ARIZONA PASSENGER RAIL CORRIDOR STUDY

Tucson to Phoenix

Final Tier 1 Environmental Impact Statement

Appendices

December 2016







Submitted to:

U.S. Department of Transportation
Federal Railroad Administration

Submitted by:

Arizona Department of Transportation
Multimodal Planning Division

Appendices

Land Use Appendix

Land Use Appendix

Table L-1. Existing Land Use Percentages within the Corridor Alternatives

	Yellow Corridor Alternative		Orange Corridor Alternative	
Land Use Type	**Total Acres**	**Percentage**	**Total Acres**	**Percentage**
Vacant	21,526	27.43%	27,368	32.71%
Agriculture and Rangeland	18,938	24.13%	20,781	24.83%
Residential	11,161	14.22%	8,799	10.52%
Utilities/Transportation	8,932	11.38%	8,543	10.21%
Industrial	5,248	6.69%	4,196	5.01%
Open Space	4,427	5.64%	4,137	4.94%
Commercial	2,485	3.17%	2,802	3.34%
Undevelopable	1,057	1.35%	1,823	2.18%
Institutional	2,339	2.98%	1,797	2.15%
Public	1,521	1.94%	1,260	1.51%
Office	800	1.02%	894	1.07%
Mixed Use/Other	35	0.04%	1,278	1.53%

Table L-2. Future Land Use Percentages within the Corridor Alternatives

	Yellow Corridor Alternative		Orange Corridor Alternative	
Land Use Type	**Total Acres**	**Percentage**	**Total Acres**	**Percentage**
Residential	28,941	36.74%	30,249	36.02%
Mixed Use/Other	20,824	26.43%	21,530	25.64%
Industrial	8,073	10.25%	7,443	8.86%
Utilities/Transportation	5,420	6.88%	6,339	7.55%
Open Space	3,741	4.75%	5,524	6.58%
Commercial	4,561	5.79%	5,300	6.31%
Agriculture and Rangeland	2,144	2.72%	2,140	2.55%
Institutional	2,001	2.54%	1,703	2.03%
Office	1,204	1.53%	1,670	1.99%
Undevelopable	747	0.95%	1,110	1.32%
Public	1,123	1.43%	969	1.15%

Table L-3. Land Ownership within the Corridor Alternatives

	Yellow Corridor Alternative		Orange Corridor Alternative	
Landowner	**Total Acres**	**Percentage**	**Total Acres**	**Percentage**
Private Land	63,114	80.43%	63,466	75.84%
State				
Arizona State Land Department	13,186	16.80%	17,123	20.46%
Arizona State Parks	413	0.53%	413	0.49%
Federal				
Bureau of Reclamation	141	0.18%	1,821	2.18%
National Park Service	97	0.12%	N/A	N/A
Bureau of Land Management	48	0.06%	161	0.19%
Tribal				
Gila River Indian Community	1,278	1.63%	N/A	N/A
Salt River Pima-Maricopa Indian Community	N/A	N/A	402	0.48%
Local				
Local Parks and Recreation	198	0.25%	295	0.35%

Table L-4. Study Corridor Consistency with Land Use and Transportation Policies

Region	Agency/Jurisdiction	Plan or Study	Consistent with Relevant Land Use Policies			Consistent with Relevant Transportation Policies		
			Yellow	Orange	No Build	Yellow	Orange	No Build
State of Arizona	Arizona	Arizona State Rail Plan 2011	n/a	n/a		X	X	
Pima County	Town of Marana	General Plan 2010	n/a	n/a		X	X	
	Pima County	Comprehensive Plan - Regional Plan Policies 2001, amended 2012	n/a	n/a		X	X	
	City of Tucson	General & Sustainability Plan 2013	X	X		X	X	
Pinal County	City of Coolidge	General Plan 2003	X	X		X	X	
	City of Coolidge	Comprehensive Transportation Feasibility Study - 2012	n/a	n/a		X	X	
	City of Coolidge	Municipal Airport Master Plan	X		X	X		X
	City of Eloy	General Plan 2011	X	X		X	X	
	Town of Florence	General Plan 2020	n/a	n/a		X	X	
	Pinal County	Comprehensive Plan 2009	X	X		X	X	
Maricopa County	Town of Gilbert	General Plan 2012	n/a	n/a		X	X	
	Maricopa County	Comprehensive Plan 2020	X	X		X	X	
	City of Mesa	General Plan 2002	X	X		X	X	
	City of Phoenix	General Plan 2002	X	X		X	X	
	City of Tempe	General Plan 2030	X	X		X	X	
	Town of Queen Creek	General Plan 2008	n/a	n/a		X	X	
	Town of Queen Creek	Town Center Plan 2011	n/a	n/a		X	X	

n/a – None of the goals or policies in the land use element were pertinent to the potential impacts of a passenger rail system on land use, therefore the project is presumed to not conflict with relevant policies; or there was no land use element as part of the plan (i.e., transportation feasibility study).

Public and Agency Coordination Appendix

Scoping Report



PASSENGER RAIL CORRIDOR STUDY
Tucson to Phoenix

April 2012

Prepared for:

Arizona Department of Transportation
Federal Railroad Administration
Federal Transit Administration

Prepared by:
Parsons Brinkerhoff
KDA Creative

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Executive Summary

October 2011 marked an unprecedented opportunity for Arizonans to add their voice and response, as part of public scoping activities in support of the Arizona Department of Transportation (ADOT) ***Passenger Rail Corridor Study, Tucson to Phoenix***, conducted by ADOT, the Federal Railroad Administration, and the Federal Transit Administration. For people traveling between Tucson and Phoenix, Arizona's two largest urban areas, there are limited options. This study is looking at the potential for a future transportation option connecting the urban area. Public input, along with multi-agency and stakeholder cooperation, is essential to understanding and addressing the needs and expectations along the Interstate 10 (I-10) corridor between Tucson and Phoenix.

Scoping is conducted early in a study of this nature and helps define its direction. For this study, the scoping process included opportunities for all interested parties to have a voice, and the opportunity for the study team to refine its focus so that the study truly meets the needs and expectations of the Arizona community.

The study team heard from interested parties, including public agencies, Tribal communities, community leaders, businesses, residents, employees, and students—the next step in a dialogue about transportation options that has been unfolding for decades. In development of its Statewide Transportation Planning Framework (Building a Quality Arizona, or bqAZ) and Long-Range Transportation Plan (LRTP), ADOT has continued to hear that its customers view public transportation options as a need and priority. In fact, in the Spring of 2011, more than 2,400 members of the Arizona community weighed in on the State's LRTP, with 59 percent indicating that they would prefer reducing traffic congestion through improvements to public transportation and making it easier to walk and bike instead of building more highways.

To maximize participation in the ***Passenger Rail Corridor Study, Tucson to Phoenix***, ADOT endeavored to make participation as convenient as possible. To that end, one key element of participation was a one-minute and fifty-second video, accompanied by a simple 12-page booklet and a 12-question survey. The video was available online or on DVD and the booklet and survey, which contained basic project information as well as the 12 questions, also were available in hard copy and online.

In addition to traditional public open houses, ADOT sought out and, when possible, attended community events scheduled during the scoping period. ADOT held 12 scoping events (four in each county within the study area) beginning October 7, 2011. The final event was held November 1, 2011, and the comment period ended November 14. A total of 141 people signed in to the 12 scoping events, and hundreds more stopped by the project information booths at community events and spoke with project team members.

There were 3,965 people who viewed the project video online, and 2,845 participated online.

Key Themes

Reception overall is very favorable to a transportation option to relieve traffic along the I-10 corridor between Phoenix and Tucson, although many respondents indicated concern about the lack of multimodal connections at stops and the termini. In response to that concern, the study is taking a proactive approach to determining what connections would be needed at stops and termini to make the system successful, and is coordinating closely with local communities and other stakeholders to ensure the system is planned with multi-modal connections in the forefront of the development process.

In answer to the question "What would be your preferred travel choice between Phoenix and Tucson?" in which there were 2,972 responses:

- 77.2 percent of respondents chose "train"
- 21.1 percent chose "personal vehicle"
- Bus, bike, and air each received less than 1 percent of responses

Forty-six percent of all the comments received can be summarized in the following 10 sub-categories (with study team response listed for each):

1. Want a train with fewer stops that can travel at a higher speed. ***Response***—the intent is to develop a plan to accommodate both higher speed service with few stops as well as a local service designed to provide an alternative for commuters.
2. Are concerned about current and future traffic on the I-10 corridor. ***Response***—the project will assess the ability of an alternative mode to serve the needs of the Tucson-Phoenix Corridor by evaluating both bus and rail option between the two metro areas.
3. Want more travel options. ***Response***—the Passenger Rail Corridor Study will focus on non-automotive choices within the Tucson-Phoenix Corridor.
4. Are concerned about safety on the I-10 corridor. ***Response***—one of the considerations in evaluating rail and bus options is safety. In general, rail at least will have a lower potential for crashes than auto.
5. Like the idea of multi-tasking on the train instead of driving the I-10 corridor. ***Response***—both bus and rail options offer the ability to focus on other activities during the trip.
6. Would utilize the train to visit friends or relatives. ***Response***—access to other modes could make travel for personal reasons more appealing to some, which could increase overall demand for travel, but only because an alternative is available.

7. Believe the train would help improve air quality. ***Response***—the effect on air quality will be evaluated in determining the benefits and disadvantages of the various alternatives being considered.
8. Believe the train would provide a good commute option as the region grows. ***Response***—the plan is to operate a dual service to include commuter rail service along the route. The alternatives will be evaluated for the ability to satisfy that need.
9. Would utilize the train to get to Sky Harbor Airport. ***Response***—among the alternatives being developed, several provide station access to Sky Harbor Airport. The attractiveness of that location for ridership will be determined in the course of the study.
10. Support a train corridor that would have minimal impact on the environment, primarily indicating a preference for the use of I-10 or existing rail right-of-way. ***Response***—most alternatives rely on existing travel corridors and transportation facilities.

6.3 percent of all comments indicated an overall opposition to the concept of passenger rail between Tucson and Phoenix. The vast majority of the opposed comments cited:

- Imposing higher taxes to fund the project. ***Response***—at this time there is no funding source identified for the construction or operation of this project and there is no assumption of what that source may be.
- Finding better use for taxpayer dollars. ***Response***—the study includes a cost-benefit analysis that will help in the comparison of alternatives. One alternative considered will be a no build alternative.
- Fixing problems on I-10 before building something that is not an absolute necessity. ***Response***—the study takes in to full account improvements to I-10 that are underway and planned.

1.0 Introduction

The purpose of this report is to summarize the comments, issues and concerns raised during the scoping process for the Arizona Department of Transportation's (ADOT) ***Passenger Rail Corridor Study, Tucson to Phoenix*** , a study of a high-capacity travel option and associated corridor between Tucson and Phoenix. This summary will provide a basis for ADOT, the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) to determine the appropriate scope for the Alternatives Analysis (AA), Tier 1 Environmental Impact Statement (EIS) and Service Development Plan.

Specific documents related to the scoping process can be found in the appendices at the end of this document. These include:

A Project Kickoff Meeting Summary
B Corridor Support Team Invitation List
C Corridor Support Team Meetings Summary
D Notice of Intent
E Notices and Newspaper Advertisements
F Agency Scoping Summary
G Public Scoping Booklet
H Scoping Comment Form
I Scoping Event Exhibits
J Photographs from Scoping Events

It is important to note that during the scoping process, the study was referred to as the "ADOT Intercity Rail Study," but that name was subsequently changed to better reflect the scope of the study and the numerous agency and public comments received during scoping. "Passenger Rail" provides a broader definition of the type of rail system being considered, to include intercity, commuter, and local trip patterns. "Corridor Study" is intended to reflect that connections are being reviewed within a broader corridor that would be recommended to form a complete system.

