All 10 versions Case Save

Traffic related pollutants in Europe and their effect on allergic disease
J Windholt, HP Vermeulen - Current opinion in allergy and clinical immunology, 2016 - Wiley Online Library ... Traffic-related pollutants in Europe and their effect on allergic disease. ... There is also an increasing body of evidence for adverse health impact on allergic patients, in particular for... These long-term studies compare exposure of the population to TAPs with the health outcomes of ... Cited by 150 related articles All 9 versions Case Save

Evidence for increased risk of preterm delivery in a population living near a freeway in Taiwan
FC Yen, CC Chang, HY Chiang, CK Ho ... Environmental Health, 2009 - Taylor & Francis ... 30. Sram RJ, Impact of air pollution on reproductive health ... Bobak M. Outdoor air pollution, low birth weight, and prematurity. Environ Health Perspect 2000; 108:173-76 ... Effect of air pollution on preterm birth among children born in Southern California between 1990 and 1999 ... Cited by 30 related articles All 8 versions Case Save

The 21st century environment and air quality influences on asthma
KD Lim, H Chang - Current opinion in pulmonary medicine, 1999 - journals.lww.com ... "This paper reviews important recent research concerning the impact of outdoor air pollution on... seem to experience more severe inflammatory responses than do healthy subjects, even
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Transforming growth factor-B1 (TGF-B1) polymorphism, outdoor stress, and early-onset childhood asthma

MT Selim, WJ Geddis, RE McConnell. - American journal of ... Am Thoracic Soc. ... 16.9%, p < 0.0001), and have health insurance (92.5 vs. ... Although data were sparse to formally test for modifying effects of freeway distance and maternal smoking during ... S1 1-C50T and asthma, our data suggest that the two-exposures may impart a synergistic effect (Table 89) ... |
|       | Cited by 95 Related articles All versions Cite Save |

Living near a main road and the risk of wheezing in children

AJ Mit, BA Lewis, M Cooper. - American journal of ... Am Thoracic Soc. ... Why might appear more susceptible to the impact of pollution than boys is unclear ... primary pollutants arising from vehicle exhaust emissions are known to be increased, support a causal effect of exposure ... Supported by the Department of Health and the National Asthma Campaign ... |
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Air pollution from traffic in city districts near major motorways

MC Roodt-Knape, NAH Jassie, JS De Hartog. - Atmospheric ... Elsevier ... Subjects were selected from participants of a health effects study which was conducted some years ... conducted on the respiratory health of children living in six areas near major motorways ... in 12 of the 13 schools that participated in the health effect study, indoor measurements ... |
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Traffic and outdoor air pollution levels near residences and poorly protected asthmatics in adults

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Concentrations of submicrometre particles from vehicle emissions near a major road

J Hitchins, M McSweeney, R Will, I Clifton. - Atmospheric environment ... Elsevier ... This can lead to a misrepresentation of the quantity of sub-micron particle load and hence the air quality and the potential health effects. ... With concern already expressed elsewhere regarding the effect on human health of exposure to airborne particles, future research examining ... |
|       | Cited by 34 Related articles All versions Cite Save |

Measurements and predictions of on-road ultrafine particle concentrations and associated pollutants in Los Angeles

P Fung, T Wiedinhammer, T Sive, T Stuller. - Atmospheric Environment ... Elsevier ... the size of airborne particulate is an important factor in generating health effects, ultrafine particulate ... This is likely due to the offsetting effects of greater following distances and greater ... effect roadway UFP concentrations, similar to that observed on freeways, and the effect of the ... |
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Is it traffic type, volume, or distance? Wheezing in infants living near truck and bus traffic

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PH Ryan, O LeMasters, J Bagni, D Bernsafe. - Journal of allergy and th... Elected by 136 Related articles All 8 versions Cite Save

Age-specific risk factors for lead atorption in children
EG Walker, AJ Varkey, IJ Lindem. - Health An International Journal, 1... Elected by 128 Related articles All 6 versions Cite Save

Effect of all pollution on children
N Kulam, J Grigg, P. Environmental and Child Health, 2006 - Elsevier

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Respiratory symptoms in primary schoolchildren living near a freeway in Taiwan
CV Yang, SY Wu, CC Chang. - Environmental Health Perspect, 2006 - Taylor & Francis

Urban traffic and pollutant related to respiratory outcomes and drug in... T Kozicki, D Carr, SK Welsh, D Duhl. - Environmental Health Perspect, 2006 - Elsevier

Traffic congestion and air traffic Emissions from E-ZPass
J Curtis, WR Walker. - Elsevier

... and that the observed association with traffic may not be mediated directly via the measured pollutants. - Road traffic and adverse effects on respiratory health in children. Cited by 284 Related articles All 8 versions Cite Save

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Traffic congestion and air traffic Emissions from E-ZPass
J Curtis, WR Walker. - Elsevier

... These results suggest that the estimated health effects of EZPass are not due to changes in the...
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<td>Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study</td>
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Exposure to PM10, PM2.5, NOx, and CO from diesel and gasoline vehicles in communities near the Ports of Los Angeles and Long Beach, California.

J. Waz, B. Houston, F. Lurmann, P. Ong, A. Winer - Atmospheric Environment, 2016 - Elsevier

The North Long Beach station operated by the southern California Children's Health Study showed...
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<td>Exposure assessment for atmospheric ultrafine particles (UFPs) and implications in epidemiologic research C Sogstad, Rj Defino, M Singh - Environmental Health Perspectives. 109: 1 - JSTOR ... UFPs sources and their impact on human exposure are discussed in the following sections ... Smaller particles thus have to grow fast enough to minimize their Kelvin effect before the ... ways raise concerns on population exposure level (and its health implications) during com-mute ... Cited by 20 Related articles All 17 versions Cite Save</td>
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<td>[PDF] from asxenvironment.com The health effects of combustion-generated particles RM Kennedy - Proceedings of the Combustion Institute, 2007 - Elsevier ... These characteristics are expected to have an impact on the health effects following inhalation of this material. [PDF] found that the response of human alveolar epithelial cells to soot depends on the operating load of a diesel engine; they related the effect to differences in the ... Cited by 104 Related articles All 1 versions Cite Save Continuous weeklong measurements of personal exposures and indoor concentrations of fine particles for 37 asthma-impaired and 37 nonasthmatic residents for 6 to 10 days L Wallace, R Williams, A Fea, C Douglass - Atmospheres Environment. 2006 - Elsevier ... and outdoor concentrations of particles was carried out in 2000-2001 for 37 health-impaired residents ... We discuss the results and also develop a method to estimate the impact of outdoor ... The possible effect of PM on PDR readings is analyzed further in the Discussion section ... Cited by 52 Related articles All 5 versions Cite Save</td>
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<td>Traffic density as a surrogate measure of environmental exposures in studies of air pollution health effects. Long-term mortality in a cohort of US veterans. FW Lipton, RE Wygge, JD Bley, JP Miller. - Atmospheric Environment. - 2009. Elsevier - Thus, in cross-sectional health studies, there is an advantage in choosing the smallest possible... the underlying mortality dose-response function might be non-linear (larger effects in more... dose-response function has the same slope... Cited by 51 Related articles 164 versions Cite Save.</td>
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<td>Measurement of persistent air pollutant exposures in street vendors and school children in and around Suchi. B. Bhattachar, P Navasut. 0 Setachan. - Toxicology and Applied Pharmacology. - 2005. Elsevier - Schooldays were healthy 10 to 12 year-old boys... Comparison of the health effects between indoor and outdoor air pollution in northeastern Japan. Environmental air pollution and DNA... Cited by 51 Related articles 84 versions Cite Save.</td>
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<td>[HTML] from nh.gov - Organic compound characterization and source apportionment of indoor and outdoor gases: a large particulate matter in retirement homes of the Los Angeles Basin. M Arora, NC Munguia, A Forroden, JH Schauer. - Indoor. - 2010. Wiley Online Library - These results may reflect the possible impact of outdoor sources (eg, motor-vehicle emissions... However, GV was calculated separately for colder and warmer phases to reduce this effect. This finding has important exposure and health implications considering that in an earlier... Cited by 31 Related articles 60 versions Cite Save</td>
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<td>Effects of PM10 on COPD admissions were 1% (1.0-1.9) and on OVD admissions 1%: There was also a weak effect of ozone on mortality in the summer but not winter. A weak but non-significant 2% decrease in all cause mortality was observed.</td>
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<td>A.</td>
<td>Air pollution exposure and cardiovascular disease, a meta-analysis of cohort studies in the United States.</td>
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<td>B.</td>
<td>Air pollution exposure and respiratory symptoms in US veterans.</td>
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<td>C.</td>
<td>Measurements of the photochemical production of aerosols in ambient air near a freeway for a range of SOC-water-soil particle concentrations.</td>
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<td>Gil Cescaroni, C Badarani, D Pons, &quot;Occupational and... 2009 - oem.bmj.com</td>
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| 2 | ... various indices of exposure to traffic-related air pollution and their impact on respiratory... 6-year-old Rome residents completed a self-administered questionnaire on respiratory health and various ... traffic exposures among children.3 – 5 but the evidence of an effect among adults. 
Cited by 53 Related articles A10 versions Cite Save |
| 3 | [PDF](https://www.cscmp.com) from uc.edu |
| 4 | Traffic-related PM10 and PM2.5 aerosol in residential houses located near major highways: indoor versus outdoor concentrations. D Martinez-Vicente, S Arola, T Lin, S Hu, "Atmospheric... 2008 - Elsevier |
| 5 | ... Traffic-related PM2.5 aerosol in residential houses located near major highways. Indoor versus ... 
Airborne particulate matter (PM) has been associated with various adverse health effects. 
Schwertl et al. ... apartments located within 60 m from the centerline of the 405 Freeway in Los 
Cited by 36 Related articles A10 versions Cite Save |
| 6 | Effect of living close to a main road on asthma, allergy, lung function and chronic obstructive pulmonary disease. M Palladí-Rodriguez, S Lewis, T McKenney, "Occupational and... 2006 - ecmj.com |
| 7 | ... Characteristics of Health Survey for England participants included and excluded from the analyses by age ... versus > 150 m.31 Therefore for our main analyses, some dilution of effects may have ... 
... bands, reclassification will be greater and a true dose-response effect across the ... 
Cited by 30 Related articles A10 versions Cite Save |
| 8 | Tram's value-added effects: light and commuter rail services and commercial land values. R Carson, M Duncan, "Transportation Research Record: Journal... 2002 - Trans Res Board |
| 9 | ... to be the greatest in bedrock areas with larger and larger health services. Such ... 
... introduced to lower-age TDCO have been tax-exempt financing, sliding-scale impact fees, public ... 
... because being near an XPC station was found to have no appreciable effect on land ... 
Cited by 12 Related articles A10 versions Cite Save |
| 10 | [PDF](https://www.sciencedirect.com) from sciencedirect.com |
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| 12 | ... Epidemiology. In the Public Health and Air Pollution in Asia (PAPA) study. Kan et al. ... 
... persons. Table 2. Studies examining effect modification by sex among children ... females. Studies reporting stronger effects among girls Braumandl et al. ... 
Cited by 7 Related articles A10 versions Cite Save |
| 13 | [HTML](https://www.nih.gov) from nih.gov |
| 15 | ... increases in ambient particulate matter had no significant effect on levels. Future research ... 
... directions should also include a greater study of the impact of climate change... and toxic ... 
carcinogens of air pollution and accurately assessing air pollutant-related health outcomes are ... 
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| 16 | [HTML](https://www.atmosp.de) from atmosp.de |

