



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

Questions submitted at the January 28, 2010 meeting

Topic	Public Question	Response
59th Avenue Alternative and Interstate 10 Light Rail Study Coordination	Regarding 59th Avenue option (as with 55th Avenue previously) what impact will freeway/freeway interchange have on proposed light rail corridor in Interstate 10 median?	There is ongoing coordination between the Arizona Department of Transportation and METRO regarding the I-10 corridor. The South Mountain Freeway system traffic interchange with I-10 would not adversely affect the potential high capacity transit corridor. The existing open median would remain for use by METRO. Transit corridor in the I-10 median will be preserved with the proposed Loop 202/I-10 interchange at 59th Avenue.
State Route 801	With project deferral of State Route 801 (SR 85 – Loop 202) to Phase 5. Do you anticipate a freeway in place by 2030 in Goodyear/Avondale area?	With the deferral of SR 801, it is unknown when the freeway will be built, as no funding source currently exists for the deferred project. Availability of funding will determine when, or if, deferred freeway additions will be constructed.
Right-of-Way	How many homes will need to be purchased, including buildings (church), and is that cost in the revised \$1.9 billion?	The proposed 8-lane freeway (E1 Alternative), from I-10 (Papago Freeway) to 51st Avenue, would require the acquisition of 117 single family homes, 17 empty residential lots, and 1 church. The cost for this and all right-of-way is included in the total budget.

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	<p>A meeting was held at the Grace Inn in Ahwatukee a few years back (2005). In this meeting, you had maps showing lines drawn and the houses that will be required to purchase for construction of this highway. With the announcement that this will be an 8 lane and not a 10-lane highway, will you notify the citizens who were first identified as losing their houses that their residences will no longer be required?</p>	<p>While the citizens will not be individually contacted, there were multiple notification methods spanning several months that were utilized to inform property owners and residents whether their property would be affected by the proposed freeway. Notification methods included media articles, newspaper advertising, study Web site updates, newsletters containing information regarding study updates and proposed changes were distributed to more than 66,000 residents, businesses and property owners. Updated mapping showing the new right-of-way footprint will soon be available on the study Web site at http://www.azdot.gov/Highways/Valley_Freeways/Loop_202/South_Mountain/library.asp#maps</p> <p>If property owners still have questions as to whether they will be impacted, they are encouraged to contact Nan Wilcox – ADOT ROW agent. She can be reached at NWilcox@azdot.gov or 602-712-6126.</p>
	<p>Phoenix is proposing the Avenida Rio Salado/Broadway Road major arterial that may tie into Loop 202 and SR 801 at an interchange near 55th Avenue/Broadway Road/Salt River. This interchange is still a number of years away, but will ADOT begin acquiring right-of-way for this interchange in the next few years or has it already started?</p>	<p>ADOT will not acquire any right-of-way necessary for the anticipated Avenida Rio Salado connection to Loop 202 and SR 801 because the Avenida Rio Salado is a City of Phoenix project, not an ADOT project. ADOT is however designing the Loop 202/SR 801 system interchange to accommodate the possibility that connection could be added in the future with the proposed Avenida Rio Salado. In addition, ADOT has acquired some land in the area of this potential future system interchange as a protective purchase.</p>
<p>Value Engineering</p>	<p>What exactly does “value engineering” mean to the Pecos Road portion of the Loop 202? Some of the top concerns have to do with the air quality and noise impacts to bordering neighborhoods, schools, businesses, etc. How will “value engineering” impact our concerns?</p>	<p>Federal Highway Administration regulations define “Value Engineering” as: <i>The systematic application of recognized techniques by a multi-disciplined team to identify the function of a product or service, establish a worth for that function, generate alternatives through the use of creative thinking, and provide the needed functions to accomplish the original purpose of the project, reliably, and at the lowest life-cycle cost without sacrificing safety, necessary quality, and environmental attributes of the project.</i></p> <p>Based on this definition, value engineering would not reduce the quality or change the mitigation provided for air quality and noise impacts from the freeway.</p>