1.1 Description of Project

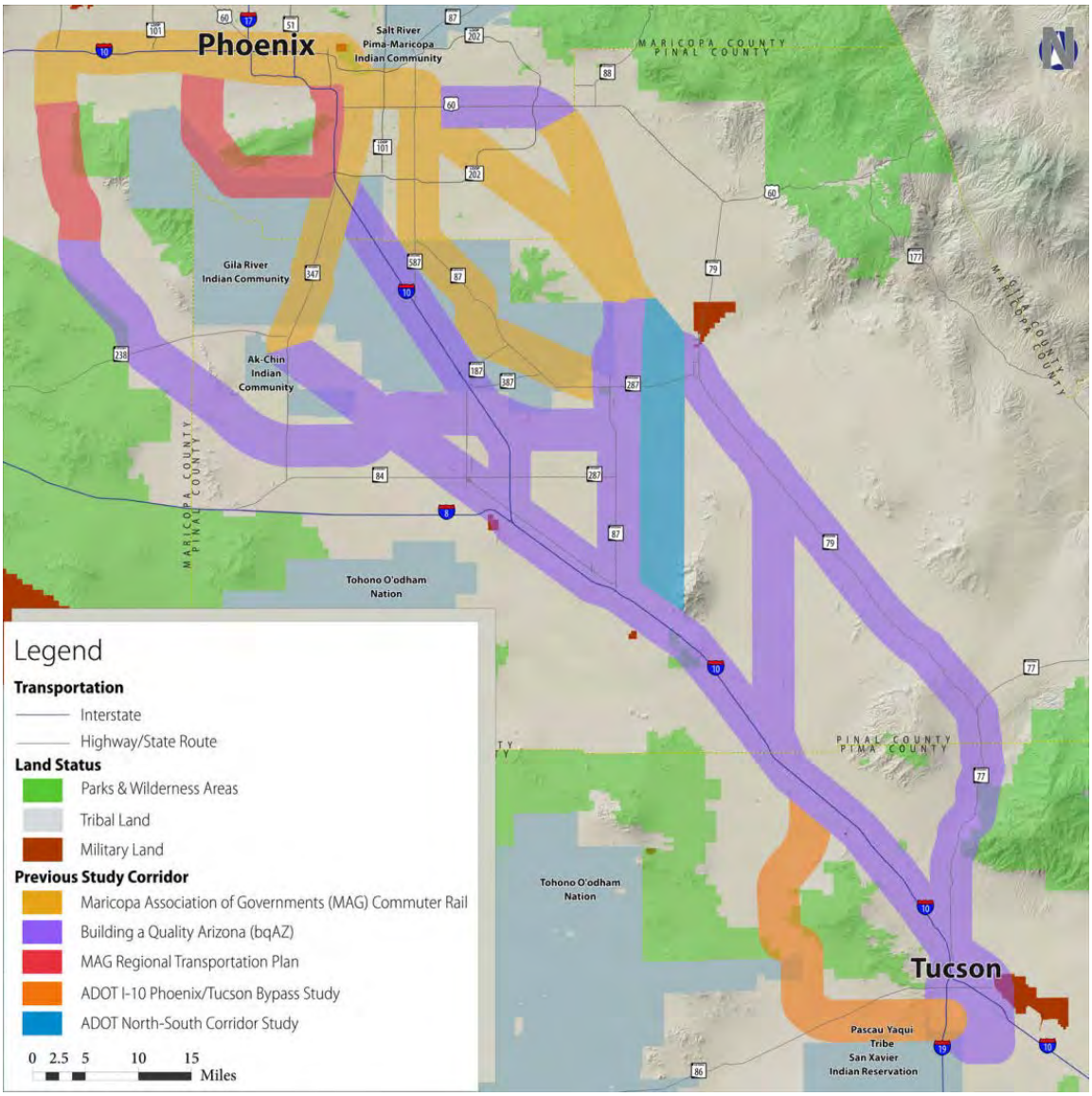
This study is intended to further assess needs and demands for a high-capacity travel option and associated corridor between Tucson and Phoenix. The study area includes portions of Maricopa, Pima, and Pinal counties. The study will evaluate whether such an option is indeed needed, identify suitable alternatives within the study area and assess the overall scope and cost of the proposed high-capacity travel option in this corridor.

This study is a Tier 1 EIS. A Tier 1 EIS analyzes, at a general level, the natural, built, and social environment that may be affected in each corridor being considered. A Tier 1 EIS identifies project impacts in the corridors so they can be compared

against each other. Once a preferred corridor is chosen, a Tier 2 EIS will be completed as segments of the project are programmed for construction. A Tier 2 EIS not only identifies specific impacts, but shows how impacts will be mitigated, clearing a project for construction.

ADOT's Statewide Transportation Planning Framework Study, completed in March 2010, concluded that Arizona will not be able to address future congestion by continuing to rely almost exclusively on roadways to move people. High-capacity services such as rail offer an efficient and attractive form of transportation. Intercity mobility between the Tucson and Phoenix metropolitan areas has been identified by ADOT as a market where demand exists. The study area and corridors highlighted in previous studies are depicted in Figure 1.

Figure 1 – Corridors Identified in Previous Studies



1.2 Alternatives

Multiple alternative options will be assessed as part of this study, as described below.

No-Build Alternative

This alternative represents a no-build option from Tucson to Phoenix. It serves as a minimum investment alternative that recognizes only projects already programmed for construction.

Baseline Alternative

The Baseline or Transportation Systems Management (TSM) Alternative provides a foundation against which to measure the effectiveness of all Build Alternatives. It is required by federal guidelines and incorporates TSM improvements consisting primarily of low-cost capital and operations improvements such as intersection widening and traffic signal or ITS enhancements to improve system operation.

Project Alternatives

At this point in the study, specific alternatives have not yet been identified. Consideration of previous studies within the region and the findings of this scoping process will enable the project team to develop potential alternatives. The alternatives will depict different routes and station locations. Some alternatives may include solutions other than rail.

1.3 Pre-Scoping Activities

Scoping is conducted early in a study of this nature to identify major issues and help establish the scope of the study. Scoping is a requirement of the National Environmental Policy Act of 1969 (NEPA) process.

March 10, 2011 Project Kickoff Meeting with Stakeholders

On Thursday, March 10, 2011, ADOT hosted the ADOT Intercity Rail Study Kick-Off meeting at the Sheraton Wild Horse Pass Conference Center. The meeting was designed as an expo, with attendees receiving an overview presentation and then participating in information-building activities at a number of "booths" set up around the room. The booth titles were as follows:

- Why passenger rail in Arizona?
- Why this project now?
- Different Types of Rail
- Mobility Benefits

- How would I get to my destination?
- Quality of Life
- Economic Vitality
- Can rail help shape a community?
- What about the environment?
- Stay Involved

A summary of the project kick-off meeting is included in *Appendix A: Project Kickoff Meeting Summary*.

June 2011 Corridor Support Team Meetings

As part of the study process, periodic CST meetings were held at key points to gain input from stakeholders and help guide the study. The first round was held in June 2011 on the dates and at the locations listed below. Two additional rounds for CST meetings will be held during the study as identified in the project Participation Plan.

ADOT distributed 370 email invitations using Constant Contact, an internet based email distribution service, on June 10, 2011. In addition, ADOT staff and team members used word-of-mouth techniques to increase interest in the workshops. A list of the CST invitation list can be found in *Appendix B: CST Invitation List*.

Table 1 – CST Meeting Locations

Date	Location	Participants
June 21, 2011	Tucson Tucson Convention Center	31
June 23, 2011	Coolidge Arizona Central College	24
June 28, 2011	Phoenix Burton Barr Library	56
	Total:	111

Meeting Summary

ADOT project manager, Mike Kies, welcomed participants and thanked them for their attendance. He then gave a brief overview of the study, the schedule, and the purpose of the workshop. Participants then rotated among three workshop stations: Purpose and Need, Range of Alternatives, and Evaluation Framework. Participants evaluated the meeting at the end of each day. A summary of the June 2011 meeting is included in *Appendix C: CST Meeting Summary*.



Participants in the Range of Alternatives workshop in Tucson

1.4 Scoping Process

The scoping period provides an opportunity to inform the public and stakeholders about the project and obtain their insights about critical concerns and opportunities. Within this study, a variety of efforts were used to engage the public and stakeholders to solicit input.

The main goals of scoping were to:

- Inform stakeholders and the public about the study process and intent
- Identify key concerns of stakeholders and the public regarding passenger rail service in this region
- Identify environmental issues
- Identify opportunities beyond those already presented in previous studies

A primary element of participation was a one-minute and fifty-second video, accompanied by a simple 12-page booklet and a 12-question survey. The video was available online and on DVD and the booklet and survey, which contained basic project information as well as the 12 questions, also were available in hard copy and online. The online survey was available between October 7 and November 14, 2011.

In additional to traditional public open houses, ADOT sought out and, when possible, attended community events scheduled during the scoping period. ADOT held 12 scoping events (four in each county, Maricopa, Pinal, and Pima) beginning October 7, 2011. The final event was held November 1, 2011. The comment period ended November 14, 2011. A total of 141 people signed in to the 12 scoping events and hundreds more stopped by our booths at community events and spoke with project team members.

Section 1.4 details notification and publicity for the events, and Section 1.5 provides details of the events. Public and stakeholder involvement efforts will extend beyond the scoping phase and throughout the study.

1.5 Notification of Scoping

The Notice of Intent (*Appendix D: Notice of Intent*) was published in the *Federal Register* on October 6, 2011. Additional publicity and notices are detailed below and are included in *Appendix E: Notices and Newspaper Advertisements*.

Email Distribution

ADOT routinely uses email for communication with the public. For this scoping effort, ADOT sent emails to its existing subscribed distribution list of more than

100,000 people at key points throughout the public comment period. The notices were as follows:

October 7, 2011: The time is now!
The Arizona Department of Transportation wants you to add your voice to Arizona's discussion about travel options between Tucson and Phoenix. Participate online now at www.azdot.gov/passengerrail. Your comments will help shape the future. Online participation is available through November 14, 2011.

A list of events was available on the website as well.

October 28, 2011: **There's still time to add your voice!**
The Arizona Department of Transportation wants you to add your voice! Join the more than 1,500 who have commented on travel options between Tucson and Phoenix. If you have already participated – thank you! Participate online now at www.azdot.gov/passengerrail. Online participation is available through November 14, 2011.

November 10, 2011: It's not too late to add your voice!
The Arizona Department of Transportation wants you to add your voice to the 2,300 people who have commented on travel options between Phoenix and Tucson. If you have already participated – thank you! Online participation is through November 14, 2011. Participate online now at www.azdot.gov/passengerrail.

Media Releases

ADOT's Media Team issued the following news releases:

September 27: Initial news release to Phoenix, Tucson, and Pinal County media

September 29: Tucson-focused news release to Tucson media to publicize upcoming events in Tucson

October 4: Tucson media release reminder

October 5: Phoenix-focused news release sent to Phoenix media to publicize upcoming events in the Phoenix area, and news release emailed to project stakeholder email distribution list

October 12: Tucson media release reminder, Pinal County-focused news release to publicize upcoming events in Pinal County

October 17: East Valley newspapers news release to publicize upcoming events in the East Valley, Pinal County media release reminder

Social Media

ADOT's Social Media Team posted to the ADOT Facebook page (www.facebook.com/AZDOT) on October 7, 17, and 31, and November 10, 2011 to encourage participation in scoping. In addition, ADOT posted information about the project and a call to action for participation at adotblog.blogspot.com on October 7 *("ADOT launches intercity rail study looking at potential Phoenix to Tucson link")* and October 17, 2011 *("Intercity Rail Study examines environmental impact, alternatives)*. During the scoping comment period the project also received 18 Twitter hits, meaning that other individuals tweeted about the project encouraging their followers to participate.

Earned Media

The emails, media outreach and social media resulted not only in high numbers of participants in the process, but also in earned media coverage, which boosted participation. Earned media is a cost effective method of releasing information through promotional efforts other than paid advertisements. Several Phoenix and Tucson media outlets produced articles and news stories regarding the study.

Television Coverage:

October 5 ABC-15 Phoenix
October 5 and 6 KVOA Tucson Channel 4 (NBC)
October 7 and 11 KPHO Phoenix Channel 5 (CBS)
October 10 Fox 11 Tucson
October 13 KOLD Tucson Channel 13 (CBS)

Radio Coverage:

September 28 KJZZ National Public Radio
October 5 KTAR 92.3 FM Phoenix Talk Radio
October 12 KFYI 550 AM Phoenix Talk Radio

Print/Online Media Coverage:

October 5 and 10 AZ Daily Star
October 5 and 14 Inside Tucson Business
October 8 and 11 East Valley Tribune
October 8 and 29, November 10 TriValleyCentral.com/Casa Grande Dispatch
October 10 Daily Wildcat (University of Arizona)
October 12 State Press (Arizona State University)
October 13 Cronkite News
October 19 TriValleyCentral.com/Arizona City Independent
October 20 GoldCanyonToday.com
October 27 SanTanValleyToday.com

November 2 WillcoxRangeNews.com
November 10 Arizona Republic

Paid Advertising

Paid legal and display advertisements announced the scoping open houses and events in local and regional newspapers between September 2011 and October 2011. The table below details the publications and dates of these advertisements.

Table 2 – Newspaper Advertisements

Newspaper	Publication Date	Advertisement Type
Arizona Daily Star	September 22, 2011	Legal Ad
Arizona Daily Star	September 27, 2011	Legal Ad
Arizona Republic	September 22, 2011	Legal Ad
Arizona Republic	September 27, 2011	Legal Ad
TriValley Central	September 21, 2011	Legal Ad
TriValley Central	September 22, 2011	Legal Ad
TriValley Central	October 12, 2011	Display Ad

1.6 Scoping Events

Agency Scoping Meeting

An agency scoping meeting was held on October 11, 2011 at ADOT. This meeting was also conducted as a webinar to accommodate participants throughout the study area. Early in the study process, an extensive list of stakeholders was identified to participate in the study via Corridor Support Teams (CSTs). All the identified stakeholders and CST members were invited to participate in the meeting and webinar. Sixty-six people attended the meeting in person and 34 participated via webinar.

ADOT distributed 111 invitations were mailed to state and local agencies as well as Tribes on October 4, 2011. Attached to the meeting invitations was a meeting agenda, project segment area map, description of the segment areas, schedule of milestones, comment form, and a map of the study area.

The Agency Scoping meeting summary is included in *Appendix F: Agency Scoping Summary*. Included in the summary are samples of the invitation and materials distributed.

Public Open Houses and Events

The scoping process included eight public scoping open houses and four public events.