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... and expression of adhesion molecules indicating a potential role of UFPs in causing
immunological
health effects among allergen ... Effects of roadway type, traffic, and meteorology on particle
number
concentrations. ... To demonstrate the effect when the wind switches its direction, Fig. ...
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Childhood obesity and proximity to urban parks and recreational resources: A longitudinal cohort
study
J Wang, J Jamet, K Reynolds, R McConnell, R Chang ... Health & place. 2011 - Elsevier
... of children sampled from overweight to normal—a smaller but important implication for
children’s
health. ... This study breaks new ground, being the first to consider the impact of public ... otherwise
active families would locate into neighborhood that supported their healthy lifestyle. ...
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Aerodynamic effects of low-level air pollution on the respiratory health of schoolchildren in Hong
Kong
TJ Yu, TW Wong, XR Wang, H Song ... of occupational and ... 2001 - journals.lww.com
... Moreover, few Hong Kong studies have reported long-term effects of air pollution on pulmonary
function in ... the other variables related to the health outcomes were selected using a forward
stepwise approach ... than in boys (29 ml for PVC and 54 ml for FEV1). No effect of either ...
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Pneumonia in young children, a model for evaluating the effects of residential ozone on lung ...
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Uptake rates in ambient microspheres from normal children
I Lu, B Rolls, L Gratz, J King, M Boyer, T Huang. 2001 - books.nap.edu
... particles have been reported in AM from non-industrially exposed healthy adults. It ... use
the
phagocytic capacity of AM to identify which environmental particles impact on the ... hypothesis
that
UF particles are a major determinant of the adverse health effects associated with ...
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[HTML] from nih.gov
Respiratory health effects of air pollution: update on inhaled smoke and traffic pollution
... The most firmly established health effects of SPM emissions are acute lower respiratory tract
infections ... and a global burden of disease of approximately 2.5% of all healthy life years ...
demonstrated a stronger effect than those from freeways, possibly reflecting an effect of frequent ...
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The influence of neighborhood roadways on respiratory symptoms among elementary
schoolchildren
R Daley, AL Wheeler, M Mahmud ... of Occupational and ... 2000 - journals.lww.com

19
... be causally related to proximity to traffic in which case adjustment for parental asthma may reduce
the estimate of effect on children. Sociodemographic, family, and residential factors were investigated to assess the impact of these potential predictors on respiratory health. *
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Structural disparities in urban traffic in southern California: implications for vehicle-related air pollution exposure in minority and high-poverty neighborhoods
... an essential first step towards estimating the vehicle-related pollutant concentrations and their associated health effects... into our air, soil, food, and water pose a range of health risks... First, it expands our understanding of the potential distributional impact of mobile sources of...
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Assessment of the future impact on health of a proposed freeway development
... IMPACT OF A FREEWAY DEVELOPMENT... Healthly nonsmoking adults exposed to 8 to 20
ppmy per hour of 0.1 had a complex array of pulmonary responses. 15 These included increases in respiratory function and athletic... AUSTRALIAN JOURNAL OF PUBLIC HEALTH 1985 vs... Cited by 16 Related articles 8x versions Cite Save
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Health impact assessments are needed in decision making about environmental and land use policy
A. Warnham - Health Affairs, 2011 - Health Affairs
... 33 These indicators were used to develop a Healthy Development Measurement Tool, HDeT. These measures are used in nonhealth agencies to show health impact assessments in an approach that may... can provide a structured way to identify and address health effects, determine baseline... Cited by 27 Related articles 14x versions Cite Save
The occupational and environmental health history
... to the Occupational Health Program, Department of Physiology, Harvard School of Public Health.
Health effects of immediate or short-term effects Dermatosis (dermatitis or irritant) Headache; Hepatitis (may become a long-term effect) Latent or Long-term Effects Chronic dyspepsia... Cited by 79 Related articles 34x versions Cite Save
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Smart growth: a prescription for livable cities
... United States, Portland was rated number one in meeting key Healthy People 2000... just about conventional preventive health care... says Multnomah County Health Department
Director... that initiatives such as urban growth boundaries and “development impact fees” increase... Cited by 2 Related articles 8x versions Cite Save
[BROOK] Locally, Berkeley building cities for a healthy future
R. Register - 1987 - books.google.com
... Floods seek the health and vitality of humanity and nature, and that is all... Auto Sprawl Syndrome

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Is hard on commuters and degrades the environment for all of us, the impact is small. ... The fact is, if we want to leave any energy reserves and a reasonably healthy biosphere to our ... Cited by 265 related articles 42 versions  Cite Save More

Spatial analysis of volatile organic compounds from a community-based air toxic monitoring network in Inner Banks, Texas, USA
LA Smith, TH Stok, KC Chung, S Mulsery ... Environmental ... 2007 - Springer ... During the study, wind direction had a significant effect on concentration of the VOCs. ... Previous respiratory health studies examining impact from traffic sources have suggested associations of health effects with gaseous pollutants such as nitrogen oxides for subjects ... Cited by 27 related articles 41 versions  Cite Save

PDF from kensingtonassociation.org.au
New pollution, non-auditory effects on health
SA Basinoff, MP Melnichon ... British Medical Bulletin, 2003 - British Council ... on health may be augmented by, or in turn may augment the impact of other ... There was little difference between healthy and asthmatic patients' performance tested in quiet conditions, but for ... represent a group which is particularly vulnerable to the non-auditory health effects of noise. ... Cited by 373 related articles 41 versions  Cite Save

The near-road exposures and effects of urban air pollutants study (NEXUS): study design and methods
A Velle, J Burke, O Hurh, M Larbalestier ... - Science of the Total ... 2013 - Elsevier ... Emissions of traffic-related air pollutants impact air quality and exposures near roads, but if ... The study focused on evaluating three domains of respiratory health effect potentially associated with ... approaches for assessing exposure to traffic-related pollution in the health analysis. ... Cited by 13 related articles 41 versions  Cite Save

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A case-control analysis of exposure to traffic and acute myocardial infarction
C Tome, S Melby, M Middelma, B Covalt ... - Environmental health ... 2007 - JSTOR ... that may influence the risk of AMI include availability and relative cost of healthy foods and ... they live in have been shown to be important predictors of cardiovascular health (Diaz-Roux et al.). ... Processes underlying the observed effect modification require further investigation. ... Cited by 150 related articles 41 versions  Cite Save

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Combining regional and local short term air quality models with exposure models for use in environmental health studies
V Bakker, JS Tussa, J Burke, DT Lobell ... - Journal of the Air & ... 2009 - Taylor & Francis ... The need for incorporating the effects of commute patterns is well recognized. As can be ... Figure 7: Impact of key model components on exposure concentrations: (a=) median and (b=f) ... be used as a reliable surrogate of personal exposures in air pollution health effect studies. ... Cited by 88 related articles 41 versions  Cite Save

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Environment and the politics of equity: emergent trends in the black community
A Ladd ... - American Review of Sociology, 1997 - JSTOR ... have an impact on the stressful situation (Lazarus, 1961; Cohen et al., 1980; Bachrach and Zautra, 1985). ... Harmful health effects of tobacco and alcohol. ... inner-city neighborhoods and areas.

21
which
pose extreme health risks from pollution and other environmental problems. ...
Cited by 61 Related articles All 3 versions Cite Save

(PDF) from logemienenteopadova.it
Environmen enviroment info
V State ㆍ American journal of respiratory and critical care ㆍ 2000 ㆍ Am Thoracic Soc ...
... it is easy to see how localized indoor particle changes could have
an impact on health. ㆍ laboratory
investigations into the proirmitatof effects of PM 10 case models involving healthy animals
... Air Pollution and Health: Issues in Environmental Science and Technology, Vol 16 ...
Cited by 50 Related articles All 3 versions Cite Save

(PDF) from asessenvironment.info
Application of land use regression models to estimate long-term concentrations of traffic-related nitrogen
oxides and fine particulate matter
M.A. Avol, I. Breslin, M. Arnett, ㆍ science & technology ㆍ 2007 ㆍ ASJ Publications ...
... Several epidemiological studies have assessed the association between health impacts and
simple measures of proximity. ㆍ Both NO models are driven by traffic impact variables with 100 and
1000 m. were identified as being significantly predictive for PM 2.5 , and the effect of AD ...
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Distal traffic is low-income and minority communities adjacent to ports: environmental
justice implications of near-shoreway land use conflicts
S. Houston, M. Kuby, A. Weber ㆍ Transportation Research Record ㆍ 2006 ㆍ Trans Res Board ...
... Near-Roadway Vehicle Pollution and Health Effects Studies ㆍ This interaction was monitored for
a second weekday because of the potential impact of a longshoreman union strike on ... these
sensitive land uses for much of his day and into the night, raising serious health concerns ...
Cited by 26 Related articles All 2 versions Cite Save

Impact of roadside noise barriers on particle size distribution and pollutant concentrations near
freeways
Z. Ming, N. Huddles, N. Caren, W. Kam, J. Herron ㆍ Atmospheric ㆍ 2010 ㆍ Elsevier ...
... a community's proximity to highly trafficked roadways and the risk of
adverse health effects among
the, measured at different distances downstream of the freeways to investigate the effect of noise ...
out in the present study during June-July, 2009 to investigate the impact of roadside ...
Cited by 23 Related articles All 6 versions Cite Save

Decline in ...

R. Cheeseman ㆍ Environmental health perspectives. ㆍ 2005 ㆍ STOR ...
The results showed that exposure to noise caused stomach contractions in healthy human beings ...
by 2007, will be fed into computer models that will help test the sound impact of street ...
... limits to protect the public health and welfare, and to establish a noise control ...
Cited by 23 Related articles All 5 versions Cite Save

[HTML] from biomedcentral.com
[HTML] Influence of according quality on environmental exposure assessment of children
exposed near main traffic roads
P. Zierloulopoulou ㆍ BMC public health ㆍ 2007 ㆍ Biomedcentral.com ...
... So far, only one recent study investigating the effects of traffic-related air pollution on
children ...

22
of street grooming have been addressed in recent review articles in public health and epidemiology, and has been assumed to be small in magnitude and random in its effect on analyses...
Cited by 55 Related articles 44.7% versions Cite Save More
A study of twelve Southern California communities with differing levels of air pollution,
J. P. Peters, E. Avol, W. Nael, R. D. Letcher... American journal of... 1999 - Am Thoracic Soc... This heavy but nonuniform impact of air pollution makes Southern California well suited for epidemiologic studies... RC, Avol EJ, Hackett J. Effects of prolonged, repeated exposure to ozone,
sulfur oxides, and their combination in healthy and asthmatic... Health 1998; 155:171 - 174... Cited by 175 Related articles 44.7% versions Cite Save More
Development of a distance-to-roadway proximity metric to compare near-road pollutant levels to a central site monitor,
T. P. Barst, E. D. George, A. W. Veal, R. W. Williams... Atmospheric... 2000 - Elsevier... Epidemiological studies typically evaluate associations between health effects and central site measurements or... aeroodynamic diameter ≤ 2.5 μm) showed the same pattern,
with effect estimates and... EMAs) targeted to represent various regional and local source impact areas... Cited by 19 Related articles 44.7% versions Cite Save More
Nonauditory effects of noise on children: A critical review,
D. M. Green, S. Lenzen... Children’s environments... 1993 - JSTOR... The potential pathways among chronic noise exposure, helplessness, and psychological health... warrant further research... normal (1978) classroom noise (healthy control, classroom... speech-deficit group performed worse in noise than in quiet, but the effect was not significant... Cited by 76 Related articles 44.7% versions Cite Save More
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Intake fraction of primary pollutants: motor vehicle emissions in the South Coast Air Basin,
J. D. Bachman, W. Riley, T. E. McKone... Atmospheric Environment... 2000 - Elsevier... B. California, 94720, USA, a. Environmental Health Sciences, School of Public Health, University of... on another source (Nascarelli and Arenas-Cohen, 2001), which indicates that the impact distance is... Combining this 200 m characteristic distance with the length of freeways in the SoCAB... Cited by 68 Related articles 44.7% versions Cite Save More
Breathers in Houston: a political ecology of health approach to understanding environmental health concerns,
J. Harper - Medical Anthropology... Taylor & Francis... The environmental change, political ecologists tend to view the social impact of environmental... journals have established a link between ground-level ozone and respiratory health problems... premature. Studies of the independent effects of ozone on... Cited by 23 Related articles 44.7% versions Cite Save More
[PDF] from nh.gov
The relationship between air pollution from heavy traffic and allergic sensitization, bronchial hyperresponsiveness, and respiratory symptoms in Dutch schoolchildren,
M. J. Osses, C. Brundin, P. Van Wijk... Environmental Health... 2003 - nh.gov... Some studies have also employed health care use data to assess the health impact of exposure to... Environmental Health Perspectives... VOLUME 111 | NUMBER 12 | September 2003... To
No detailed analysis has happened, no actions for reductions on health damage, no health assessments, have been considered, no indoor air analysis studied nor anything mitigated for this topic in DEIS or FEIS. I would recommend an independent study of this micro climate and area and residential section along E1.