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	If value engineering was used since the original proposition in 1985, how much faster and more complete would the <i>Regional Transportation Plan</i> be?	<p>Value engineering, in different forms, has occurred continuously on the Valley Freeway system for decades, and well before 1985. Because the construction industry is constantly evolving as it relates to equipment, materials, and means and methods employed, the value engineering process also continuously changes to keep up with the industry. As a result, value engineering suggestions implemented today may not have been available 20 years ago.</p> <p>In addition, ADOT has a Value Analysis Program that is part of the design and construction process. The ADOT Value Analysis Program Guidelines state that all projects with a program amount greater than \$25 million require a value analysis study (Section III-B).</p> <p>As part of the system-wide reassessment of costs, MAG, ADOT and other transportation professionals undertook an ambitious review of all planned highway improvements and additions using a value engineering process. It was through this system-wide review that recommendations emerged on how to meet transportation needs and fiscal constraints.</p>
Maricopa Association of Governments	Where does the MAG operating budget come from and who oversees it?	Funding to support MAG activities is provided from a variety of sources, with federal and state grants comprising the principal source of funding. In addition, membership dues and special assessments, which are based on population and assessed from each member agency, provide a significant source of revenue to support MAG regional planning activities. The Regional Council is the governing and policymaking body for the organization and is composed of elected officials appointed by each member agency. Additional general information regarding MAG is available in the <i>MAG Overview of the Organization</i> (December 2009) report (http://www.mag.maricopa.gov/about.cms).
Traffic	Please elaborate on how the added capacity of a parkway style SM 202 would cause traffic problems on Baseline Road per the model since the roads are basically parallel?	Baseline Road is congested today and without alternate east-west routes, the congestion will worsen in the future. A parkway style roadway along the Loop 202 alignment would not reduce the demand or improve the operations on Baseline Road as much as a freeway would.
Capacity	Since HOV lanes are effective during peak times, does ADOT/MAG expect the SM 202 to be at capacity when it is complete?	Although the completion date is not yet known, it is not anticipated that Loop 202 would be at capacity when it is opened, if that occurs some time between 2018 and 2020. However, the traffic projections for 2030 (the freeway's design year) show that Loop 202 would be at or near capacity during the peak hours in the morning and evening.
South Mountain Park	Who (which person) from Phoenix government will sign over the land from South Mountain Park to the State for this highway to be constructed?	The City of Phoenix, under the provisions set forth in the Phoenix Mountain Preserve Act, would not be able to sell South Mountain Park/Preserve land to ADOT for the South Mountain Freeway, should impacts to the park be unavoidable. ADOT would need to condemn the land. Replacement land would be provided to the City of Phoenix as a measure to minimize harm. The City would be responsible for identifying and purchasing the replacement land.

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	With the change of 8 lanes from 10 as described in the media, just how many acres of South Mountain Park will be needed to construct this highway?	In total, 31.3 acres of the park will be needed to construct the proposed freeway, should no options emerge to avoid direct impacts to park land. In total, the park includes 16,500 acres. The 31.3 acres that would be needed equates to .02 percent of the total park.
Regional Transportation Plan Costs	Why were Loop 202 and Loop 303 cost reductions shown as one amount? Why not show the cost reductions individually? What were the amounts of cost reductions just for South Mountain Loop 202?	The <i>Tentative Scenario for the MAG Regional Freeway and Highway Program</i> (October 2009) presented at the January 2010 SMCAT meeting included separate cost reductions for Loop 303 and Loop 202. The cost reduction for Loop 303 is estimated at \$709.1 million and \$572.3 million for Loop 202.
Citizens Advisory Team Organization Position	Question for the representative (SMCAT) from Mountain Park Ranch HOA: Does the BoD have a stated position on construction of SM202 on Pecos Rd? Has the BoD ever had discussion of the SM202 on the community?	Questions about the position of any one organization should be directed to that organization. The SMCAT is a group designed to bring together representatives from various stakeholder organizations for discussion. Those with questions about the formal position, if any, of their HOA are encouraged to attend an upcoming HOA meeting to make that inquiry. Only at the end of the SMCAT evaluation process will organizations represented on the SMCAT be asked to make a build/no-build recommendation based on the position of their organization.
Traffic	Of the projected 170,000 vehicles per day for the South Mountain Freeway, how many will be “induced” traffic (e.g., traffic that would otherwise use SR 85) and what percentage of the “regular” traffic and what percentage of the “induced” traffic will be truck traffic? What percentage of truck traffic will be HazMats?	It is projected that approximately 10 to 13 percent of the total vehicles per day on the proposed freeway would be trucks. The percentage of traffic carrying hazardous materials can not be estimated. Trucks carrying hazardous materials will be allowed on the proposed South Mountain Freeway. The only freeway locations in the Valley where hazardous cargo is prohibited is I-10 through the Deck Park Tunnel and on Loop 202 (Red Mountain Freeway) along the mile-long bridge above the Salt River in Tempe. There is no analysis of induced traffic, but it is expected that pass-through commercial traffic would continue to use the designated and long-established Phoenix Bypass Route to avoid central Valley congestion.