The open houses provided participants an opportunity to ask the project team questions regarding the study as well as submit feedback. These open houses were held in a come-and-go format featuring displays and exhibits detailing the study area and process. A running video presentation provided an overview of the study. Participants were asked to sign in to receive future communication follow-up and were given an informative booklet and comment form.

The public scoping booklet is included in *Appendix G: Public Scoping Booklet*, the scoping comment form is included in *Appendix H: Scoping Comment Form*, and the copies of the scoping event exhibits are included in *Appendix I: Scoping Event Exhibits*. Photos of the events are included in *Appendix J: Photographs of Scoping Events*. A total of 141 participants signed in at the open houses. The locations and dates are included below.

Table 3 – Public Scoping Meeting Locations

Date	City	Location/Address	Time	Attendees
10/11/11	Phoenix	Burton Barr Library: Auditorium 1221 N. Central Ave., Phoenix, AZ	3pm – 7pm	51
10/13/11	Tucson	Pima Community College: Northwest Campus 7600 N. Shannon Road, Tucson, AZ	3pm – 7pm	16
11/18/11	Florence	Town of Florence Town Hall 775 North Main Street, Florence AZ	3pm – 7pm	7
11/19/11	Coolidge	Central Arizona College: Signal Peak Campus 8470 North Overfield Road, Coolidge, AZ	3pm – 7pm	6
11/24/11	Chandler	Chandler Downtown Library: Copper Room 22 S. Delaware Street, Chandler, AZ	3pm – 7pm	13
11/25/11	Eloy	City of Eloy Council Chambers 628 North Main Street, Eloy, AZ	3pm – 7pm	9
10/27/11	Casa Grande	City of Casa Grande Council Chambers 510 East Florence Blvd., Casa Grande, AZ	3pm – 7pm	21
11/1/11	Mesa	Mesa Main Library 64 East First Street, Mesa, AZ	3pm – 6:30pm	18

To supplement the open houses, local events within the study area were selected at which to set up exhibits. Participation in these events maximized the study team's ability to engage the public during the conduct of their daily business. The table below includes information about the locations of these public events.

Table 4 – Public Scoping Events

Date	Location/Address	Time
10/7/11	University of Arizona: Campus Mall 1303 E. University Blvd., Tucson, AZ	11am – 2pm
10/8/11	Second Saturdays Downtown 44 N. Stone Ave., Tucson, AZ	6pm – 9pm
10/12/11	Arizona State University: Campus Mall Tempe, AZ 85287	10am – 2pm
10/14-16	Tucson Meet Yourself Pima County Plaza surrounding 130 W. Congress, Tucson AZ	11/14: 11am – 1pm & 3pm – 7pm; 11/15: 3 pm – 7pm; 11/16: 2pm – 6pm

1.7 Additional Scoping Activities

Project Web Site

The project Web site (www.azdot.gov/passengerrail) also served as a primary tool for communication during the scoping process. Stakeholders and members of the public could access additional study information, maps and meeting materials on this site. The survey distributed at open houses and events was also made available for electronic completion on the Web site.

The following information is available on the Web site:

- Previous study overview documents
- Environmental process information
- Types of rail information
- Case studies about the impact of rail
- Stakeholder meeting presentations
- Statement of project need
- Calendar of events

Do-It-Yourself Meeting Kits

To make participation as accessible as possible, and understanding that not all people have Internet access or the ability to attend a meeting or event, ADOT also offered Do-it-Yourself meeting kits, which included a DVD of the short project video, copies of the scoping booklet and comment form, and postage paid envelopes to return the comment form. People were able to request a kit for as many people as they would like by calling the project hotline (see below), emailing the project team, faxing ADOT's Communication and Community Partnerships Division (CCP), or mailing a written request to CCP. A total of 31 kits were requested and mailed.

Project Hotline

An automated project hotline was established as an additional means of soliciting feedback. Respondents were free to leave comments for the project team on this hotline. All calls received were requests for Do-It-Yourself Meeting Kits which were shipped upon request.

2.0 Public Scoping Comments

Between October 7, 2011 and November 14, 2011, the study team received 3,075 written comments. This includes 2,784 survey responses along with 291additional comments submitted that did not follow the survey format.

2.1 Summary of Comments

In general, comments reflected a need for an additional transportation option between Tucson and Phoenix and a preference for rail. Six point three percent of the comments indicated an overall opposition to the concept of passenger rail between Tucson and Phoenix. The vast majority of the opposed comments cited:

- Imposing higher taxes to fund the project
- Finding better use for taxpayer dollars
- Fixing problems on I-10 before building something that is not an absolute necessity

Traveling I-10 by car is often not viewed as ideal due to heavy truck traffic, dust storms and accidents, making many people to likely avoid the trip. If they had an improved option, respondents indicated that they would make the trip more frequently.

Of the 12 questions in the survey, four were multiple-choice, allowing for statistical analysis. Multiple choice survey responses are listed in Section 2.2 with associated result statistics. Section 2.3 provides additional analysis of the free response questions.

2.2 Results of Multiple Choice Questions

Home ZIP and Work ZIP

This question helped the study team understand the origin of the comments. Predictably, the largest number of responses came from within the study area; however, there were comments from all over the state and even outside the state, indicating widespread interest in development of a rail system for Arizona

and the Southwest. Figure 2 shows how the survey responses were distributed by city.

Figure 2

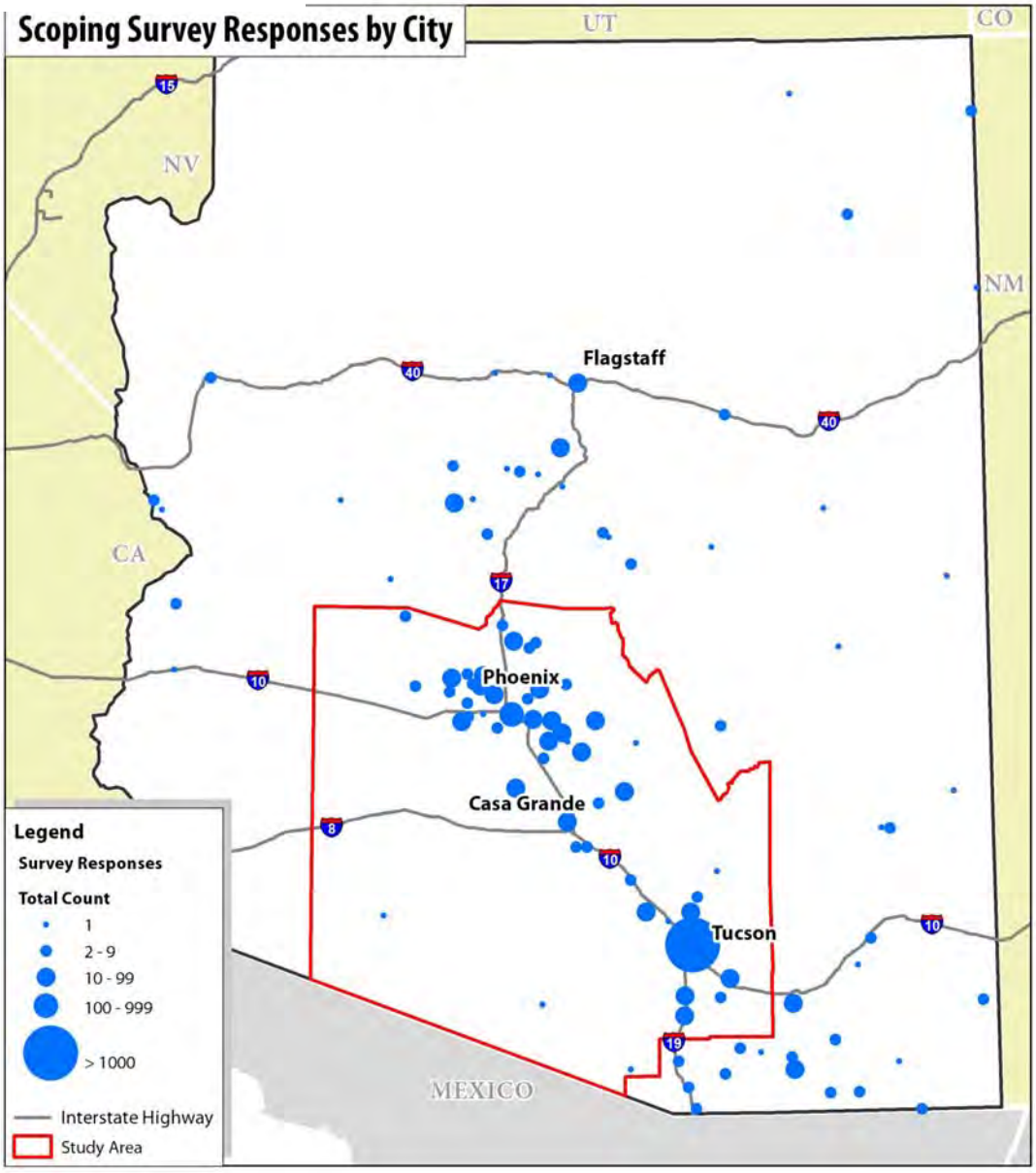
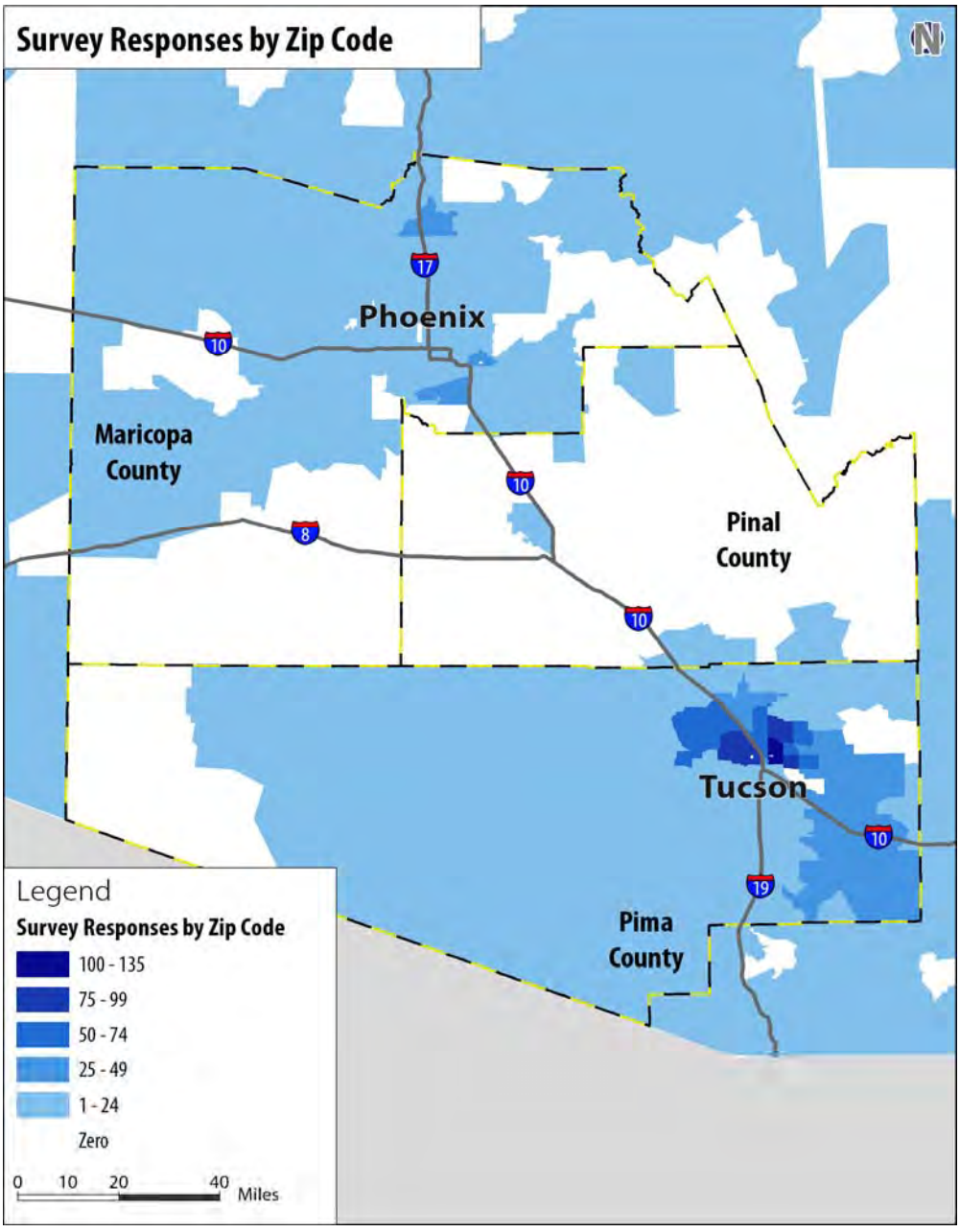


Figure 3 shows how the survey responses were distributed by Zip Code, another way at looking at the information gained from the surveys.