Currently members of my household have health issues of COPD, sleep apnea, NASH, Allergies and Low thyroid conditions which dictate we cannot live within 1.5 miles of this freeway. The increased toxins and anticipated poor air quality near the freeway with winds that will blow directly into our home, will make sick and cause serious additional health damage. Also to note are the health impact of these toxins being kept in the area, and will build up due to the mountains trapping them from flowing out of the community. Please note this additional health damage can not be treated with modern medicine. Our family see all current medical patients of Mayo Clinic in Scottsdale, who can validate my health conditions / records, address the need to not live in the home which turns out to be .1 - .2 mile from the freeway, according to your final FEIS.

I want to formally ask for you to expand your home buyout plans to include all homes within a 1/2 mile of this end of E1 and corner of the BMP. We request formal assistance in relocation to an area, where there will be no sew or increased health impact to me. Also request noise dampening to any remaining homes and new pollution air filtrations system.

Please expand your program for buyout and home modifications requests to the appropriate departments, so you can help mitigate those issues that will be caused by the freeway. Due to family members medical condition and proximity...
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Concerned family members
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**Children’s and Seniors’ Health**

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the **Responses to Frequently Submitted Public Comments** beginning on page A371 of this Appendix A.

**Biology, Plants, and Wildlife**

Summary information about the findings of the Joint Air Toxics Assessment Project study is provided as background information in the Draft and Final Environmental Impact Statements, but the study itself is not relevant to the type of analysis done pursuant to the Federal Highway Administration’s interim mobile source air toxics guidance, which is an emissions analysis. Monitored ambient concentrations of mobile source air toxics (the focus of the Joint Air Toxics Assessment Project) do not inform this type of analysis. While monitoring data can be useful for defining current conditions in the affected environment (to the extent that the monitoring data are current), they don’t tell us anything about future conditions, or the impacts of the project itself, which is why an emissions analysis was performed. The mobile source air toxic analysis presented beginning on page 4-78 of the Final Environmental Impact Statement is an estimated inventory of mobile source air toxic emissions for the entire Study Area for 2025 and 2035. This approach was used because the inventory estimate accounts for changes in traffic and emissions on all roadways affected by a proposed project, and will, therefore, be a more reliable predictor of changes in exposure to mobile source air toxics. The U.S. Environmental Protection Agency’s published Integrated Risk Information System cancer risk values are believed to include uncertainty spanning an order of magnitude (factor of 10) (see <epa.gov/iris/help_ques.htm#rfd>).

**Hazardous Materials**

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the **Responses to Frequently Submitted Public Comments** beginning on page A371 of this Appendix A.
MS. TACALLA: Good morning. My name is Roberta Tacalla. I come to tell you guys that, you know, I'm against this freeway.

AUDIENCE MEMBER: Can't hear you.

MS. TACALLA: One of the main reasons --

AUDIENCE MEMBER: Roberta, pull it down, the mic.

MS. TACALLA: Can you guys hear me now.

AUDIENCE MEMBER: Yeah.

MS. TACALLA: My name is Roberta Tacalla, and I'm a Tohono O'odham, and I come from the Village of Santa Rosa, but I was born and raised here in -- well, born and raised in Phoenix but grew up in Sacaton.

I'm familiar with this area because of the O'odham territory that extends within the boundaries beyond -- if you were to -- you know, if you were to take away the boundaries, this land would expand all the way into Phoenix.

But I'm against this freeway just because of the fact of how many times have we seen so many drug cartels coming through from Tucson to Phoenix? It opens the door again to our families, the violence, the crimes, the pollutions.

And I'm against this. I'm against this because I have -- standing here is my grandchild, which is...
from this district. And it means a lot for me to -- to
represent and be strong for him. I'm his voice. And many
others within my family -- I have four grandchildren. I
have a mother that lives here in this community but not in
this particular one. She's from District 4.

And so I come up here, again, it's because I
want you guys to think about the pollution, the crime, the
statistics that are not in that book.

I haven't read through it, but at the same
time, I'm hearing stories, and I see it. I see it
firsthand coming from Tucson. I see what this -- this
drug cartel has done. And this opens the door from their
deal all the way up to Canada. And a lot of people don't
know that.

I come straight from the border, and I see
this every day and what it's doing to my community, the
pollution. I mean, you guys may sit there and not think
about the negative. But there are negatives. And, again,
I come because I want you guys to understand that my
children are being affected and what this, our land, our
elders have always said; do not sell your land.

And this is the land that we have, what
little we have. We have politicians in here. We have
government in here. They need to -- they need to
understand for their people and what this means to their
generations in due time. And for me, land. There’s no
money in the world that will ever buy this land. None.
And I want you guys to understand, as well as the State.
I am State employee. And I know what you
your do. I’ve been there. In fact, I work for the
Department of Revenue. I’m an auditor. So I see the
money that’s coming into this. But, again, this is my
children. This is my future. My legacy. And I want the
community out there to understand that -- the negatives,
because if you guys haven’t and you guys think that you
can brush it away, it will come, but, again, our elders
did say never sell this land.
Thank you.
MS. KISTO: Thank you, Ms. Tacalla.
And next we’ll have Renee come up and give
her public comment.
From: RoseMary Taccetta [mailto:rtaccetta@hotmail.com]
Sent: Monday, November 24, 2014 10:40 PM
To: Projects
Subject: NO freeway!

I am a member of PARC and a long time resident of Ahwatukee. We do not want or need this freeway! The supposed travel time saved is not worth the health risks to the people of Ahwatukee, or the irreparable damage done to the land.

How about spending a few BILLION DOLLARS developing a smart alternative, such as public transportation - like a light rail system or decent bus options.

Just NO to the freeway!

Rose Mary Taccetta
PARC member
MR. TASHQUITH: (Speaking in native language.)

Good afternoon. I welcome you from ADOT or from the State or wherever you come from. I welcome you to the land of our people, the Akimel O’odham and the Pee-Posh. You are guests here. You have come to our lands again to bring this EIS study. We have told you -- in this district, District 6, we have told you no.

You come here, and you want to talk of this, and those mountains are already marked up. That’s what you do all the time. You say you want to come smoke the pipe, sit down and talk, let us hear what you have to say. But you don’t want to hear what we have to say.

We have been here for thousands and thousands of years. Our grandfathers, our great-grandfathers helped all of the American settlers coming through here, from the time the Spanish came, to the Mexicans, and to the Americans. Chief Antonio Azul made a handshake deal with the lieutenant that came through here. He asked to hold our horses. He did it. The Spanish government didn’t like it. They came up and demanded those horses. Antonio Azul said no. I made a handshake. I made a man’s promise. I’m keeping them. If you want them, come and take them. He had over a thousand warriors dressed and painted and ready for a fight.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
After that time, our allegiance and our loyalty no longer belonged to the Spanish Government or to the Mexican Government. We gave our loyalty and allegiance to the American Government. We protected you. We helped your 49ers cross through here. Mercy patrols ran through the desert looking for your people because they were lost. We protected Phoenix. We protected everywhere from the Apaches and the Mojaves and the Yumas, all of the war-like tribes. We protected you. We took care of you.

And yet you come here. You want to know what we said? All the people that walked in with me? We all say no build. We all say we don't want that through here. You walk out that door. Look around. Look around. Look around from Muhadagi Do'ag to the Estrellas. We live in a bowl. If you put that freeway through here, you're going to kill us off. You better make sure that what you're writing down right now, you write down this. The State of Arizona will exterminate the Gila River Indian Community. The State of Arizona and the federal government will exterminate a tribe, an indigenous people, people that have been here for thousands of years and have taken care of you. And this is how you repay us.

We never went to war with you. We never

**Health Effects**

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the *Responses to Frequently Submitted Public Comments* beginning on page A371 of this Appendix A.
1 signed a treaty with you. We gave you our word. We gave
2 you our promise. Many of our grandfathers and
3 great-grandfathers served in the service, whether they
4 were in the Army, the Navy, the Marines, the Air Force.
5 They joined up. They fought alongside many of them, the
6 black, the white, Mexicans, Chinese, Japanese, all the
7 other peoples. And yet you treat us like this. You
8 disrespect us like this.
9 We already have a resolution that says no
10 build. Our council representatives, our governor, our
11 lieutenant governor, the newly elected ones and all those
12 past and present. That's us. We are the people. We have
13 spoken in that vote. 720 people have spoken and said no
14 build.
15 And yet you don't listen to us. You don't
16 hear us. You don't care about us. You want to eradicate
17 us. You want to exterminate us.
18 My question is why? Your Christian God
19 tells you to love one another. Your Christian Bible tells
20 you to take care of your brothers and sisters, not to
21 steal, not to lie, not to cheat, not to covet your
22 neighbor's lands and goods. And yet here you are, coming
23 back to us when we, the people, the Akimel O'odham and the
24 Pee-Posh people, have told you and told you, especially
25 here at District 6.
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<tr>
<th>Code</th>
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<tbody>
<tr>
<td>1.</td>
<td>We will continue. We will always say no</td>
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<td></td>
<td>build. We don't want it. We are a sovereign nation. We</td>
</tr>
<tr>
<td></td>
<td>are a sovereign people. That sovereignty was given to us</td>
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<tr>
<td></td>
<td>by your government as a federally recognized tribe. You</td>
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<tr>
<td></td>
<td>disrespect your federal government. You disrespect us as</td>
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<td></td>
<td>a people.</td>
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<tr>
<td></td>
<td>that the white man is the devil? Did you come here to</td>
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<tr>
<td></td>
<td>want to steal our lands? You bring other people to come</td>
</tr>
<tr>
<td></td>
<td>and try to get our people to sell the land?</td>
</tr>
<tr>
<td>11.</td>
<td>I grew up always understanding. I grew up</td>
</tr>
<tr>
<td></td>
<td>hearing from the old people, the Kukuert, you never sell</td>
</tr>
<tr>
<td></td>
<td>the land. The land doesn't belong to you. Elder Brother</td>
</tr>
<tr>
<td></td>
<td>gave us his land to take care of, to live with it, to be</td>
</tr>
<tr>
<td></td>
<td>here for us. If we understand and you understand, we take</td>
</tr>
<tr>
<td></td>
<td>care of this land, this land will take care of us, because</td>
</tr>
<tr>
<td></td>
<td>it has always done that for thousands and thousands of</td>
</tr>
<tr>
<td></td>
<td>years.</td>
</tr>
<tr>
<td>19.</td>
<td>But if you want to kill us off, you make</td>
</tr>
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<td></td>
<td>sure you make the history books right. You make sure you</td>
</tr>
<tr>
<td></td>
<td>write it in your history books that you, the American</td>
</tr>
<tr>
<td></td>
<td>Government, you, the State of Arizona, you who are not in</td>
</tr>
<tr>
<td></td>
<td>this, who are not Native Americans, who are not indigenous</td>
</tr>
<tr>
<td></td>
<td>people, you're the ones that got rid of us, because all</td>
</tr>
<tr>
<td></td>
<td>the other tribes that are out there will remember us, and</td>
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Driver and Nix Court Reporters – (602) 266-6525
www.drivernix.com
they will put it in their stories and their songs, and
they will sing about what we used to be and how we were at
one time.
All of the people that walked in here with
me, we have always said that.
Everybody, what do we say? No build.
AUIDENCE MEMBERS: No build.
MR. TASHQUINTH: What do you say.
AUIDENCE MEMBERS: No build.
MR. TASHQUINTH: What do you say.
AUIDENCE MEMBERS: No build.
MR. TASHQUINTH: Who are you.
AUIDENCE MEMBERS: Akimel O’odham.
Pee-Posh.
MR. TASHQUINTH: Who are you.
AUIDENCE MEMBERS: Akimel O’odham.
Pee-Posh.
MR. TASHQUINTH: There you go. We’re Akimel
O’odham and Pee-Posh. That’s who we are. Write that
down, that all the people that are here are Akimel O’odham
and Pee-Posh. And if there are other tribes that are here
or if there are any other supporters that are here with
us, then they back us up and support us, because we are
people. We are the children of God.
That’s all I have to say. Right now.
And I want to be able to have someone read to me what’s being said. Because I know you are only going to print lies and half-truths, only what you want to hear, because that was what was in that EIS. I had it read to me. It had nothing to do with us. You disrespect us. You dishonor us.