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Project Elimination	Last year, an ADOT employee said that the South Mountain Freeway could not be eliminated because it was part of the transportation plan approved by voters. Recently, I read in the paper that some projects, but not the South Mountain Freeway, had been eliminated. Who has the authority to eliminate projects and what is the process for doing so?	Projects were not eliminated from the <i>Regional Transportation Plan</i> , only deferred outside the 20-year Prop 400 funding window. They remain part of the RTP, just unfunded. Elimination of an element of the RTP- Freeway Program would constitute a “major amendment” and require Regional Council action to be removed. If a no-build was recommended, there would need to be formal MAG action to remove it from the RTP. Phasing, funding and scheduling of regional freeway projects is directed by MAG as the regional transportation planning authority. In addition, the decision of whether to build the freeway will be made by FHWA and ADOT. The Draft Environmental Impact Statement will be released for public review with a 90-day review period. A Public Hearing will be held and the Citizens Advisory Team will give a recommendation as to whether to build or not build the freeway. After the public comments are evaluated, a Final EIS will be developed. This document will be released to the public for a 60-day review period. Public comments will then be evaluated and a final decision or Record of Decision (ROD) will be made by FHWA and ADOT.
Noise Wall Enhancement Costs	A recent news story said enhancements such as those on the “101 in Scottsdale could only be made if the City of Phoenix pays for them”. Who paid for the Scottsdale enhancements and, if not Scottsdale, who approved the change in policy?	The City of Scottsdale paid for all the enhancements on the Loop 101 in Scottsdale.
Interstate 10 Corridor Improvement Study	Has the Broadway curve local/express lane improvement project been deferred? If not, what is the status/schedule?	The I-10 Corridor Improvement Study includes the improvements along the Broadway curve. This study has not been deferred. ADOT is currently reviewing the Initial Design Concept Report and Administrative Draft Environmental Impact Statement. Public Hearings on the Draft EIS are currently anticipated in summer 2010.

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<p>Regional Transportation Plan</p>	<p>Since you (MAG) spend <u>so much</u> money on modeling, where is/are your most recent regional transit (light rail, rapid, etc) model/models? Show it, please, and discuss it and how 32 percent of the RTP (\$16 billion dollars) will be spent.</p>	<p>The MAG transportation planning process includes an extensive travel modeling component that provides estimates of future vehicular travel, associated with the demand for person and goods movement in the region. This covers travel by all the major modes including autos, trucks, bus transit, and light rail transit for the full period covered by the RTP. The travel modeling process is based on the most recently available population and employment forecasts, which are consistent with the horizon year of the Plan." (Page 1-9) Travel demand model results are presented in the Chapter 20 of the RTP (http://www.mag.maricopa.gov/pdf/cms.resource/RTP_2007-Update_07July.pdf).</p> <p>The amount identified in the RTP for bus facilities and services (including vanpool, dial-a-ride and rideshare) from all funding sources totals over \$11.1 billion Of this total, \$5 billion will be regionally funded and \$6.1 billion will be funded from local sources, which include farebox receipts. The amount identified in the RTP from all funding sources for Light Rail Transit expenditures totals \$4 billion (year of expenditure). Of this total, \$1.3 billion will be regionally funded and \$2.7 billion will be funded from local sources, which include farebox receipts.</p>