Figure 3

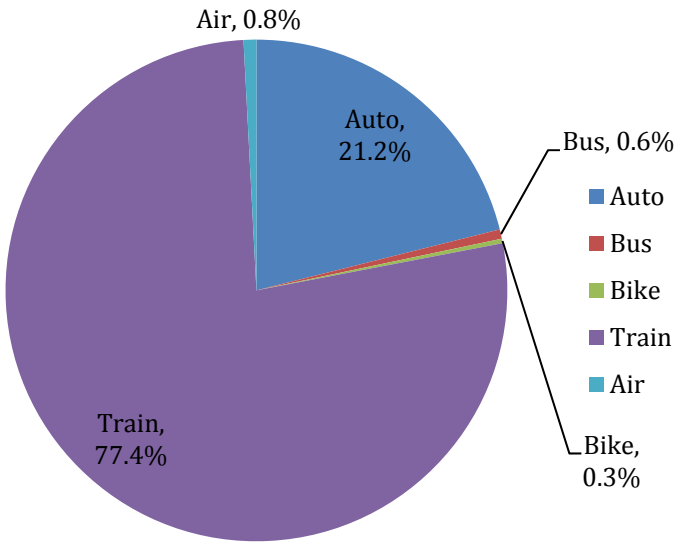


What would be your preferred travel choice between Phoenix and Tucson?

The ***Passenger Rail Corridor Study, Tucson to Phoenix*** is evaluating transportation alternatives to the personal vehicle—this could be one of several transportation modes. The team needed to understand peoples' preferences with regard to mode to help focus the study so it can be most responsive to Arizonans' needs and expectations. The survey included five transportation modes: personal vehicle, bus, bike, train, and air. The results indicate that rail is the mode on which respondents believe the study should focus.

Table 5 – Preferred Travel Choice

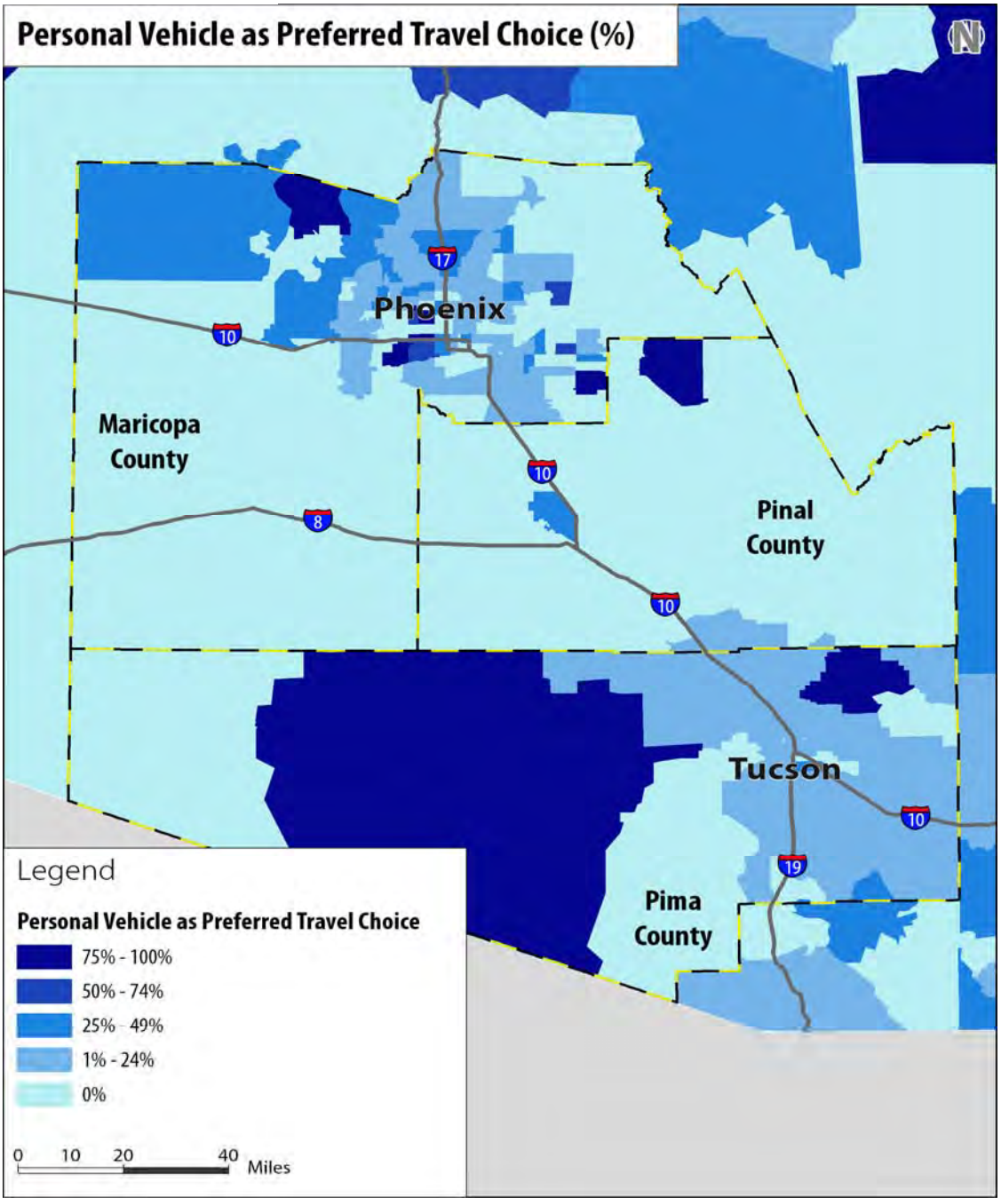
	Personal Vehicle	Bus	Bike	Train	Air
Total	589	17	8	2156	23
Percentage	21.2%	0.6%	0.3%	77.4%	0.8%



Geographic Distribution for Personal Vehicle as Preferred Travel Choice

Figure 4 shows that the higher percentages of personal vehicle preference are outside the urban areas, which is consistent with the purpose of the study: to study a travel choice between the two urban areas. People outside the urban areas did indicate that they would use the system if they were easily connected to it.

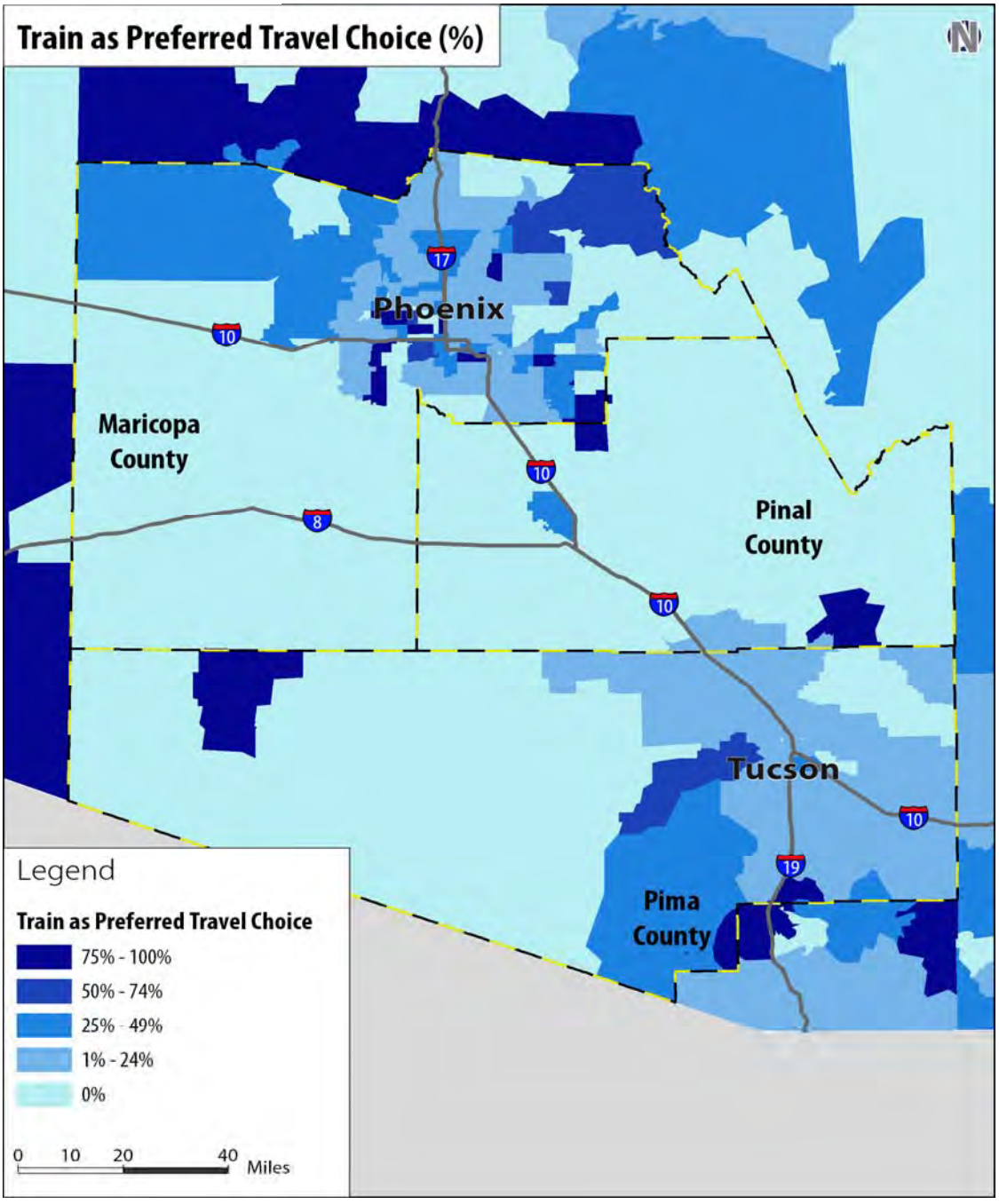
Figure 4



Geographic Distribution for Train as Preferred Travel Choice

Figure 5 shows the concentration of desire for a passenger rail option in the two urban areas; however, it also shows a relatively even distribution, indicating desire for rail throughout the state.

Figure 5

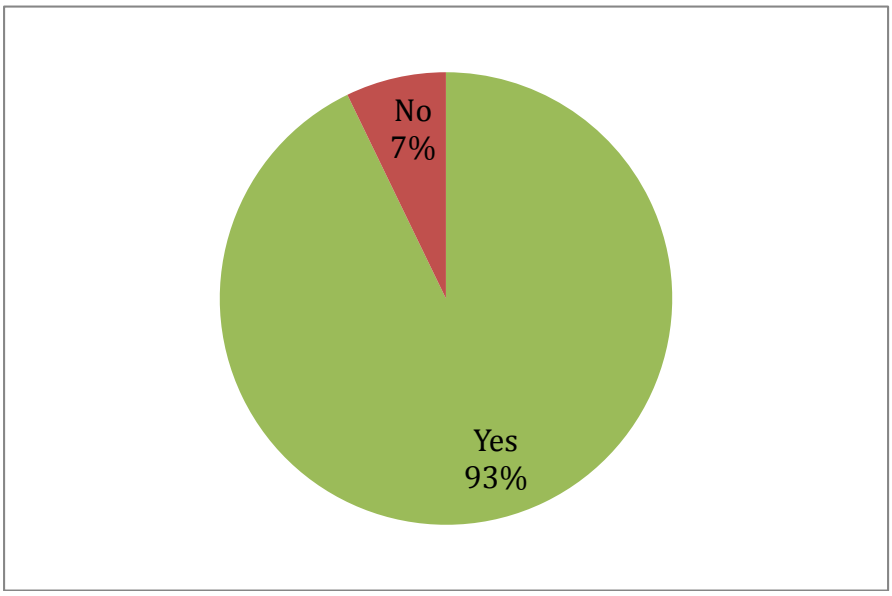


Do you travel between Phoenix and Tucson and any points between?

This was a yes or no question and was important to ensure that the study team had reached users of the corridor. The results indicate that the survey reached corridor users.

Table 6 –Travel Between Phoenix and Tucson

	Yes	No
Total	2320	182
Percentage	93%	7%



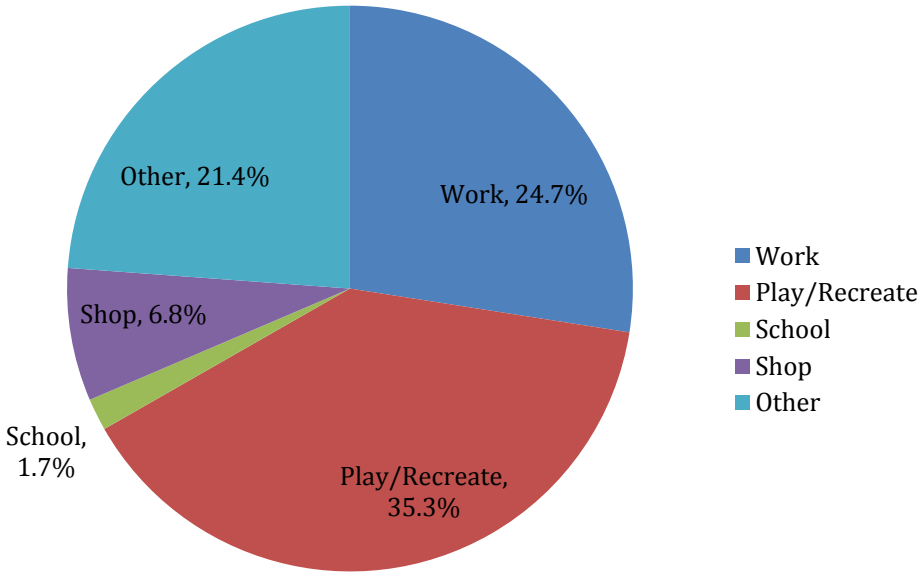
If you do travel between Phoenix and Tucson and any points between, why?