Well, you know what? Understand this. If it comes down to a fight, we will fight. If we have to go through the legal court system, we will get through the legal court system. But if it comes down to a fight, I guarantee you, children, you, adults, elders, we will all stand at that northern border, and we will stop you. We will lay down our lives, because we know if we die, we will be there in our Heaven, because that is the home of Elder Brother, our creator.

Write this down and listen to all the people here. We have all said no build. Listen to us. We are Akimel O’odham and Pee-Posh.

Thank you.

MS. KISTO: Thank you for your comment. Mr. Tashquinh.

Ms. Spring will be up next to provide her comment as well.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
From: Lisa Thomas [mailto:lthomas@cranialtech.com]
Sent: Tuesday, November 18, 2014 6:47 AM
To: Projects
Subject: South Mountain Freeway

To whom it may concern:

As a mother to a young child, an avid outdoor enthusiast, and a 20 year resident of Ahwatukee I implore you to stop any consideration for the South Mountain Freeway. This would have a DEVASTATING effect on our quality of life and the health of our citizens. For one, the layout of our community does not allow for the increased pollution that this freeway would create. I am also incredibly concerned about the increased crime this would bring with the free access to our community. We did not move to Ahwatukee for the “convenience” of our commute. We all knew what we were getting into when we purchased our homes. We live here for the beauty that surrounds us (which you want to plow through), and the sense of community. This freeway would change all of that!! It would change the entire ‘hometown’ feel we have.

I envisioned my child growing up in Ahwatukee. We love our neighbors, we love our school, and we have made a wonderful life for ourselves. If this freeway is built, I do not see a future in Ahwatukee. I know many other residents will feel the same way.

What message does this send to our children? That it’s ok to destroy our wonderful community they call home, and destroy the environment all for the sake of someone saving a few extra minutes to get to work? Unacceptable!!

It’s time for our residents to band together and let our voices be heard. We cannot allow others with no ties to Ahwatukee to dictate what happens to our town.

Rise up fellow Ahwatukee residents!! Our community and future relies on us!!

Lisa Thomas

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From: Rusty Crerand  
Sent: Monday, December 01, 2014 7:54 AM  
To: Projects  
Subject: Loop 202 South Mt. Feedback from Envoy #1433267058  

Please let me know if this is not the correct contact method to provide my public feedback.

Just to make my objection to south mountain freeway official- see following three reasons:

1) The proposition that originally passed did not provide the approval for the size of freeway project currently proposed. Property was purchased with this limitation in mind.  
2) Scope of project study by ADOT was too limited - stopped at Pecos road border. (e.g. did not look at city of Maricopa area where growth is needed, or even broader range for solution (see below).  
3) Lastly, if the true purpose is to bypass traffic around Phoenix, turn highway 85 into interstate infrastructure connecting I-8 to I-10 on west side.

I appreciate any response to these items.

--Tom Tillery  
tilleryt@gmail.com

Rusty Crerand  
Constituent Services Officer  
206 S. 17th Ave.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856  
dcrerand@azdot.gov

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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<tr>
<td>1</td>
<td>Freeway Awareness</td>
<td>The Interstate 8/State Route 85 Alternative is in place today and will be in place in the future as an alternative route for motorists to use to bypass the entire Phoenix metropolitan area. The alternative serves that purpose, but provides no benefits to support regional travel within the Phoenix metropolitan area. For this reason, it was eliminated from further study.</td>
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<td>2</td>
<td>Alternatives, Range of Reasonable Alternatives</td>
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<td>3</td>
<td>Purpose and Need, Truck Bypass</td>
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<td>4</td>
<td>Alternatives</td>
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<tr>
<td>1</td>
<td>Freeway Awareness</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <em>Responses to Frequently Submitted Public Comments</em> beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>2</td>
<td>Design</td>
<td>No additional improvements along State Route 202L (Santan Freeway) are proposed as part of this project.</td>
</tr>
<tr>
<td>3</td>
<td>Design</td>
<td>No frontage roads are proposed along the freeway between 59th Street and 16th Street.</td>
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<td>4</td>
<td>Design</td>
<td>The study has considered concepts for parallel multiuse paths; however, the main line of the freeway will not have a bicycle route as part of the design. The design of the traffic interchanges includes provisions for pedestrian and bicycle movement in accordance with current design guidelines and regulations. While not currently included, enhancements such as pedestrian bridges or multiuse paths may be added as a separate project by the City of Phoenix (see page 3-60 of the Final Environmental Impact Statement). The cost and maintenance of these enhancements would be the responsibility of the City of Phoenix.</td>
</tr>
<tr>
<td>5</td>
<td>Noise</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the <em>Responses to Frequently Submitted Public Comments</em> beginning on page A371 of this Appendix A.</td>
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Hello, I would like to make a comment during the 60-day Final EIS review period. First, I am new to Phoenix and Ahwatukee. While it was disclosed during the purchase of my home this year near 17th and Pecos, I was told often it would never come to fruition. It appears they were wrong.

My concerns/comments are:

1.) I return from work via 202W at Kyrene. It is already an interesting time to get over to the far left lanes and out of the I10 West and East exit lanes. I am guessing this will be worse by 10 fold. Are there plans to ensure cars entering at Kyrene heading west have enough time to get to the pecos/202 west bound lanes?

2.) Will there be a frontage (service type) road along the stretch between 50th to 16th east and west bound? I think local traffic needs a frontage road.

3.) There was a tragic bicycle accident at Pecos and 17th this week. This area is such a great place to bike and walk but as we saw on Monday it is very dangerous. This seems like a great opportunity to develop a bike and walker only area where traffic never crosses paths with bikers and walkers. It could extend from I10 intersection, old pecos road to 51st street. Key would be to ensure bikers never have to intersect with traffic. I am hoping this could be consider and added to the plans. I came from Albuquerque and they have a great path along the bosque where bikes and walkers use underpasses and never cross with vehicles. It is 30miles round trip and is the safest place to bike.

4.) I think we need sound barriers throughout the route. Traffic noise will be easily carried up into the neighborhoods.

Thank you for time, Theresa Tomlinson

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From: Laurie Trigilio [mailto:laurietrigilio@gmail.com]
Sent: Tuesday, November 18, 2014 5:51 PM
To: Projects
Subject: Freeway at Pecos - please don’t do it!

We have lived in Ahwatukee for 28 years and are very very concerned about the freeway you plan to place at Pecos. We avoided living in downtown Phx because of the pollution even though we worked there and loved the areas and here we will be facing worse pollution. In addition to the dangerous pollution it will create, it will take away the peace and natural beauty of nature and replace it with loud traffic and concrete. Not only will the quality of our lives decrease but our income as house sales will take a drastic dive. Please do not destroy more of our precious land with freeways!

A concerned taxpayer and Phoenix resident, Laurie Trigilio

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My wife and I own a home about half a mile north of the proposed route of the South Mountain Freeway. Naturally we believe that the costs of the project to us personally greatly exceed the benefits, but we realize that the decision to build or not must be made from a more global perspective. After a bit of research, I believe that the project cannot deliver benefits to the region commensurate with its enormous costs. See for example this comment from the Arizona Public Interest Research Group (PIRG):

Americans have cut back on driving for nine years in a row. So why does the U.S. Department of Transportation (DOT) keep projecting rapid increases in driving? The DOT has overestimated how much Americans drive for 61 consecutive forecasts, resulting in billions of dollars being wasted on unneeded new highways, and lagging investment in transit and maintenance.

As the DOT updates their next forecast, we need to tell them to get it right. Tell the U.S. Department of Transportation to stop their bad driving forecasts, which lead to unneeded highways and underfunded transit.

How wrong has the agency been? The total vehicle miles Americans have driven hasn’t increased by even one percent in any year since 2004. Yet the agency officially forecasts that driving miles will increase much faster than that every year through at least 2030. Why? They don’t say.

In the 61 forecasts released by the DOT since 1999, actual driving totals have come far below forecasts every single time. This year’s forecast was bizarrely even wrong about the past, projecting that Americans drove five percent more in 2012 than they actually did.

The highway lobby loves it. But transportation tax dollars should match how we actually get around — and right now, that means new rail and bus routes or improved paths for bicycles and pedestrians, and maintaining and repairing our existing roads and bridges. Alternative kinds of travel are growing increasingly popular, especially among the Millennials — who will be the chief users of our future transportation system.

Tell the DOT to stop ignoring the continuing trend of declining driving, and to get their travel forecast right.

To be fair, the forecasters at the DOT aren’t the only ones to blame. State governments make bad forecasts too, and when the feds aggregate them together, it’s a case of garbage in, garbage out. Nevertheless, it’s time for the DOT to start making good forecasts, instead of just relying on state projections stuck on cruise control in the past. That way, we can get the investments in 21st century transportation that we need.

Eric Vannerson
Marie-Luise Vannerson
3413 E Wildwood Dr
Phoenix, AZ 85048
From: Marcus Varner [mailto:cloudhaste@gmail.com]
Sent: Thursday, October 30, 2014 1:48 PM
To: Projects
Subject: 202 South Mtn Fwy

Mailing in as another voice in opposition to the South Mountain Freeway. Please desist in your action. Cancel the project.

Comment noted.
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<th>Code</th>
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<tr>
<td>1</td>
<td>Purpose and Need, Lack of Support</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Response to Frequently Submitted Public Comments beginning on page A371 of this Appendix A. Most businesses will benefit from improved mobility and access that the freeway will provide.</td>
</tr>
</tbody>
</table>
From: Nindi Wadhwa [mailto:nindiw@gmail.com]
Sent: Tuesday, October 14, 2014 6:40 PM
To: Projects
Subject: Loop 202 South Mountain

To whom it may concern.

As a Laveen resident and business owner, I fully support the building of the Loop 202 South Mountain. It will help relieve congestion down Baseline during the morning hours and during the evening rush hours. It will also bring a much needed link to Laveen to continue its growth.

Sincerely,

Nindi Wadhwa

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Comment noted.

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<td>Comment noted.</td>
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To Whom It May Concern:

Please stop this project!

As a resident of Ahwatukee I wish to express my concern regarding the current announcement that the extension of Loop 202 will begin in the near future. It appears from the current investigations that the new freeway will have no benefit for the commuters of those residents in the Ahwatukee area. In addition what will be the arrangements to allow use of Pecos Road during the construction of this large highway in such a limited space? It would appear that the main route of daily commuting for residents of the Foothills and Club West areas will be severely compromised for years during construction.

As a permanent highway how will the pollution and noise produced by this freeway be kept from harming the Ahwatukee neighborhood and South Mountain Park? It would appear that our homes will be directly impacted with negative consequences. The highway appears to be highly elevated with minimal visual or sound screening provided. The noise and pollution generated on a 24-hour basis will be devastating to this peaceful neighborhood.

Because the highway seems planned for the use of people who do not live in the areas adjacent to it there are several features which are detrimental to our neighborhoods. No longer will there be access to the critical Pecos Road corridor at 32nd Street or 27th Avenue. A significant amount of local traffic will now be routed through neighborhood streets to gain access to Loop 202. Also the destruction of any portion of South Mountain Park will not be acceptable. The severe cuts through the mountain park completely disrespect the natural landscape and are unnecessary if a more thoughtful route were chosen.

If the goal of this project is to alleviate congestion on Interstate 10 then it would appear that adding lanes to the existing Interstate 10 would be the best solution. Interstate 10 at the approach of Pecos Road is outdated and limited. It would also be a good solution to continue to direct bypass traffic to Interstate 8 and to improve the connection between Interstates 8 and 10 along the north route.

I hope that these matters will be addressed in your final plans. Thank you for your consideration.

Blane Waldref
16626 S. 21st Street
Phoenix, AZ 85048
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<th>Code</th>
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<th>Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Acquisitions and Relocations</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Response to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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</table>
MS. WEBB: Well, good morning, all. We all heard -- well, we all heard the voice of our elders and people -- people older than me. And I am a child of District 6 community, 13 years old.

And -- well, I’d like to say the -- even if it’s on or off the reservation, the pollution, the air and everything is going to come towards us. And I myself -- and we like being -- I like being outside. I like taking walks every day. I wake up every morning to get ready for school. I look up to the mountains, and I pray every morning, once I get up, to have a good day.

And I hear other teenagers talking about going out and leaving their families. Now, even if it’s on or off, the bus route still goes through here, so they’ll have a bus that takes probably close to -- close to the freeway. And they might go out, get into trouble, do something bad for themselves, which causes probably more trouble for teenagers nowadays. They may want to go out and do whatever.

But -- yeah. And I just wanted to come up to say I listened to all you -- all -- everyone who speak, I listened to all your comments. And it just gave me the courage to come up here and say what I wanted to say. If I were to legally vote, I would vote no. But now we have no choice. The choices already have been made. And if we
all had a choice, we'd probably all vote no. Everyone
standing would say no, when, before, we could have all had
a choice. But we all weren't here to make the decisions.
And -- and -- yeah. That's all I have to
say.
MS. KISTO: Thank you, Ms. Webb.
Next we'll have Darius Enos. Come on up.
From: James [mailto:jameswedell@gmail.com]
Sent: Wednesday, November 19, 2014 8:47 AM
To: Projects
Subject: South Mountain Freeway

Do not build the South Mountain Freeway. Pollution will increase and air quality will decrease near many schools and neighborhoods. Outdated studies by ADOT are being used to show population and traffic trends. Countless animal habitats will be disrupted, beautiful natural scenery will be destroyed, South Mountain Preserve will be demolished in several areas. How can building this freeway be the right thing to do?

DO NOT BUILD THE SOUTH MOUNTAIN FREEWAY.

Thank you, James Wedell

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<td>From: Ray Wells [<a href="mailto:rwells26@cox.net">mailto:rwells26@cox.net</a>] Sent: Saturday, November 22, 2014 2:58 PM To: Projects Subject: Concerns with proposed south mountain route I have been a homeowner in Ahwatukee since 1986. I have grown children who also own homes in Ahwatukee. We love the clean air, quiet nights and panoramic views, all of which would vanish if the 202 were extended. Health issues and diminished home values would also be major concerns. Please reconsider the Pecos route for the extended 202. Thanks for your consideration, Ray Wells</td>
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<td></td>
<td>1 Air Quality The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<tr>
<td></td>
<td>2 Noise</td>
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<td>3 Visual Resources Page 4-170 in the Final Environmental Impact Statement lists measures that should help to avoid, reduce, or mitigate aesthetic impacts. Larger saguaro cacti, mature trees, and large shrubs that will likely survive the transplanting and sitting-in period will help in visually sensitive or critical roadway areas.</td>
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<td>4 Health Effects The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
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<tr>
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<td>5 Economics, Socioeconomics</td>
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<td>6 Alternatives, No-Action Alternative</td>
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I am writing in support of the South Mountain Freeway. Phoenix is one of the fastest growing cities in America. The South Mountain Freeway will help sustain that growth. The South Mountain Freeway is the missing link in the region's freeway system. It will help connect the east and west valleys. It will also help shunt interstate traffic, including trucks, away from the heart of the city and help relieve traffic congestion in that area. Compared to surface streets, freeways are many times more effective at moving large volumes of traffic.

Peter Wiktor
MR. WILLIAMS: Good morning.

It's kind of difficult to even try to say what you really want to feel because it's already happening. They're at the final stages of what we're looking at that's going to be your future, or our kids' future, the grandkids.

The problem I'm having here with -- is dealing with what we're going to look at as far as preservation of the area that is going to be cut on along the mountain range, as well as what they call the common point. The common point involves some tribe -- allotted land on District 7. And the way you saw the aerial video kind of gives you an impression that the cloverleaf is an expanded cloverleaf that's going to be broaded out and is going to take quite a bit of acreage. Now, what is the compensation here if there's any? Do we know? Does anyone know?

See, the other thing is when you look at that, you also look at -- because the common point or -- the common point is right at Elliot and 59th Avenue. If you go from there all the way to 51st Avenue, we're just below the entryway of the casino. In that area there south of -- west of that 51st Avenue is also allotted land.

Now -- you know, you -- you -- I don't -- I
I really don't favor that. I really don't favor what's going on right now. But it's not on our land. But we do have some tribal antiquities up there. My question is, too, is how far did they look into the archaeological study to develop the EIS beyond the area of the -- where they say the road is going to be built? How far into the mountain did they look? How far into the mountain did they say that they looked to say that there was no tribal antiquities of any sort, pictographs, what have you?

Well, we only know of one is what has already been identified by our elders. Okay? But what extent beyond that?

Now, they talk about showing those rattlesnake or snake whatever. The thing of it is, what other animals did they look at? They always look at that as like it's a protected snake. Well, I think -- and I believe you'll follow my -- my point here is that all animals that -- as natives, are God's creatures. And they are protected. We only use them when we're in need of them. That's why they're put there.

So what real designs are we going to really look at of the highway that goes through the mountain? Do we know? Does the council know? Does our new elected governor know? Does the lawyers know? We won't know until way later.

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

The preliminary design of the freeway through the mountains is shown in Figure 3-25 on page 3-47 of the Final Environmental Impact Statement. Additionally, photo simulations and cross sections of the cuts through the mountains are shown on Figures 5-9 and 5-10, on pages 5-16 and 5-17, respectively.
But the thing of it is, you have to consider the fact that it's here. But the thing of it is, we do need to look at and be concerned about it. These are the issues that impact not only our environment, not only our air, not only our area, but also other things that are on the side, like the compensation of each of the areas that involve allotted lands or tribal lands. What are they doing? What is that all about? I have no clue. Do any one of you do? So I'm really not in favor of it, of this going -- even though it's off our reservation, it still impacts us. But the thing about this all is that we're at this final stage. And my comment is to say to you that we need to be more vigilant as far as what needs to come to pass to protect our animals, to protect our artifacts and antiquities, pictographs, whatever on that mountain, and be well aware of it and continue to drive the forces that gives you to say that we are Native Americans of this land and that we protect our own land and that we carry on from there.

That sounded good, didn't it? Anyway, these are things that we are -- need to be concerned of. It is here. And I -- you know what? I'm going back to the common point. Common point at the -- at the Elliot and 59th Avenue area. If anybody

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<tr>
<th>Code</th>
<th>Issue</th>
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<tbody>
<tr>
<td>6</td>
<td>Air Quality</td>
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</tr>
<tr>
<td>7</td>
<td>Acquisitions and Relocations</td>
<td>The freeway will not be on Gila River Indian Community land.</td>
</tr>
</tbody>
</table>
Appendix A • A731

Code Comment Document

1. knows that area, is really -- one side is non --
2. nonmember, and then the other side is the tribal land, or
3. the reservation. With one side, there's, you know, the
4. family place there. There's two of them, really, along
5. the ditch line.
6. And when you see that aerial thing there,
7. it's like if they're going to cut into those people's
8. lands, and I bet you ten to one they get tons of bucks
9. before we get a dime out of our allotted land, you know.
10. But what do I know?
11. But my question is why didn't they make the
12. common point at Baseline at -- what is it? 59th -- about
13. 59 to 67th Avenue? You know, why wasn't the common point
14. there at 59th? But when I looked at the drawing and I see
15. where that all kind of points into where it is right now.
16. Anyway, that is my comment. And that is my
17. input to you. But I would like to encourage you and
18. emphasize the fact that we do need to be vigilant in
19. trying to make sure that they follow the -- whatever it is
20. after this, you know, aggressively so that -- make sure
21. that we protect ourselves and the animals that we have on
22. our reservation. Okay?
23. Thank you very much. Appreciate that.
24. MS. KISTO: Thank you, Mr. Williams.
25. Is there anyone else that would like to

Alternatives

The common point is described in a text box on page 3-8 of the Final Environmental Impact Statement. It is merely the point that divides the Western and Eastern Sections of the Study Area. The common point between the Western and Eastern Sections permits combining action alternatives in the Western Section with action alternatives in the Eastern Section to best satisfy the purpose and need of the proposed action. Dividing the Study Area into two sections also allows for more specific comparative impact analyses among the alternatives.
I haven’t done so previously so if this is a reasonable way to provide a comment here goes.

I have lived in Ahwatukee for 23 years I think it is, on Briarwood Ter., close to Pecos Road. My wife and I never recall being informed of the freeway but that’s a moot point now anyway. What concerns me is planning for this freeway so long ago, keeping the plan in the background, yet the city continued to provide building permits over the years on a right of way such that numerous homes would be destroyed by the freeway defies all common sense. Is it supposed to make sense? When speaking of a billion dollars and up for cost yes it should make sense. And if a response is “that’s the way the system works” then change the system as locally we have or the bureaucrats have the ability to plan for the future without a system like this in place.

Health wise, this will be problematic for all residents as smog and such can’t spread to the North easily due to South Mtns. Therefore, any wind from the East and South, which is common, will push emissions into the neighborhoods with a poor chance of escaping.

Times change. If you must build then make it two lanes as the more lanes the more pollution it seems to me.
<table>
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<th>Code</th>
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<tbody>
<tr>
<td>1</td>
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</tr>
<tr>
<td>2</td>
<td>National Environmental Policy Act Process</td>
<td>The U.S. Environmental Protection Agency’s comments on the Draft Environmental Impact Statement were addressed in Appendix 7, Volume III, of the Final Environmental Impact Statement, starting on page B6.</td>
</tr>
<tr>
<td>3</td>
<td>Purpose and Need, Truck Bypass</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>4</td>
<td>Community Impacts</td>
<td></td>
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</tbody>
</table>

Original Message:

From: Mark Wilson [mailto:mdwils3@gmail.com]
Sent: Tuesday, November 25, 2014 11:46 PM
To: Projects
Subject: 202 so mtn loop

Sirs - a poorly planned, unfunded 'master plan' from 30 years ago is a ridiculous undertaking given current facts. 1-state budget soon to have severe deficit due to non payment of court ordered education funding and 2: prelim EIS showed serious flaws which our own EPA was kind enough to point out. In short, they called your 'analysis' or 'study' vastly lacking. And demanded more complete data. How can u possibly issue a Final EIS given their current misgivings? Its a truck bypass, and everybody not associated (or paid off) by ADOT knows it. Swallow your foolish pride, admit the same, and move on. Dont wreck a community that is a symbol of pride both for the city and state.

Mark D. Wilson
Phx,AZ 85048
480.650.5991

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From: woofywoof [mailto:woofywoof@aol.com]
Sent: Saturday, November 22, 2014 5:02 PM
To: Projects
Subject: Pecos becoming freeway.