The team wanted to understand why people are traveling between Tucson and Phoenix. Respondents were given six options to check: work, play, school, shop, recreate, and other. The largest number of respondents indicated that they travel the distance for recreation—many people mentioned trips to Sky Harbor Airport and sporting/cultural venues. The "other" category, which also had substantial responses, was primarily indicated as "visit family and friends."

A majority of people who listed their trip purpose in the "other" category indicated they would like to make the trip more often and would if they had a more desirable transportation alternative. The driving conditions on Interstate 10 appear to preclude trips between Tucson and Phoenix. In addition, this information correlates with the large number of respondents who said that passenger rail would spur economic development, not only in Tucson and Phoenix, but also in areas between (if a station were to be located there). Common mentions of where intermediate stations should be located included Casa Grande, Florence, and Maricopa.

Table 7 – Reason for Travel Between Phoenix and Tucson

	Work	Play/ Recreate	School	Shop	Other
Total	688	983	46	190	597
Percentage	24.7%	35.3%	1.7%	6.8%	21.4%

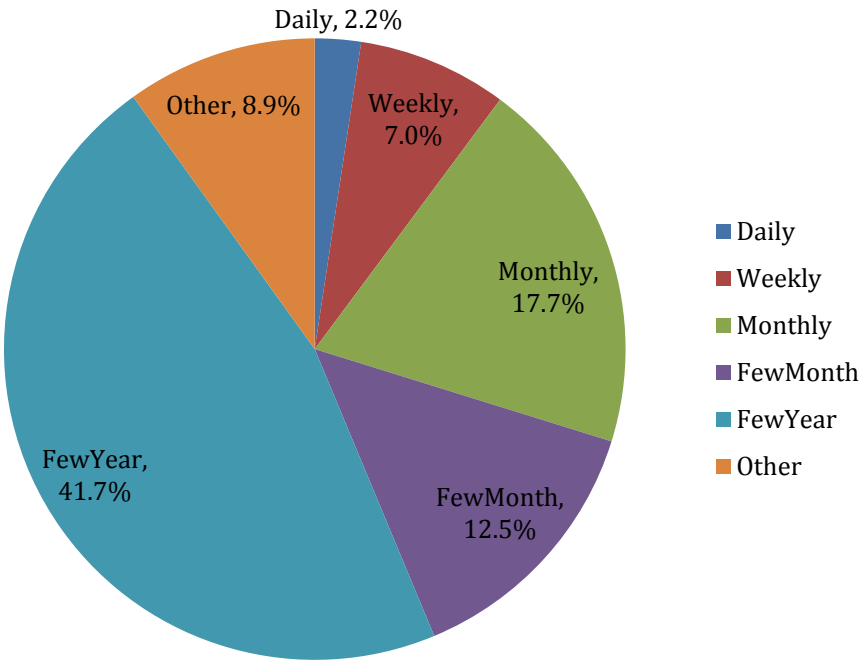


How often do you make this trip?

This question helped the study team begin to shape an idea of the travel preferences within the corridor. Respondents were given the following travel frequencies from which to choose for this question: daily, weekly, monthly, a few times a month, a few times a year, and other. Additional analysis and cross-referencing of the multiple-choice questions are included on the following pages.

Table 8 – Frequency of Travel

	Daily	Weekly	Monthly	Few Times/ Month	Few Times/ Year	Other
Total	60	195	492	349	1162	249
Percentage	2.2%	7.0%	17.7%	12.5%	41.7%	8.9%



Purpose/Frequency Analysis Related to Preferred Mode

The tables below tell a story about how respondents' trip purpose and frequency relate to their mode preference. The data shows a cross reference between two questions, "What would be your preferred travel choice between Tucson and Phoenix?" (responses on page 17) and "How Often Do You Make This Trip?" (responses on page 20). The purple shading shows that the more frequently people travel, the more they indicate preference for a train.

Table 9 - Purpose/Frequency for All Respondents

	Daily	Weekly	Monthly	Few Times/ Month	Few Times/ Year	Total
Work	3%	5%	9%	7%	12%	**37%**
Play/ Recreate	0%	3%	10%	6%	32%	**50%**
School	0%	1%	1%	1%	1%	**3%**
Shop	0%	1%	3%	2%	5%	**10%**
Total	**3%**	**10%**	**23%**	**15%**	**50%**	**100%**

Table 10 - Purpose/Frequency for Respondents Who Prefer Train

	Daily	Weekly	Monthly	Few Times/ Month	Few Times/ Year	Total
Work	3%	6%	9%	7%	12%	**37%**
Play/ Recreate	3%	6%	12%	9%	17%	**48%**
School	0%	1%	1%	1%	1%	**3%**
Shop	0%	1%	1%	2%	6%	**12%**
Total	**6%**	**14%**	**25%**	**18%**	**37%**	**100%**

Table 11 - Purpose/Frequency for Respondents Who Prefer Personal Vehicle

	Daily	Weekly	Monthly	Few Times/ Month	Few Times/ Year	Total
Work	3%	5%	9%	8%	14%	**39%**
Play/ Recreate	0%	2%	9%	3%	35%	**50%**
School	0%	1%	0%	0%	0%	**1%**
Shop	0%	1%	3%	1%	5%	**10%**
Total	**3%**	**9%**	**22%**	**12%**	**54%**	**100%**

2.3 Results of Free Response Questions

The Free-Response Questions were categorized as follows:

Effect of New High-Capacity Travel Choice

1. How might a new high-capacity travel choice between Phoenix and Tucson affect you?
2. How might a new high-capacity travel choice affect your community?
3. How might a new high-capacity travel choice effect your environment?
4. Are there any specific environmental concerns or are there issues of resources that you are aware of that the project team should consider in the Tier I EIS?

Trip Characteristics

5. What is your typical destination?
6. How could your trip be improved?

Alternative Corridors

7. Are there any ideas that make more sense than others? Do you have any other ideas? Anything missing?

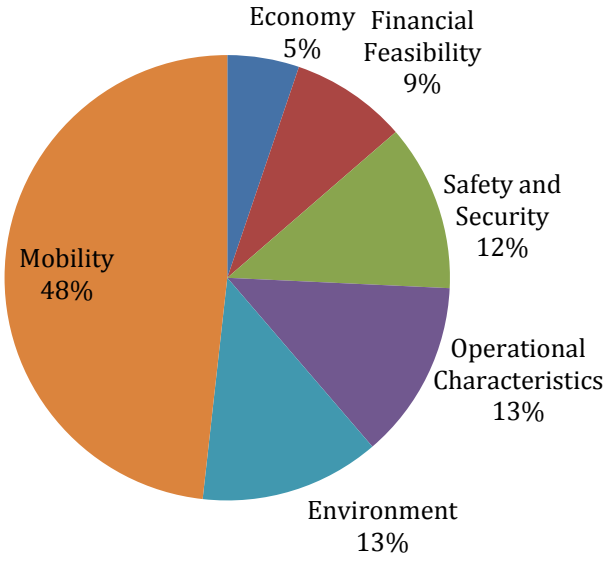
Forty-six percent of the comments can be summarized in the following 10 sub-categories. Respondents said that they:

- Want a train with fewer stops that can travel at a higher speed.
- Are concerned about current and future traffic on the I-10 corridor.
- Want more travel options.
- Are concerned about safety on the I-10 corridor.
- Like the idea of multi-tasking on the train instead of driving the I-10 corridor.
- Would utilize the train to visit friends or relatives.
- Believe the train would help improve air quality.
- Believe the train would provide a good commute option as the region grows.
- Would utilize the train to get to Sky Harbor Airport.
- Support a train corridor that would have minimal impact on the environment, primarily indicating a preference for the use of I-10 or existing rail right-of-way.

Common Themes

The study team conducted a number of word searches to extrapolate common themes and words used by participants in the completed surveys. There were no prompts to encourage the use of these themes or words by the project team. The following themes were identified and further broken down into subcategories (on the following pages) to help the project team analyze the data.

Comment Category	# Unique Comments	% of Total Unique Comments
Financial Feasibility	1,199	8%
Operational Characteristics	1,841	13%
Safety and Security	1,720	12%
Mobility	6,858	48%
Environment	1,858	13%
Economy	742	5%



For each of the six key comment categories, the tables on the following pages list specific word searches that were conducted and the frequency within the subcategory and also overall frequency (right column). This breakdown gives the study team a good indication of the issues that need to be addressed by the project, which is a primary purpose of scoping.

Mobility

Sub-category	Mobility # Comments	% Sub-category	% Overall
Travel	1561	23%	10.81%
Traffic	876	13%	6.07%
Option/Options	871	13%	6.03%
Work/Working	649	9%	4.49%
Visit/Visiting	585	9%	4.05%
Live/Living	422	6%	2.92%
Commute	408	6%	2.82%
Airport	379	6%	2.62%
Congestion	238	3%	1.65%
Stress	228	3%	1.58%
Convenience/Convenient	223	3%	1.54%
Relax/Relaxing	200	3%	1.38%
Reliable	80	1%	0.55%
Delay	56	1%	0.39%
Accessibility/Accessible	50	1%	0.35%
Alleviate	24	0%	0.17%
Dependable	8	0%	0.06%

Forty-eight percent of the comments received related to mobility as determined by the word searches listed in the left column.

I-10 is congested and can be unreliable because it is the only major corridor between the two major urban areas; as such, another transportation option is viewed as an improvement to mobility.

Environment

Environment			
Sub-category	# Comments	% Sub-category	% Overall
Air Quality/Pollution/Smog	451	24%	3.12%
Impact	367	20%	2.54%
Green/Greener/Sustainable	190	10%	1.32%
Land	148	8%	1.02%
Efficient	122	7%	0.84%
Emissions/Exhaust	117	6%	0.81%
Habitat/Wildlife	107	6%	0.74%
Noise/Loud/Sound	92	5%	0.64%
Energy	82	4%	0.57%
Waste	72	4%	0.50%
Climate	25	1%	0.17%
Quality Of Life	25	1%	0.17%
Tribal	19	1%	0.13%
Quiet	16	1%	0.11%
Water Quality	12	1%	0.08%
Beauty/Aesthetics	8	0%	0.06%
Warming	4	0%	0.03%
Biodiversity	1	0%	0.01%

Thirteen percent of the comments received related to the environment as determined using the word searches listed in the left column.

In general, respondents did not view a new high-capacity travel choice as having a negative impact. The exception to this would be if the corridor were to be located outside an existing transportation corridor. People who favor passenger rail said they would oppose a system that would forge a new corridor and impact the natural environment. Air quality improvements were listed most often in terms of environmental issues, and "green" or "sustainable" were words used to describe a transportation option.

Operational Characteristics

Operational characteristics			
Sub-category	# Comments	% Sub-category	% Overall
Speed/Time	1218	59%	8.43%
Station/Stop(s)	353	17%	2.44%
Frequency/Frequent	243	12%	1.68%
Frequent	225	11%	1.56%
Fare	27	1%	0.19%

Thirteen percent of the comments received related to operational characteristics as determined using the word searches listed in the left column.

People said they want a train with fewer stops that can travel at a higher speed. In addition, there was frequent mention of intermodal connections at stations. Although the light rail system in Phoenix has expanded the Arizona public's view with regard to public transportation, there is concern expressed in the 3,500+ comments with reaching a final destination after alighting a train. People indicated that they would ride the train if connections were available, but communicated a sense of skepticism because these connections are not already in place.

Safety and Security

Safety and Security			
Sub-category	# Comments	% Sub-category	% Overall
Safe/Safety	683	40%	4.73%
Speed	461	27%	3.19%
Danger/Dangerous	284	17%	1.97%
Accident/Crash	269	16%	1.86%
Security	19	1%	0.13%
Reckless	4	0%	0.03%

Twelve percent of the comments received related to safety and security as determined using the word searches listed in the left column.

Driving I-10 is viewed as challenging. Due to high traffic volumes, high truck traffic volumes, accidents and dust storms, many people said they are uncomfortable making the trip by car. A desire for another transportation option was clear in the comments.

Financial Feasibility

Financial feasibility			
Sub-category	# Comments	% Sub-category	% Overall
Cost	348	29%	2.41%
Money	203	17%	1.41%
Tax	157	13%	1.09%
Spend/Spending	132	11%	0.91%
Expense/Expensive	131	11%	0.91%
Fund/Funding	73	6%	0.51%
Waste	72	6%	0.50%
Price	49	4%	0.34%
Dollars	34	3%	0.24%

Nine percent of the comments received related to financial feasibility as determined using the word searches listed in the left column.

Comments related to financial feasibility tended to correlate with respondents indicating an opposition to rail, although there were some (approximately 1 percent) that were in favor of or neutral toward rail and mentioned financial feasibility as a factor.

Economic Development

Sub-category	Economy # Comments	% Sub-category	% Overall
Benefit/Beneficial	241	32%	1.67%
Opportunity/Opportunities	236	32%	1.63%
Jobs/Employment	136	18%	0.94%
Growth	102	14%	0.71%
Housing	24	3%	0.17%
Stimulus	3	0%	0.02%

Five percent of the comments received related to the economy as determined using the word searches listed in the left column.