Absolutely oppose this project. No place for a freeway so close to a community. Rethink this route. Member of PARC. Please protect our community, our lives, our homes, our churches, our children!!!!

So many do not support this. Kim and Phil Wolfe!!! 16020 s 23rd st phx az 85048

Confidentiality and Nondisclosure Notice: This email transmission and any attachments are intended for use by the parties identified above and may contain confidential/proprietary information. Any unauthorized use, disclosure or distribution is strictly prohibited. If you are not the intended recipient, please contact the sender by email, and delete or destroy all copies plus attachments.
Hello, I would like to register my disappointment to hear that the 202 may actually cut through South Mountain park. This park is a great source of pride for many Phoenix hikers, yet apparently not representatives. There are countless rare wildlife jewels, like elephant trees and a unique sub species that are vanquished to this area, and now short sightedness will sadly hasten their demise. We are at a critical point in human history where our greed and laziness will become the burden and obstacles of our children. We have alternatives to building MORE roads, like improving public transportation. Please have the courage to stop this project. This city doesn’t need another freeway, we need better public transportation. It also has the wonderful bonus of getting people to get out of their homes, sitting next to a familiar face at a bus or metro stop and Talking! This city needs that desperately! Jenny Work trabajo2@juno.com

Rusty Crerand
Constituent Services Officer
206 S. 17th Ave.
MD 118A Room 101
Phoenix, AZ 85007
602.712.7856
dcrerand@azdot.gov

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
From: Jane [mailto:jyaeger@cox.net]
Sent: Thursday, November 20, 2014 10:46 PM
To: Projects
Subject: Objections to freeway along Pecos Road

Please carefully consider PARC’s objections to a freeway along Pecos Road.

I object to destruction of mountain preserves, natural desert terrain, air quality, and our relationship to our neighbors to the south, the Indians, who do so much to preserve the desert here near the city.

The freeway plan throws away all these benefits that are not ours to dispose of.

A Phoenix resident, Jane Yaeger

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<tr>
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<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/Preserve</td>
<td>The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.</td>
</tr>
<tr>
<td>2</td>
<td>Biology, Plants, and Wildlife</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Air Quality</td>
<td></td>
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</table>
### Traffic Concerns

Dear Adot: My name is [Redacted]. I am a member of PARC. Thanks for the opportunity to write you about traffic concerns in the proposed SMP's FEIS.

A primary objective of the SNF is to divert and improve traffic flow which looks great on paper, but is not good in reality! As a commuter who drove downtown for 5 years... there will be no incentive for commuters in Ahwatukee to take this route because the end point would not get them downtown! In fact it would dump them on to the East bound I 10 at 59th Ave. This would add traffic flow to one of the busiest parts of the I10 in rush hour. The commute would end up taking longer. Think about it... it won't shift traffic away from 110 for commuters in SE valley or from Ahwatukee.

In addition some of us who live in the 9th district will now have to deal with a new and unintended traffic congestion since we will lose Pecos road. I.E. I will have to drive on residential streets from basically 25th Ave to 4th street and THEN try to get on the 1 and only on ramp! This is a crap lack of concern for residential traffic flow.

Oh by the way local traffic congestion, pollution and noise is STILL not mitigated in the FEIS. ADOT claim's that it would improve traffic flow is not reasonable to me. Even ADOT admits that improved traffic flow is overstated and had to recently revise their own analysis. They now see that traffic counts have been basically flat for the past 5 years.

So since no one in city government seems to care about the residents where I live PARC had to hire an independent traffic engineer, Herriean [BASMACHAN] to examine the stated facts used for traffic modeling and forecasting. He stated that even if one assumes that the traffic flow estimates are accurate (which they are not), "SNF would not alleviate the capacity deficiencies identified in its Purpose and Need". In fact, there would still be traffic deficiencies.

This is really a David and Goliath story. As the facts are documented, it seems the freeway’s goal is perhaps for trucking from Mexico, and not for helping the folks who actually live and pay taxes in YOOR districts. As a business person, I am all about the opportunity for growth. BUT CAN'T we do this without destroying the Ahwatukee community and adding to traffic congestion.

You all took an oath of service, to represent the best interests of the people. I am one of the people fighting for what’s right for Phoenix. Please don’t let this become the new truck bypass route, letting more trucks, come so close, to all of us, who LOVE to call Phoenix home!

Thanks for your time.

I would also like to submit the EPA’s commentary on this traffic flow analysis for your research and consideration. See the attached A in the following pages.

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<table>
<thead>
<tr>
<th>Code</th>
<th>Comment Document</th>
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<td>1</td>
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<td>2</td>
<td>Traffic</td>
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<td>Air Quality</td>
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<td>4</td>
<td>Noise</td>
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<td>Purpose and Need, Old Plan or Use of Old Data</td>
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<td>7</td>
<td>Trucks</td>
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<td>8</td>
<td>Community Impacts</td>
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<td>9</td>
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### Appendix A • A737

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
75 Hawthorne Street San Francisco, CA 94105
July 23, 2013

Karla Petty
Arizona Division Administrator Federal
Highway Administration
4000 North Central Avenue, Suite 1500 Phoenix, AZ
85012

Subject: South Mountain Freeway Project, Maricopa County, Arizona [CEQ2013004]

Dear Ms. Petty,

(Partial section below on Traffic)

Chapters 1 and 4 of the DEIS appear to overstate traffic problems and emissions resulting from the No Action alternative and the benefits of the Action alternatives. The population projections employed in the DEIS are based on pre-recession projections, and now exceed the current highest population projections for Maricopa County by Arizona’s Office of Employment and Population Statistics. As a result, the forecasted traffic problems and emissions associated with all alternatives in the DEIS are likely higher than what is reasonably expected to occur based on more current data. Additionally, the congestion issues and emissions that the DEIS describes as a result of the No Action alternative include more trips and more congestion than are reasonable to expect. As a result, the relative benefits of Action alternatives are also likely to be overstated. This overestimation occurs because the travel model forecasts for the Action and No Action alternatives employ the same socioeconomic projections from the Maricopa Association of Governments, which are based on municipal master plans. The underlying master plans assume that the South Mountain Freeway is completed, and do not have land use plans that represent the No Action alternative.

Recommendations:

- Present congestion impacts and emissions for the No Action alternative using updated socioeconomic projections that do not assume completion of the South Mountain Freeway (with appropriate caveat about uncertainty).
- Present the comparison of impacts from the Action and No Action alternatives to reflect the likely differences in land use (e.g., residential and commercial development) between the Action and No Action alternatives.

Emissions and Traffic Forecasting

The air quality impacts presented in the DEIS for the entire alignment of the South Mountain Freeway corridor are not adequately assessed. The analysis incorporated existing 1-10 emissions with emissions anticipated from the project into a "sub-areas" which does not permit a clear understanding of emissions from the new freeway alignment, separate from the current setting. For example, the emission trends presented in Chapter 4 convey the conclusion that the preferred alternative reduces emissions throughout the study area. However, the DEIS presents no emissions analysis of the South Mountain Freeway corridor itself, despite indications from the CO hotspot analysis (table 4-3) and 4-32) that the concentration of criteria pollutants along the Pecos Road corridor will increase above current levels (in spite of falling CO emission factors over time), and indications that MMT emissions will be higher in the future. Since the South Mountain Freeway corridor is the area to be most heavily affected, not presenting the emissions along the corridor prevents the public and decision makers from gaining a clear understanding of the extent of impacts from the different alternatives and the potential basis for reducing impacts.

Recommendations:

- Emissions analyses should be revised with the South Mountain Freeway corridor modeled independently of other roadways.
- Emissions trends from the South Mountain Freeway corridor should be presented, by themselves, in addition to emissions along other road links (e.g., I-10).
(Partial Section from EPA on Clean Air Act)

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the South Mountain Freeway Project. Our review and comments are provided pursuant to the National Environmental Policy Act, the Council on Environmental Quality Regulations (40 CFR Parts 1508-1509), and our NEPA review authority under Section 509 of the Clean Air Act.

As stated in the DEIS, the South Mountain Freeway Project is a proposal to build a new 8-lane freeway extending approximately 22 to 24 miles from the Interstate 10 and Santan Freeway interchange northwest through the community of Ahwatukee, paralleling the Gila River Indian Community (GRIC) border. The DEIS has identified a preferred alternative which is estimated to displace 843 housing units, including 680 multifamily units and 163 single family residences.

The project represents a new highway alignment in a heavily urbanized area currently designated as nonattainment for particulate matter less than 10 microns in diameter (PM10). It is therefore critically important that potential impacts to air quality be accurately analyzed, disclosed, and reduced as much as possible. The DEIS provides sufficient information to assess the potential significance of the air quality impacts of the proposed action. In view of the area’s current designation as nonattainment for PM10, it is essential to accurately assess and disclose potential PM10 bounded impacts, as well as determine whether the project meets the transportation conformity requirements of the Clean Air Act. The Act requires and implementing regulations provide that a project may not cause or contribute to any new local, non-attainment of a national ambient air quality standard (NAAQS), increase the frequency or severity of any existing violations, or delay timely attainment of the NAAQS (CAA section 179(c)(3)(D) and 40 CFR 93.116(a)).

The analysis found in the DEIS does not provide the information necessary to make an accurate determination of PM10-related impacts. It also does not sufficiently address other potential air quality issues of concern. The EPA is available to work with FHWA and other agencies to complete needed analyses and this effort moves forward.

The DEIS presents no stand-alone emissions analyses of the portion of the project that introduces new general purpose lanes, despite indications from the carbon monoxide (CO) hotspot analysis that
concentrations of criteria pollutants will increase relative to current levels, along with increased emissions of mobile source air toxics (MSATs). The potential increase indicated by the analysis would occur despite the fact that pe-vehicle emissions are declining substantially over time. Instead, the DEIS presents an estimated value of emissions that combines the impact of the new freeway alignment with emissions from the adjacent, and existing, I-19 freeway. This methodology does not provide the information needed to disclose, analyze, and potentially mitigate the actual emissions anticipated from a new highway segment.

Additionally, we believe the analysis of congestion and emissions impacts from the No Action alternative includes estimates of congestion and vehicle miles traveled (VMT) that are higher than appropriate considering relevant facts and analysis. As a result, the relative benefits of all Action alternatives when compared to a future No Action alternative are likely to be overstated.

We also note that no air toxics risk assessment has been provided, even though there is a documented history of local public concern and requests to ADOT and FHWA for analysis of the potential health effects from the proposed new freeway. We do not believe the reasoning provided in the DEIS for not providing such an assessment is compelling, especially in light of the history of requests for such analysis. Risk assessments for air toxics from vehicle traffic have been included in many published studies as well as in EISs for other projects. EPA has emission and air quality models that can be used to predict concentrations of air toxics at receptors near the project, and we would be happy to assist ADOT and FHWA in the models, which are available on EPA's website.

Based upon the lack of information important to analyzing the project's potentially significant impacts on air quality, EPA has rated the South Mountain Freeway DEIS as "3 - Inadequate Information" (see Attachment 1: "Summary of Rating Definitions and Follow-Up Action"). EPA believes the following information would serve as the basis for a robust and meaningful air quality analysis: 1) Assessment and disclosure of potential PM 10 hotspots and confirmation of whether the project meets the Clean Air Act's transportation conformity requirements; 2) Emissions analyses that present the emissions of the South Mountain Freeway corridor separate from those off-site, along with updated traffic forecasting for the No Action alternative; and 3) A robust air toxics risk assessment that addresses potential health effects from the proposed new freeway.

We recommend this information be circulated in a Supplemental DEIS for public comment, in accordance with NEP A and CEQ's NEPA Implementation Regulations. EPA respectfully requests the opportunity to review this information and provide ADOT and FHWA our feedback before a Supplemental DEIS is published. In the attached detailed comments, we also provide recommendations regarding the assessment of impacts to children's health, environmental justice, aquatic resources and other issues we recommend be addressed in the NEP A document.

We appreciate the opportunity to review this DEIS and look forward to working with ADOT and FHWA to address the issues outlined in this letter. If you have any questions, please refer staff to Clifford Meck at (415) 972-3374 or to Angeles Herrera, Associate Director in our Communities and Ecosystems Division, at 415-972-3144. Please send a copy of the Supplemental DEIS to this office (mail code CED-2) when it is electronically filed with our Washington, D.C. office.
Air Quality

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Health Effects

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Temporary Construction Impacts

To reduce the amount of construction dust generated, particulate control measures related to construction activities must be followed. The following mitigation measure will be followed, when applicable, in accordance with the most recently accepted version of the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction (2008): Prior to construction and in accordance with Maricopa County Rule 310, Fugitive Dust Ordinance, the contractor shall obtain an approved dust permit from Maricopa County Air Quality Department for all phases of the proposed action. The permit describes measures to be taken to control and regulate air pollutant emissions during construction (see page 4-173 of the Final Environmental Impact Statement). These commitments are confirmed in Table 3, beginning on page 38, of the Record of Decision.

Children’s and Seniors’ Health

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Health Effects

The Arizona Department of Transportation did not receive negative comments from any hospitals or health agencies in Phoenix. The Arizona Department of Environmental Quality participated in consultation on the air quality analysis presented in the Final Environmental Impact Statement.

Purpose and Need, Old Plan or Use of Old Data

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

Noise

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

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As a current resident I am concerned over the many issues not sufficiently addressed or omitted in the recent DEIS and would like this entered into the public comment section of the process:

- Environmental impacts to the 690 homes residents at the end of Pecos are not adequately analyzed in this FEIS study. This special area with 1/2 road subdivisions at the foot of south mountains and north of Indian reservation (foothills reserve HOA zip code 85016) has a separate and unique micro climate with current dust and air issues which requires a separate impact study section. Please include pollution and toxins being trapped at the foot and ridges of south mountain preserve and their current health impacts and post construction higher health impacts.
- Dust particulate impact should be studied at today’s levels, and for the construction levels and post construction levels. And separately since the natural wind tunnel with be changed due to cut through mountain ridges and opening up a new pattern on town portal flow.
- You need to study impacts to current and future residents and school kids who’s play areas and dog runs will be less than 1/2 of a mile from traffic on freeway. There are many schools, parks, and community centers who’s health will be unknowingly hurt when a 8 lane highway will be built within 1000 feet of their locations. Who will compensate them for their health damages and loss of quality of life.
- What impact will the freeways cause and won’t violate the clean air act and violate the newest EPA air level standard. New construction should not contribute to an area already in violation or one that can gain EPA standard compliance.
- The FEIS needs to study the added commercial development planned on the highway route. As of 6/21/11 several plans and public information services are public including local politicians and business owners noted use of land issues on GRC and truck stops and truck depots already planned.
- FEIS should add detail on specific air toxic EPA levels projected in 2011 thru 2023.
- Evidence in 2011 should be included into the impact. Health impacts of Arizona residents and those living in the Foothills Reserve HOA and Mountain View, The Crossings subdivisions need to be studied. Recent studies showed and proved the health risks to children’s and adults who live within 300 yards to one mile of a freeway. Their past and ongoing studies presented to government and health agencies show that there is a increase in child’s leukemia, child hood cancer, heart and lung diseases caused by living in areas with increased fine particulate and ultrafine particulate matter.

What input has been studies from the major health communities and agencies in Phoenix. Have you talked to hospitals and children’s health advocate groups to get their facts and concerns on highway impacts to health in a desert community? Ignoring and not researching their feedback is negligence.

- Did the DEIS study even add in the additional traffic due to the building of the premium outlet mall at Highway 10 and 2027. This substantial increase in polluting traffic needs to be included the study. ADOT and DEIS avoided these facts which will now need to be added to traffic congestion existing the new highway.
- SAF will not improve the air quality for Phoenix. FEIS does not model the future impacts. Our city will be in violation of Clean Air Act. Also will worsen west and south Phoenix air.
- Sound estimates of 30 decibels are not accurate for the projected traffic volumes from cars and trucks. Realistic decibels for sound nearing 50-100 decibels due to the valley and mountain echoes will be heard at more than 750 home owners. A concrete wall of 20 feet will not mitigate the sound issues. Most other highways build is Phoenix are below ground with substantial sound reduction design. We would respectfully ask for this to be reevaluated to include proper sound walls and street access beyond chandler boulevard extension. Who will pay for the homeowner’s need for sound proofing in Mountain Vista, The Sunnys and the Crossings Sub divisions. What compensation is given to residents and the noise damage impact to them and their home values?
- You owe the taxpayers and residents who will have to live near the freeway an honest response and mitigation to these issues.

Thank you,
Resident of The Foothill Reserve
<table>
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<tr>
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<tr>
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Karen Zahller
(resident of Ahwatukee)
4623 E Piedmore Rd
Phoenix, AZ 85044

Because of environmental reasons, I am adamantly opposed to the construction of the South Mountain Freeway!

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
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<thead>
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| 1    | From: Renee Zanellato  
  Sent: Thursday, November 20, 2014 11:11 AM  
  To: Projects  
  Cc: Kevin Zanellato (E-mail)  
  Subject: FW: Proposed South Mountain Freeway |
| 2    | My husband and I have been Ahwatukee Foothills residents for over 18 years. When we bought our first home here, the proposed freeway was NEVER mentioned. I remember our realtor telling us the land to the south of us was Native American reservation land and could never be built on and that the land to the north was South Mountain Park—the largest city park in the country and also would never be built on. Recent transplants from NJ and needing to find a home quickly, we had no reason to doubt this information.  
  We are very opposed to a freeway in this area. One of the reasons we purchased a home here was because we felt the cleaner air would be more beneficial to our health and well-being. Also, we like the fact that we were in the “world’s largest cul-de-sac” both for its privacy and safety. We have many friends in Ahwatukee, and have never spoken to one person who lives here who thinks this freeway is a good idea. The fact that many homes, schools and churches will have to be destroyed is absolutely ridiculous. We are totally in agreement with PARC on this issue and support them completely.  
  Thank you.  
  Renee and Kevin Zanellato  
  15827 S. 6th Drive  
  Phoenix, AZ  85045 |
| 3    | From: Renee Zanellato  
  Sent: Thursday, November 20, 2014 9:45 AM  
  To: 'projects@az.gov'  
  Cc: Kevin Zanellato (E-mail) (kevin.zanellato@cox.net)  
  Subject: Proposed South Mountain Freeway |
| 4    | My husband and I have been Ahwatukee Foothills residents for over 18 years. When we bought our first home here, the proposed freeway was NEVER mentioned. I remember our realtor telling us the land to the south of us was Native American reservation land and could never be built on and that the land to the north was South Mountain Park—the largest city park in the country and also would never be built on. Recent transplants from NJ and needing to find a home quickly, we had no reason to doubt this information.  
  We are very opposed to a freeway in this area. One of the reasons we purchased a home here was because we felt the cleaner air would be more beneficial to our health and well-being. Also, we like the fact that we were in the “world’s largest cul-de-sac” both for its privacy and safety. We have many friends in Ahwatukee, and have never spoken to one person who lives here who thinks this freeway is a good idea. The fact that many homes, schools and churches will have to be destroyed is absolutely ridiculous. We are totally in agreement with PARC on this issue and support them completely.  
  Thank you.  
  Renee and Kevin Zanellato  
  15827 S. 6th Drive  
  Phoenix, AZ  85045 |
| 5    | From: Renee Zanellato  
  Sent: Thursday, November 20, 2014 11:11 AM  
  To: Projects  
  Cc: Kevin Zanellato (E-mail)  
  Subject: FW: Proposed South Mountain Freeway |
<table>
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<tr>
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<td>Community Impacts</td>
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<td>Purpose and Need, Lack of Support</td>
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**CONTACT RECORD**

**SOUTH MOUNTAIN FREEWAY**

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**STAKEHOLDER:** ANONYMOUS

**REMARKS/QUESTIONS:**
Demand ADOT DO NOT go through with EIS on So. Mtn. freeway on behalf of Indian Reservation & concern for the wild horses & donkeys.
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**STAKEHOLDER:** ANONYMOUS

**ADDRESS:**

**PHONE:**

**EMAIL:**

**CONTACT METHOD:** HOTLINE CALL

**REMARKS/QUESTIONS:**

Oppose Project
## CONTACT RECORD

**SOUTH MOUNTAIN FREEWAY**

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Oppose project

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**CONTACT RECORD**

**SOUTH MOUNTAIN FREEWAY**

**INCOMING CALL**

- **DATE:** 11/3/14
- **TIME:** 5:41 PM

**STAKEHOLDER:** ANONYMOUS STUDENT

**ADDRESS:**

**PHONE:**

**EMAIL:**

**CONTACT METHOD:** HOTLINE CALL

**REMARKS/QUESTIONS:**

Oppose project - From Prescott AZ
From: mantaclaus@aol.com [mailto:mantaclaus@aol.com]
Sent: Saturday, November 01, 2014 6:33 PM
To: Projects
Subject: PARC member

ADOT,

This is a travesty! We thought we had found a little piece of paradise in Ahwatukee, and now you plan on ruining it too. Our house will be impacted, and our quality of lives. Everything and everyone suffers if this is approved. You should be ashamed to run a highway alongside our homes and schools, let alone through a state park!

1. The FEIS provides no compelling case for a freeway to go through the South Mountain Corridor.
   A) ADOT must consider that the "region" does not just include Maricopa County and that the region is much larger now than it was 30 years ago when this freeway plan was conceived, so travel needs in the southern part of the region are well served by a highway far to the south of the South Mountain Corridor.
   B) The part of the region surrounding South Mountain is much in need of alternative forms of transportation to get around the area – such as light rail and more and better bus service.
   C) Intended or not, the South Mountain Freeway as currently proposed in the FEIS would be a major truck bypass, and the region does NOT need another truck bypass, especially not one in the Phoenix metropolitan area.

2. The FEIS claims that the South Mountain Freeway would ease traffic congestion. Yet Table 3-8 on Page 3-34 shows that improvement in travel times on existing freeways would be no more than a couple of minutes! The claim of improving traffic congestion is misleading at best! Even if I believe the small travel time improvements shown in Table 3-8 would really occur, they do not justify the expense of building a new freeway!

3. The air quality calculations in the FEIS are woefully inadequate. ADOT has still not completed the calculations as specified by the EPA in their comments on the DEIS. No consideration has been given to the effects of the South Mountain air shed on air quality. Claims in the FEIS that the South Mountain Freeway would not degrade air quality are outrageous!

4. PARC has found scientific proof that over 13,000 students in schools within ½ mile of the South Mountain Freeway would be at significant risk for increased respiratory ailments and retarded lung development. PARC has also found that seniors who live within ½ mile of the proposed freeway would be at significantly higher risk of heart attack or death. Yet the FEIS does not even consider these issues.

5. The FEIS does not consider the true cost of the South Mountain Freeway. To start with, the FEIS

The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
has left so many design questions unanswered that the actual cost of the freeway is likely to be closer to $4 billion rather than the $2 billion ADOT has estimated. Further, the FEIS has no discussion of the annual injuries, deaths, and property destruction that could be expected from the freeway, nor the health implications for school children and seniors. The small discussion in the FEIS about potential cancer deaths from elevated levels of certain air pollutants is dismissive, indicating that these particular air pollutants don’t count, and the number of increased deaths would be insignificant. The FEIS approach to human suffering is outrageous!

6. In building the South Mountain Freeway, wells that feed the lakes in Lakeseood and the Foothills and Club West golf courses would be destroyed. The FEIS claims that ADOT will replace these water sources, but at what cost?