Respondents expressed a link between the development of a transportation option and economic development, primarily indicating that such an option would spur global competitiveness and economic growth.

3.0 Next Steps in the AA/EIS Process



The information obtained from the public and stakeholders during the scoping process will be used as the study moves forward. Next steps in the process include the following:

- Review key concerns from scoping and incorporate, as appropriate, in the Purpose and Need and alternatives evaluation process
- Finalize study purpose and need
- Conduct initial screening of alternatives
- Conduct subsequent rounds of public and stakeholder outreach

Additional rounds of public involvement will be held to present and evaluate corridor locations and present environmental impacts.

Appendix A: Project Kickoff Meeting Summary

March 10, 2011 Stakeholder Kickoff Meeting

On Thursday, March 10, 2011, ADOT hosted the ADOT Intercity Rail Study Kick-Off meeting at the Sheraton Wild Horse Pass Conference Center. The meeting was designed as an expo, with attendees receiving an overview presentation and then participating in information-building activities at a number of "booths" set up around the room. You'll find a video of booth highlights at: http://www.youtube.com/watch?v=TGc57w-wDwE

The booth titles were as follows:

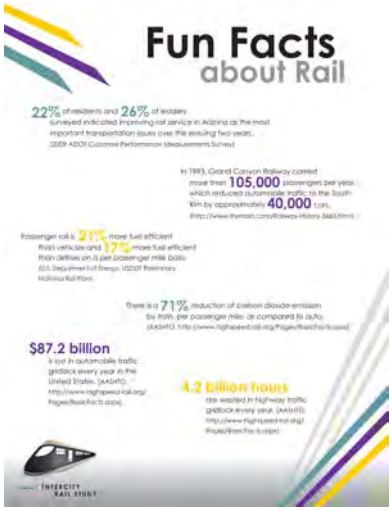
- Why passenger rail in Arizona?
- Why this project now?
- Different Types of Rail
- Mobility Benefits
- How would I get to my destination?
- Quality of Life
- Economic Vitality
- Can rail help shape a community?
- What about the environment?
- Stay Involved

Highlights of some of the booth activities and what we heard are included below.

Booth Title: Why Passenger Rail in Arizona?

This booth contained a 4-minute video (looped for presentation purposes) of participants in bqAZ 2050 Statewide Transportation Planning Framework (November 2008) commenting on passenger rail, as well as two display boards, one with "Fun Facts" about passenger rail in Arizona and one with facts about the history of passenger rail in Arizona.





In addition there was a blank flip chart posing the question "Why Passenger Rail in Arizona?" and one participant wrote: *"Why Not?"*

Booth Title: Why This Project Now?

Display boards depicted the following statements with applicable images and large sheets were available on a table along with colored sticky dots and the following instructions: place a **green dot** if you agree this is a good answer to "*why this project now*"—a **red dot** if you disagree.

Preserving the Environment?

18 Green
1 Red

Participants cited rail as a way to prevent excessive widening of the I-10 corridor and building new roadway alignments which would destroy the natural environment.

Cost to Commute by Auto?

16 Green

Texting While Driving?

1 Green
15 Red

People did acknowledge it's a problem but not that it's a reason to have intercity rail

Airport Security Delays?

1 Green
14 Red

People did not see the intercity rail as an alternative to air travel. Generally, air travel is for longer distances and the trip between Phoenix and Tucson is not perceived to be one that is typically made by air.

Multitasking While on a Train?

14 Green
2 Red

Most people enjoyed this aspect of riding transit, especially those that had experienced multitasking on transit trips previously. The few negative respondents indicated that while this was a positive aspect it was not a reason to pursue this project now.

Federal High Speed Rail $?

9 Green
1 Yellow

The yellow dot for federal high speed rail meant that the participant thought intercity rail was something that we should be doing anyway and that the federal funding wasn't the main reason to be doing it now.

Traffic Congestion?

20 Green
1 Yellow

Most people felt that intercity rail would alleviate traffic congestion on I-10. This was the number one reason most people felt we should build intercity rail between Phoenix and Tucson. They have perceived an increase in travel times along the corridor and only foresee it to get longer.

The yellow dot under traffic congestion means that it might help but the participant was skeptical that it would actually help alleviate congestion on I-10.

Global Competitiveness?

13 Green
1 Red

Many people cited established rail network in Europe and the emerging rail network in China.

Suburban Sprawl?

15 Green
1 Red

Participants expressed that rail can help to focus growth.

Energy Independence?

15 Green
1 Red

Unemployment?

4 Green
6 Red

Most people saw this as providing jobs for designers and potentially construction industry, but it was not clear to respondents how the intercity rail would spur economic development.

Air Pollution?

13 Green
1 Red

Participants said that intercity rail would result in fewer cars on the road and improved air pollution.

Booth Title: Different Types of Rail

Summary of Events

Many individual discussions took place at the 'Different Types of Rail' booth involving agency representatives, public patrons, and various other stakeholders. Peter Gariepy, an Amtrak Representative, was also in attendance providing information on current Amtrak service to Arizona as well as discussing the potential of resuming service to the Phoenix region. Materials provided to engage in discussion included a rolling PowerPoint presentation detailing five different types of rail, a board identifying various rail system examples in the western United States, and an interactive board asking about the types of trips each of the rail modes service. Additional discussion and comments at the URS booth throughout the ADOT Intercity Rail Agency Kickoff meeting include the following:

- What is the difference between intercity and high speed rail?
- What is the difference between high speed and conventional intercity rail?
- What will this project be? Intercity of High speed?
- The example board needs to include more projects from Denver, CO
- Airports are the gateway to the world – Therefore connections to airports are very important. This comment came from Mesa Gateway Airport
- How does this project compare to what is being planned in California?
- Where will the stops/stations be located?
- Will this project compete with other FTA funding that is being sought from other Arizona agencies?
- Will this service connect to Queen Creek?
- Public enthusiasm is high in the Tucson area for a connection to Phoenix region. Comment came from PAG representative.
- The connection between Phoenix and Tucson is only a part of a larger statewide passenger rail network that should eventually create interstate connections.
- Amtrak stated strong interest in providing passenger service to Phoenix again.

What kind of Trip would you take on…

The following comments were written on the URS interactive board asking people what kind of trips they would take on each identified rail mode:

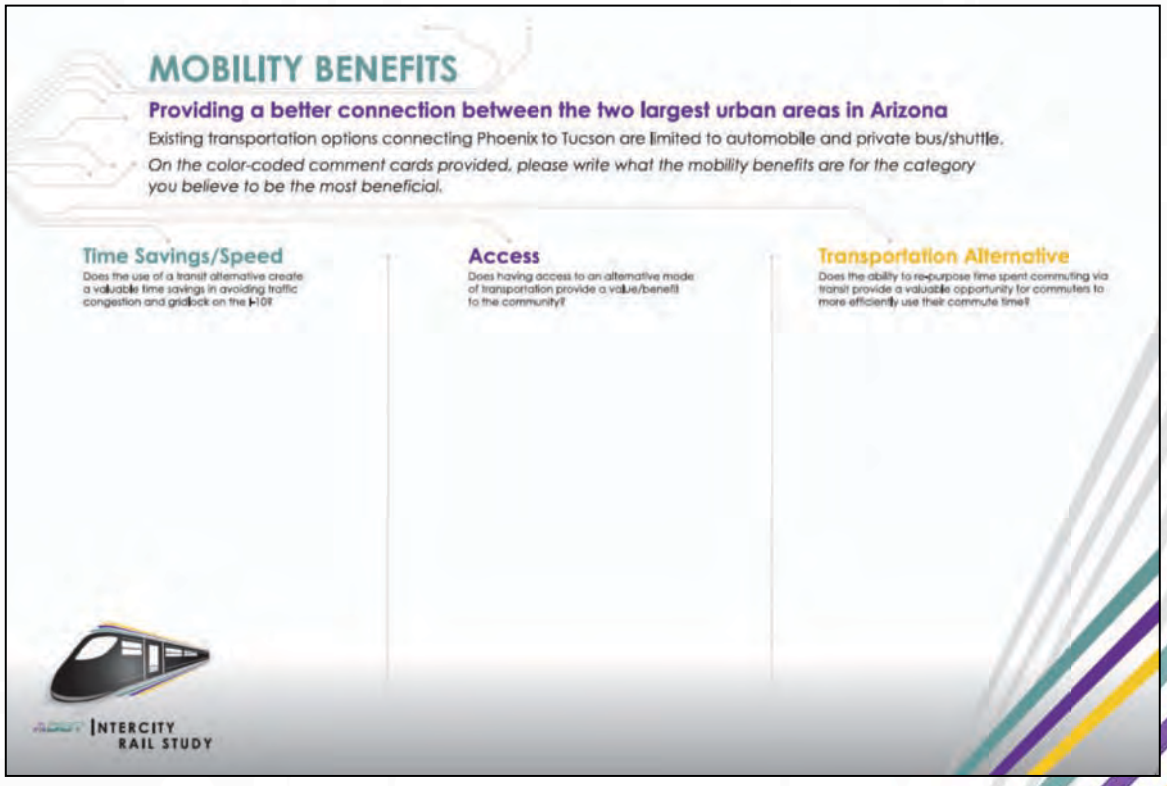
- **Streetcar** – Shopping and Dining, Grocery Shopping
- **Light Rail** – Work, Dining, Cross town travel, Link to airport
- **Commuter Rail** – Work, Visit grandchildren in Mesa
- **Conventional Rail** – Events at Picacho Peak, Attend meetings in Tucson, ASU vs. UA Football Game
- **High Speed Rail** – Napa Valley, Trip to LA or San Diego

Booth Title: Mobility Benefits

At the mobility benefits booth, participants were able to leave comments on a display board showing three categories. A study team representative was available to explain the activity and the mobility benefit display is included below. Comments received are summarized in the following table:

Mobility Benefit	Comment
Time Savings/Speed	(None)
Access	• Focus stations at locations with good transit connections
Transportation Alternative	• I value having the additional time to do work or read during my commute • More time to read and relax. Less stress of dealing with traffic congestion. Healthier, happier workers, fathers, students, people. • I want to work on the way. Need wi-fi!

Though few people provided comments in writing, in conversations with the study team representatives, most participants felt that the opportunity to use their time to accomplish work or other leisure activities was a significant benefit. Secondarily, the opportunity to avoid traffic congestion was also expressed as a benefit. In several cases, participants stated that they were willing to use a transit mode that was slower than driving if it meant that they could arrive at their destination conveniently.



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Booth Title: How Would I Get to My Destination?

The activities focusing on urban area connections allowed participants the opportunity to indicate important activity centers or destinations on maps of Phoenix and Tucson and identify which are the most important.

Results of the mapping activity (following pages) showed that most participants felt that the important activity centers were located within the downtown core in Tucson (including U of A and the downtown business district). Within Phoenix, the majority of activity centers were dispersed from downtown Phoenix and the Phoenix/Sky Harbor International Airport east to Tempe roughly along the existing METRO light rail transit corridor. Many other activity centers were also identified throughout the city.

The third activity included a slideshow of transit examples in peer regions throughout the western United States. Photo examples included commuter rail, light rail, bus, park-and-ride, zip car, shuttle service, and taxi service. These examples were intended to show the alternative methods of making connections from between intercity rail service and a rider's initial point of origin or final destination. A survey using labeled containers and marbles allowed each participant the opportunity to "vote" using three marbles to indicate the importance of each of the nine connection options.

The table below provides a summary of the survey results:

Connection Type	Number of Votes
Public Transit Service	60
Private Taxi Service	3
Daily Auto Rental	7
Hourly Auto Rental	11
Free Public Parking at Intercity Rail Station	18
Paid Public Parking at Intercity Rail Stations	7
Walking	29
Cycling	12
Other	1 (carpool)

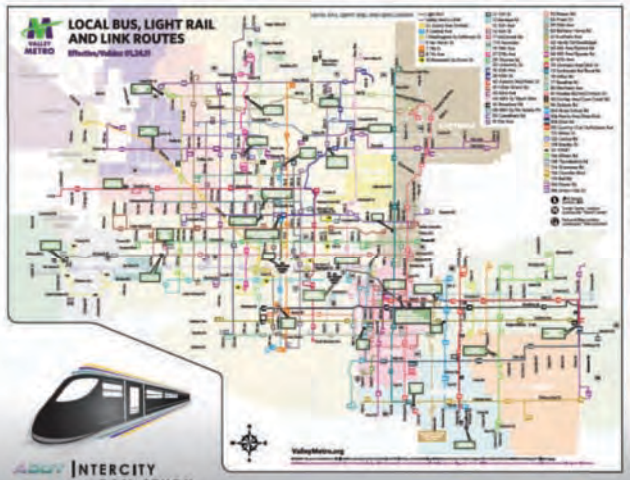
Results of the survey activity show that public transit is considered the "preferred" method for making an urban connection, however, support for providing access to vehicles (through rentals or parking) is also shown. Additionally, pedestrian (walking) and cycling connections were also supported as important ways to complete the trip.

GETTING TO YOUR DESTINATION

Providing a better connection between the two largest urban areas in Arizona

Intercity public transportation service would connect Phoenix and Tucson but once the passenger arrives in town where will their final destination be?