7. The FEIS does not mention the danger of trucks transporting hazardous materials (hazmats) over the South Mountain Freeway. While the chances that a hazmat spill would occur at any particular time are quite small, the chance that a spill would happen SOMETIMES is significant, and the public has a need to know about the potential effects of such a spill. Within the “world’s largest cul-de-sac” of Ahwatukee, evacuation in a timely manner without using the freeway would be difficult if not impossible. And the effects of the South Mountain air shed (apparently not studied by ADOT) are likely to trap air borne toxins in the village for a much longer period of time than would be expected in an open area where air blows freely. One of the hazmats expected to be transported on the freeway would be chlorine, a particularly deadly gas that seeps into buildings and cars. So immediate escape would be necessary, for chlorine turns human membranes into hydrochloric acid and makes it difficult, if not impossible, for one to see or breathe. The transport of hazmats through Ahwatukee is unacceptable, so they must be banned from the freeway.

8. The FEIS proposes blasting through 3 ridges of South Mountain in building the South Mountain Freeway. This land in South Mountain is a part of the South Mountain Park Preserve. As the name suggests, this land is to be preserved. It is also a part of the largest municipal park in the country – a crown jewel of Phoenix! Further, South Mountain is sacred land to several of the Native American tribes in Arizona. No freeway has a need or a right to desecrate this land!

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<td>9</td>
<td>Hazardous Materials</td>
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<td>10</td>
<td>Section 4(f) and Section 6(f), Phoenix South Mountain Park/ Preserve</td>
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<td>11</td>
<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
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8. If a well were adversely affected by construction activities, the well might need to be abandoned or the well owner will be compensated by drilling a new well according to State regulations/standards. (See text box on Final Environmental Impact Statement page 4-108.) This commitment is confirmed in the Record of Decision in Table 3, beginning on page 38. The well replacement program as outlined by State law has been regularly implemented by the Arizona Department of Transportation to effectively mitigate well impacts associated with its projects throughout the region.

9. The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
This route will be used by the trucking industry causing unhealthy air quality and noise pollution. Why is this route being approved is beyond me. The school on Pecos the church and south mountain preserve will all be destroyed. And all the homes not affected by being torn down near the route will loose values.

Sent from my Verizon Wireless 4G LTE smartphone
From: Coppercache [mailto:Coppercache1302@yahoo.com]  
Sent: Friday, November 07, 2014 3:14 PM  
To: Projects  
Subject: My family opposes the proposed south mountain freeway!

My family opposes the proposed south mountain freeway!

We are very concerned that the SMF would create a dramatic increase in Phoenix truck traffic both on the new SMF truck bypass and on the I-10 in the West Valley.

We are very concerned that the SMF would create significant, new dangers of hazardous material transport within highly populated and highly vulnerable areas. INCLUDING SCHOOLS AND HOMES.

Reminder that we are in a relative “Valley” on the south side of south mountain.

The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered by Phoenix citizens, along with the desecration of land sacred to Native American populations.

The SMF would cause unnecessary destruction of both plant and animal habitats within South Mountain and destruction of wilderness areas revered and sacred to Native American populations.

District 6 constituent.
The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

1. **Air Quality**
   - The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

2. **Biology, Plants, and Wildlife**
   - The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.

3. **Crime**

4. **Noise**

5. **Community Impacts**

6. **Alternatives, No-Action Alternative**

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UNIDENTIFIED SPEAKER: Good morning, everyone. Or good afternoon in Indian time.
I hear the people, the elders. I hear two worlds, the white man world and the Native American world.
Many years ago, this -- this is our land to this day.
We're not the only Native Americans in Arizona that are fighting the white man. We've got a lot of nations, the Palaos, the native tribes all over, and even the Mexicans across the border. We forget who we are sometimes when we look at running for office or government to see what we need for our people.
Sometimes we look at the money for our land and our homes and our people and our elders. All that land, we can use it. We can make profit of our own tribal lands. We can put hay on it, farm on it, vegetables, something that we can use.
These casinos where the white man works, they're destroying our family and our nation. These casinos is about money, property. Who's going to get so and so. The money was supposed to be vested in our people, to education for schools, benefit for things that we need for our elders, things that -- try to look on the bright side. But every time we look at it, it's about land, the freeway, the new casinos coming.
To this day, Navajo Nation, a lot of the...
tribes are still fighting the white man. The white man can say what they want. What do we get? Little bit. Not as much. It is true what the elders said many years ago, before Christianity came in. The medicine men, they already knew what was going to happen around the world. They already knew what was going to happen. To this day, they said our young people today may go and graduate and learn the white man’s way, to be educated, come up here, and protect our people.

It is true South Mountain is very sacred land from the south to Salt River to this day, that’s in the Navajos and the Hopis. There’s a story behind that South Mountain. It’s very sacred. And also the Man in the Maze, that’s his home.

White people want to destroy. You talk about land. Look at all the land that you guys want to use. We can do a lot of things with that land. We can get the water running through there, do some crops, harvest it. People that have cattle and horses, we can do hay on it. There’s a lot of things that we can do.

But it’s us. The laziness. And that’s how the white man’s going to look at it. But screw the white man. Their fathers, their great fathers – General Custer took all the land, pushed all the Native Americans from

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the north to the south to the west. Because the land, the oil, and the copper.

We get in these casinos. These casinos are supposed to be benefit for our people, to give them jobs, you know, to better their lives. But we're still fighting with these casinos because there's more non-Indians in the casino. It was a lot better when it was still under Gila River Gaming Enterprise. But now, when the new company came in, everything went downhill.

We're losing our young people. We're losing our people that are supposed to help benefit our tribe. To this day, many of our young people that are working the casinos, there's a lot of misunderstanding in the politics. Our budget, money-wise, our benefits, our 401(K).

To this day, what I think, and to all the nation, you open a one-step freeway, we forget who we are. We are the Gila River people. We're the third-largest tribe. I think so. They say there's two largest tribes that's going to take over, going to wipe out the reservation, the Navajo Nation and the Tohono O'odham Nation. They want their land back. All these years they've been put through.

That's why they want another casino. The monies, the fundings, our per cap should get a little bit
more instead of being selfish and putting new things for
the state. Some of our elders need transportation.
Tomorrow, there are things that we need to be done on the
reservation. It is true.

But our elders have spoken. The Great
Spirit -- before the white man had came in this world, the
Christianity began in the long ago, the old people said.
The Old Man in the Maze said there was somebody more
powerful than him, stronger than him that we're going to
hear a lot. We're going to lose our language. Everything
is going to die. It is true. It is written.

To this day, we -- we -- as we look at
ourselves, we still don't trust anybody, especially
Christian people. Our government, the President, don't
understand the history, how we became and how we united.

But long ago, there was a tribe called the AIM. They
fight with what they believe in. To this day, there's a
lot of American Indians that are still fighting. They
want what's best. But with the politics, the council, the
government, it's about money.

There's something you can do with these
lands. Our agriculture, our farming. All the culture and
farming was taught many years ago to our people up the
Gila River. All this was all green, farmlands, people.

Horses and cattle and grain on it, or corn or squash. But
today, it's a modern life. We want the easy way out of life.

But as we go through that in life, we're still forgetting who we are. But the ones that know the Indian way of life, we're never going to have problems, because we know -- we know how to survive the white man's world. To this day, we're as one. This freeway, our mountain, our sacred is very valuable to our elders. The wars that we fight, it's not our war. Our war is -- we fought for what we believe in. That's our war.

And it seems like we're fighting these white men because they don't understand the Indian way of life. Same as we live in the white man's world. We live off the reservation. We're still trying to teach the white man how to do things like they were trying to teach us long ago.

Just look at it, everything that we do. We don't trust anybody nowadays, especially our own government, especially the President. But as -- that is us. We are the people with all nations.

You know, we had a good size per cap a couple years back, 500. Now it's down to 200, 300. This freeway, if it does go through, if it doesn't go through, it is said, the white man's still coming. But we can outsmart the white man. We can outsmart -- this is our
land. We're going to farm on it. We can do things with it to teach our kids, their grandchildren about what the river did to the people that used to live here. And we still live here.

The river meant to us a lot of things. A lot of people don’t want to hear the truth because they don’t want to hear the truth. They want to go -- they want to understand and believe. There's voting. Our council, our governor.

Our governor, he should understand where they come from and how we believe in. But no. It's about money. We've got to stop and think. What would be best? Don't sell your land. We can use it.

That's all I've got to say. Thank you.

MS. KISTO: Thank you, sir.

We have time for one last comment before closing. Anybody?

Rolinda Perez will be next. And after Rolinda, then we'll have the closing by Lieutenant -- I mean Governor Lewis Elect (sic). And then we'll have a blessing. And we have lunch provided for all the participants that showed up today for the event.
From: Rusty Crerand  
To: Projects  
Subject: Loop 202 S. Mt. Comment #1432959335  
Date: Monday, December 01, 2014 11:47:24 AM  

Attachments: image001.png

From Envoys:
11/25/2014 4:23:01 PM
It seems from the Environmental Impact Study, that the intention is to proceed with the building of the extension to Loop 202. The will be an environmental (and social) catastrophe for the Ahwatukee Foothills community, flora and fauna and especially our air quality. The prevailing wind to the area is from the south, from Tucson and the Gila Reservation, so we get a lot of dust. Added to this will be the pollution from the freeway (it’s delusional to expect anything else) All the air in the area is trapped by South Mountain and added to this we have inversion. You people seem to be hell bent on making this place, worse than the hell hole of Los Angeles!

Rusty Crerand  
Constituent Services Officer  
206 S. 17th Ave.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856  
dcrerand@azdot.gov

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From: Rusty Crerand  
Sent: Tuesday, November 25, 2014 8:14 AM  
To: Projects  
Subject: Loop 202 SMF

From Envoy:

11/24/2014 8:35:36 PM  
As a homeowner near Pecos Rd and a resident of Ahwatukee, I am against the South Mountain Freeway for a myriad of reasons. First off, this freeway would only ease traffic for Ahwatukee residents traveling to Laveen. Is there such a huge population of Ahwatukee residents working in Laveen that it necessitates a new freeway? No. The SMF will not ease traffic (by more than a minute or two) for anyone travelling anywhere else. Second, the environmental impact of this freeway would be catastrophic. In case you’ve been living under a rock, you’ve noticed that pollution, dust storms, etc. linger in Ahwatukee due to South Mountain blocking the airflow. What do you think will happen when you add a freeway? You, ADOT, have incorrectly and dishonestly reported the environmental impact that the SMF would have on Ahwatukee. Shame on you! You are willing and eager to pollute the areas where thousands of children attend the multiple elementary, middle, and high schools in our communities. Third, you are wasting funding that could be used to improve our community and our state for the better. Rather than do so, you have designed a freeway that will improve nothing. It will add nothing positive, only concrete and pollution. You are desecrating sacred lands and beautiful landscape. I stand against the SMF, and with the people of Ahwatukee who cherish our home and our community.

Rusty Crerand  
Constituent Services Officer  
206 S. 17th Ave.  
MD 118A Room 101  
Phoenix, AZ 85007  
602.712.7856  
dcrerand@azdot.gov

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<td>Project Costs, Total Cost</td>
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<td>Section 4(f) and Section 6(f), Traditional Cultural Properties</td>
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The Arizona Department of Transportation and Federal Highway Administration identified several issues and concerns that were frequently noted by commenters. Responses to these issues can be found in the Responses to Frequently Submitted Public Comments beginning on page A371 of this Appendix A.
I am a very concerned home owner in the community of Lakewood. I live fairly close to Pecos Road and I do not want a freeway to go through our community. Our state is in a budget crisis and those precious dollars should fund education. The cost of the freeway is not paid for and the health costs are so numerous to our community. The air we breath will be even greatly polluted. I am proud of the Gila River Indians for stepping up and calling the land sacred. It is sacred for all of us. No freeway please.

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From: charleyz24@cox.net [mailto:charleyz24@cox.net]
Sent: Thursday, December 04, 2014 3:50 PM
To: Projects
Subject: NO 202

Freeway pollution kills. Examine the clinical studies. You can’t build freeways through neighborhoods any more.

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