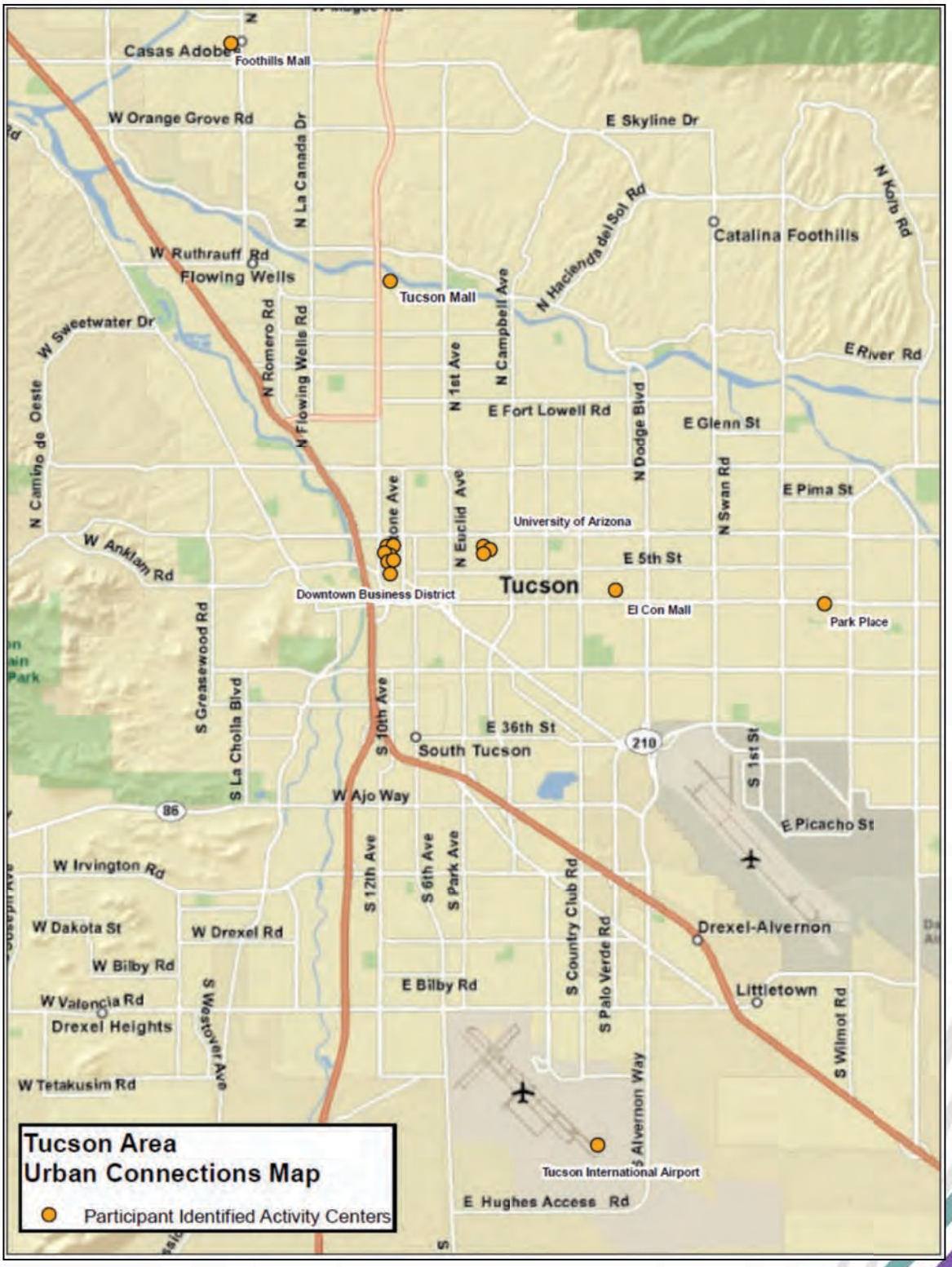
Using the pins provided, indicate where popular final destinations and activity centers are located.





Phoenix Area Participant Identified Activity Center Map




Casas Adobes
Foothills Mall
W Orange Grove Rd
N La Canada Dr
E Skyline Dr
N Kolb Rd
N Hacienda del Sol Rd
Catalina Foothills
W Ruthrauff Rd
Flowing Wells
Tucson Mall
N Campbell Ave
W Sweetwater Dr
N Romero Rd
N Flowing Wells Rd
N 1st Ave
E River Rd
N Camino de Oeste
E Fort Lowell Rd
N Dodge Blvd
E Glenn St
N Swan Rd
E Pima St
N Euclid Ave
University of Arizona
W Anklam Rd
E 5th St
Downtown Business District
Tucson
El Con Mall
Park Place
S Greasewood Rd
S La Cholla Blvd
S 10th Ave
E 36th St
South Tucson
210
S 1st St
W Ajo Way
86
E Picacho St
W Irvington Rd
S 12th Ave
S 6th Ave
S Park Ave
S Country Club Rd
S Palo Verde Rd
Drexel-Alvernon
W Dakota St
W Drexel Rd
W Bilby Rd
E Bilby Rd
Littletown
W Valencia Rd
Drexel Heights
S Wilmot Rd
W Tetakusim Rd
S Alvernon Way
Tucson International Airport
E Hughes Access Rd
Tucson Area
Urban Connections Map
Participant Identified Activity Centers

Booth Title: Quality of Life

Display and handout materials, along with team members focused on the land use and sustainability aspects of the study, were available for thought-provoking discussion with participants on how intercity rail could affect quality of life. Comment forms at the booth posed three questions:

1. Which element presented on the display most defines and improved your personal quality of life?
2. How can we better design various transportation modes to function together, creating a fully integrated and more intelligent system of transportation?
3. Is it important that we find alternative fuel sources and reduce energy consumption for transportation?

Responses were as follows:

Which element presented on the display most defines and improves your personal quality of life?

- Multimodal Mobility
- Economic Vitality
- Livability
- Energy Independence
- No single element can be chosen without considering all of the others. Quality of life is truly improved when all other focuses are improved.

How can we better design various transportation modes to function together, creating a fully integrated and more intelligent system of transportation?

- Stop widening freeways and start investing in transit; use funding for I-10 Broadway Curve widening to put rail alongside/within the freeway.
- More interconnectivity.
- TOD and implementing an enhanced LRT/BRT system working together. The system needs to be safe, reliable, and economical.
- Adequately fund all moves. High speed or intercity rail that requires car rental in your destination city is not effective.
- Make sure there is shade for pedestrians, bicycle racks, good connectivity to buses/LRT so people can make a choice not to drive.
- Meet consumer needs at LRT/rail stations (e.g., co-locating convenience stores, dry cleaners, etc. open during all hours of transit operation).
- Any intercity Tucson/Phoenix project must include a stop in Pinal County. If not, why would we support it? We would rather devote the resources to implementing commuter rail.

Is it important that we find alternative fuel sources and reduce energy consumption for transportation?

- Yes! (comment received multiple times)

Other comments: Essential for a rail stop in Pinal County – begin building ridership and changing travel mindsets now, at the beginning. (multiple comments received about this)

Booth Title: Economic Vitality

Display and handout materials, along with team members were available for thought-provoking discussion with participants on how intercity rail could affect economic vitality. Comment forms at the booth posed three questions:

1. **What trigger points would cause you to use intercity passenger rail? Highway congestion? Fuel costs? Time savings?**
2. **Do you feel the establishment of intercity passenger rail can help stimulate economic development and job creation in the Sun Corridor, between Phoenix and Tucson?**
3. **In what other ways do you believe intercity passenger rail can support the state and local economy?**

Responses were as follows:

What trigger points would cause you to use intercity passenger rail? Highway congestion? Fuel costs? Time savings?

- All of these – able to relax, do work, etc. while traveling between cities is a big driver.
- All add to convenience.
- All of the above – it if makes it easier to conduct business between cities, I will ride it.
- Convenience, employment, fuel costs, inability to drive long distances.

Do you feel the establishment of intercity passenger rail can help stimulate economic development and job creation in the Sun Corridor, between Phoenix and Tucson?

- Absolutely! While also maintaining the distinct differences of those communities.
- Of course! It will help market the region as a single entity to businesses wanting to locate in Arizona – not Phoenix or Tucson, but vitality of the Sun Corridor.
- Yes! (comment received multiple times)

In what other ways do you believe intercity passenger rail can support the state and local economy?

- Maintaining quality of the environment so people want to visit Arizona.
- Focus growth and development at nodes rather than “everywhere”.
- It’s all about marketing the interconnected region from business development and location to tourism. It extends the reach of tourists to see and do more.
- Savings on transportation costs per household will increase discretionary spending ability.

Booth Title: Can Rail Help Shape a Community?

Display and handout materials, along with team members were available for thought-provoking discussion with participants on how intercity rail could help shape a community. Comment forms at the booth posed three questions:

1. **Would you be willing to live in a community that is more compact and denser than most conventional subdivisions today, if it had easy access to day-to-day amenities (e.g., shopping, services, and transportation options)?**
2. **Would you want to live in a place where you could walk, bike, or take transit to most of your regular destinations?**
3. **If reasonably priced housing was available with easy access to local and regional/intercity transit (1/2 to 1 mile), would you be interested in living there? At what stage of your life would this be most appealing?**

Responses were as follows:

Would you be willing to live in a community that is more compact and denser than most conventional subdivisions today, if it had easy access to day-to-day amenities (e.g., shopping, services, and transportation options)?

Yes (all comments received)

Comment: Tempe is on its way and I would choose to live there

Would you want to live in a place where you could walk, bike, or take transit to most of your regular destinations?

Yes (all comments received)

Comment: Currently live in such a place, but would like to see the infrastructure expand

If reasonably priced housing was available with easy access to local and regional/intercity transit (1/2 to 1 mile), would you be interested in living there? At what stage of your life would this be most appealing?

Yes (all comments received)

Comments:

- While still young and ready to start a family
- All stages of life
- Senior years – when I can get rid of my car (side comment: how does this effort dovetail with ADOT's effort to widen the Broadway curve?)
- Young and single
- Empty nester
- After retirement
- Mid-twenties (and all other stages)
- For raising families in such an environment, it is important to also have access to good public schools.

Booth Title: What About the Environment?

The Environmental booth featured a rolling PowerPoint presentation of five slides providing an overview of NEPA and some of its attributes. The slides, presenting relevant bulleted lists, were titled as follows:

- What Is NEPA?
- Benefits of NEPA
- Misconceptions about NEPA
- Key Process Issues in NEPA
- Key Technical EIS Issues

Members of the environmental team were at the booth greeting attendees, making introductions, answering questions, and initiating discussions regarding the importance of the environmental review and clearance process. A quantity of printed information newsletters was placed at several access points and team members encouraged meeting attendees to take one. The 4-page color newsletter featured the following items:

- “Passenger Rail is coming to Arizona!” (Introduction column)
- Project Study Area Map
- “You are Invited to Participate in the NEPA Process” (4 paragraphs)
- “The Environmental Impact Statement Process” (Straight-line process diagram)
- “Stakeholders Have a Role in the EIS Process” (Cooperating & participating agencies defined)
- “Why Are We Doing an EIS for this Project? (Explanatory text with a flow chart)
- “Your continued attention and input …” (Stressed the importance of continuing participation)
- “NEPA benefits projects and their stakeholders by…” (Benefits of the process)
- “Stay Tuned for the Next Steps” (Alerts reader to look for NOI and Scoping)
- “A Policy Created to Protect the Environment” (Language and purpose of NEPA legislation)
- “For More Information Contact…” (ADOT Project Manager and Environmental Planner)

At the end of the meeting, 88 of these newsletters had been taken.

Meeting attendees were encouraged to participate in an “Alternative Selection” exercise. Participants were provided with a diagram of a hypothetical project involving three routes between two population centers (Town A and Town B). Each alternative route (1, 2, and 3) passed over, around, or through a variety of areas of environmental concern. A companion sheet provided a table listing the environmental concerns, and spaces to score the three build alternatives and the No Build alternative with respect to the severity of impact to each one.

Players were asked to total the number of Severe, Moderate, or None impact scores for each alternative, then choose one of the alternatives. Approximately 40 Comparison Table sheets were taken; and 37 Diagram sheets were taken.

Comments Received

- One Comparison Table sheet stated the following:
  - The No Build Alternative presumes that everyone drives to make this trip.
  - Can't really gauge the severity (or lack thereof) of effects from the No Build.
- Under "Based on the results, which alternative would you pick?", the answer given was:
  - The "Severe" effect on Archaeological and Historic Sites for Alternative #3 may be a fatal flaw; not enough information to say.
- Under "Was the decision easy or difficult to make? Why?", the answer provided was:
  - Need more information.

Although we believe the exercise was a good one, the participants could have used more instruction than time permitted. We received an overall positive verbal response from attendees about the exercise.

Booth Title: Stay Involved

A map of the study area and blank flip chart were provided with the title "Where should the mobile meeting unit go?" The suggestions provided on the materials and in conversation were as follows:

- Westgate Events in Glendale
- Avondale Libraries and American Sports Center
- DMV Offices
- Libraries
- Farmers Markets
- July 1-2 AZ Celebration of Freedom in Mesa
- Downtown Tempe
- Sun Devils Stadium
- ASU Poly—Mesa
- MACFEST—Mesa
- Mesa downtown second Friday events
- Mesa Celebration of Freedom (July 4)
- Sacaton, GRIC
- Blackwater, GRIC
- Phx-Mesa Gateway Airport
- Downtown Gilbert Farmer's Market
- Bashas
- W.L. Gore
- Westmarc
- Town of Florence: Anthem, Downtown, Florence Gardens
- Pinal Town Hall April 23-24
- Central AZ College
- Tucson 4th Avenue Street Fair
- Raytheon Tucson
- Airport Terminals
- Existing Light Rail Terminals
- Aviation events
- Williams Rail Days

It was also suggested that we contact and coordinate with: EV Partnership, Greater Phoenix Leadership, APS, SRP, TEP, Chambers of Commerce, Drachman Institute, PIRG, Parents of Students, the Tucson Living Streets Alliance, Tucson Airport Authority.

Appendix B: Corridor Support Team Meeting Invitation List

First Name	Last Name	Position	Organization
John	McNamara		AECOM
Vijay	Rajvanshi		AECOM
Louis J.	Manuel, Jr.	Chairman	Ak-Chin Indian Community
Bart	Smith	Senior Planner	Ak-Chin Indian Community
Peter	Gariepy	Senior Analyst, State Partnership	Amtrak
Jonathan	Hutchinson	Senior Director, Corridor Development	Amtrak
Jack	Rich	Director of Product Management	Amtrak
Corinne	Nystrom	First Vice President	Arizona Airports Association
Nancy	Welch	Vice President	Arizona Center for Civic Leadership - Flinn Foundation
Don	Cardon	Director	Arizona Commerce Authority
Jessica	Smothermon	Director of Research and Population Statistics	Arizona Commerce Authority
Jacky	Alling	Vice President of Programs	Arizona Community Foundation
Ernest	Johnson	Executive Director	Arizona Corporation Commission
Brian	Lehman	Railroad Safety Section Supervisor	Arizona Corporation Commission
Chris	Watson	Assistant Supervisor Railroad Safety	Arizona Corporation Commission
Amber	Chapa	Director of Community Relations	Arizona Department of Environmental Quality
Kurt	Maurer	Deputy Director	Arizona Department of Environmental Quality
Kathy	Blodgett	Community Development & Revitalization Administrator	Arizona Department of Housing
Cindy	Coen	Assistant Deputy Director, Programs	Arizona Department of Housing
Mike	Trailor	Director	Arizona Department of Housing
Ray	Schweinsburg	Research Supervisor	Arizona Game and Fish Department
Reuben	Teran	Project Evaluation Specialist	Arizona Game and Fish Department
Kelly	Wolff-Krauter	Habitat Program Manager	Arizona Game and Fish Department
Val	Iversen	Executive Director	Arizona Housing Alliance
Tom	Belshe	Deputy Director	Arizona League of Cities and Towns
Kenneth	Strobeck	Executive Director	Arizona League of Cities and Towns
Gene	Holmerud		Arizona Operation Lifesaver/Arizona Passenger Railroad
Robert	Bohannan	President	Arizona Rail Passenger Association
Anthony	Haswell	Vice President	Arizona Rail Passenger Association
Diane	Brown	Executive Director	Arizona Public Interest Research Group
Maria	Baier	State Land Commissioner	Arizona State Land Department
Mark	Edelman	Planning and Engineering Section	Arizona State Land Department
Vanessa	Hickman	Deputy Commissioner	Arizona State Land Department
Michele	Green	Project Manager, Real Estate Division Planning Section	Arizona State Land Department
Lillian	Moodey	Manager, Engineering Section	Arizona State Land Department
Tim	Bolton	Principal Planner	Arizona State Land Department
Renee	Bahl	Director	Arizona State Parks
Neil	Calfee	Director of University Real Estate Development	Arizona State University
Kellogg	Kevin	Urban Laureate	Arizona State University
Steve	Nielsen	Assistant Vice President - University Real Estate Development	Arizona State University
Julia	Rosen	Associate Vice President of Innovation and Entrepreneurship	Arizona State University
Kevin	Kellogg	Urban Laureate	Arizona State University - Stardust Center
Jim	Dickey	Executive Director	Arizona Transit Association
David	Martin	President	Associated General Contractors - Arizona Chapter
Kurt	Creagor	Executive Director	ASU Stardust Center for Affordable Homes and the Family
Goldstein	Beau	Acting Eng Coordinator, Pima Agency	BIA
Hunter	Ryan	Realty Specialist	BIA
Walker	Jonah	Realty Officer	BIA - Pima
Latonya	Finch		BNSF
DJ	Mitchell	Assistant Vice President for Passenger Operations	BNSF
Cathy	Norris		BNSF
Norris	Cathy	BNSF	BNSF RR
Shultz	Martin	Sr Policy Director	Brownstein Hyatt Farber
Martin	Shultz	Senior Policy Director	Brownstein Hyatt Farber Schreck
Janna	Day		Brownstein Hyatt Farber Schreck, LLP
Nina	Siquieros	Superintendent	Bureau of Indian Affairs - Papago Agency
Cecilia	Martinez	Superintendent	Bureau of Indian Affairs - Pima Agency
Bob	Maxwell	Regional Transportation Planner	Bureau of Indian Affairs - Western Regional Office
Julie	Decker		Bureau of Land Management
Jim	Kenna	State Director	Bureau of Land Management
Angela	Mogel	AZ Realty Program Lead	Bureau of Land Management
Lorri	Gray-Lee	Regional Director	Bureau of Reclamation
Scott	Friedson		CAAG
Bill	Leister	Transportation Manager	CAAG
Brian	Tapp	Executive Director	CAAG
Jack	Tomasik	Regional Planning Director	CAAG
			Center for Biological Diversity
John	Dugan	Sr. Vice President	Cinnabar Southwest, LLC
Fred	Baker	Planning Manager	City of Apache Junction
George	Hoffman	City Manager	City of Apache Junction
Bryant	Powell	Assistant City Manager	City of Apache Junction
Shirley	Gunther	Intergovernmental	City of Avondale
Rogene	Hill	Assistant City Manager	City of Avondale
Marie	Lopez Rogers	Mayor	City of Avondale
Leila	DeMaree	Senior Planner	City of Casa Grande
Kevin	Louis	Public Works Director	City of Casa Grande
Greg	Smith	Deputy Public Works Director	City of Casa Grande

First Name	Last Name	Position	Organization
Jim	Thompson	City Manager	City of Casa Grande
Paul	Tice	Planning and Development Director	City of Casa Grande
Patrice	Kraus	Intergovernmental Relations	City of Chandler
Patrick	McDermott	Community Development Director	City of Chandler
Alton	Bruce	Growth Management Director	City of Coolidge
Jill	Dusenberry	Assistant City Manager	City of Coolidge
Bob	Flatley	City Manager	City of Coolidge
Sue	Laybourn	Planner	City of Coolidge
Susanna	Strulde	Public Works Director	City of Coolidge
Scott	Chesney	Economic Development Director	City of El Mirage
George	Flores	Community Development Director	City of El Mirage
Leah	Hubbard	Intergovernmental	City of El Mirage
Belinda	Cruz	Planner	City of Eloy
Rick	Miller	Interim Planning Director	City of Eloy
John	Mitchell	City Engineer / Public Works Director	City of Eloy
Ruth	Osuna	City Manager	City of Eloy
Jenna	Goad	Intergovernmental Programs Administrator	City of Glendale
Terry	Johnson	Deputy Transportation Director	City of Glendale
Brent	Stoddard	Intergovernmental	City of Glendale
Brian	Dalke	Deputy Manager	City of Goodyear
Romina	Khananisho	Intergovernmental Programs Manager	City of Goodyear
Mike	Cartsonis	Planner	City of Litchfield Park
Darryl	Crossman		City of Litchfield Park
Sonny	Culbreth		City of Litchfield Park
Diane	Landis	Councilmember	City of Litchfield Park
Brent	Billingsley	Transportation Manager	City of Maricopa
Paul	Jepson	Intergovernmental	City of Maricopa
Kellee	Kelley	Transit Coordinator	City of Maricopa
Scott	Butler	Government Relations Coordinator	City of Mesa
Dan	Cleavenger	Transportation Director	City of Mesa
Mike	James	Transit Services Director	City of Mesa
Todd	Kennedy		City of Mesa
Jeff	Martin		City of Mesa
John	Wesley	Planning Director	City of Mesa
Jeffrey	McVay	Planning	City of Mesa
Ron	Aames	Councilmember	City of Peoria
Lisa	Estrada	Intergovernmental Affairs Coordinator	City of Peoria
Andy	Granger	Engineering Director	City of Peoria
David	Moody	Transportation Planning Director	City of Peoria
Arthur	Othon		City of Peoria
John	Schell	Director of Intergovernmental Affairs	City of Peoria
Kreuzwiesner	Shawn	Engineering Planning Manager	City of Peoria
Daluddung	Susan	Deputy City Manager	City of Peoria
Jorie	Bresnahan	Public Transit Dept.	City of Phoenix
Jane	Morris	City Manager's Office	City of Phoenix
Danny	Murphy	Aviation Director	City of Phoenix
Tom	Remes	Intergovernmental Liaison	City of Phoenix
Debra	Stark	Planning Director	City of Phoenix
Ed	Zuercher	Assistant City Manager	City of Phoenix
Carol	Johnson		City of Phoenix
Eric	Buskirk	Planner II	City of Phoenix Aviation Department
Brad	Lundahl	Intergovernmental	City of Scottsdale
Dave	Meinhart	Transit and Transportation Planning Director	City of Scottsdale
David	Richert	Acting City Manager	City of Scottsdale
Charles	Potucek	City Manager	City of Sierra Vista
Angel	Lopez	Public Works	City of South Tucson
Enrique	Serna	City Manager	City of South Tucson
Michael	Celaya	Intergovernmental	City of Surprise
Kathy	Rice	Assitant City Manager	City of Surprise
Karen	Savage	Senior Transportation Planner	City of Surprise
Sharon	Wolcott	Councilmember	City of Surprise
Don	Bessler	Public Works Director	City of Tempe
Hugh	Hallman	Mayor	City of Tempe
Chad	Heinrich	Government Relations	City of Tempe
Greg	Jordan		City of Tempe
Jeff	Kulaga	Assistant City Manager	City of Tempe
Jyme Sue	McLaren	Deputy Community Development Manager	City of Tempe
Bonnie	Richardson	Community Development	City of Tempe
Amber	Wakeman	Assistant to the City Council	City of Tempe
Robert	Yabes	Principal Planner	City of Tempe
Reyes	Medrano Jr.	City Manager	City of Tolleson
Donovan	Durband	Council Aide	City of Tucson
Albert	Elias	Director of Housing and Development	City of Tucson
Jim	Glock	Transportation Director	City of Tucson
Mike	Letcher	City Manager	City of Tucson
Mac	Hudson	Aide to Regina Romero	City of Tucson
Mary	Okoye	Intergovernmental Relations Director	City of Tucson
Regina	Romero	Councilmember	City of Tucson

First Name	Last Name	Position	Organization
Karin	Uhlich	Councilmember	City of Tucson
Gene	Holmerud		Coalition of AZ Bicyclists/AZ Rail Passenger Association
Elisa	DeLaVara	District Director	Congressman Pastor's Office
Richard	Patrick	Legislative Director	Congressman Pastor's Office
Bobby	Blake	General Superintendent & SLE	Copper Basin Railway Inc.
Dan	Klocke	Vice President - Development	Downtown Phoenix Partnership
Ray	Cabrera		Downtown Phoenix Partnership
Marilyn	Robinson	Associate Director	Drachman Institute/University of Arizona
Roc	Arnett	President & CEO	East Valley Partnership
Clifton	Meek	Lead Reviewer	Environmental Protection Agency
Wendy	Messenger	Environmental Protection Specialist	Federal Railroad Administration
Leslie	Rogers		Federal Transit Administration
Nate	Banks	Senior Engineering Manager - Program Management & Techincal S	FHWA
Ken	Davis	Senior Engineering Manager - Operations	FHWA
Mary	Frye	Environmental Program Manager	FHWA
Georgi	Jasenovec	Community Planner	FHWA
Karla	Petty	Arizona Division Administrator	FHWA
Ed	Stillings	Engineering Development Coordinator	FHWA
Clinton M.	Pattea	President	Fort McDowell Yavapai Nation
Alfonso	Rodriguez	Director	Fort McDowell Yavapai Nation
Guy	Mikkelsen	Director	Foundation for Senior Living
David	Schwartz	Executive Director	Friends of Transit, Inc.
White	David	Community Manager	Gila River Indian Community
William R.	Rhodes	Governor	Gila River Indian Community
Sasha	Saliego	Transportation Planner	Gila River Indian Community
Douglas	Torres	Director	Gila River Indian Community
Todd	Sanders	Vice President of Public Affairs	Greater Phoenix Chamber of Commerce
Barry	Broome	President & Chief Executive Officer	Greater Phoenix Economic Council
Lisa	Atkins	Vice President	Greater Phoenix Leadership
Johnson	Steve	Engineer	GRIC DOT
Mark	McLaren		HDR
Kelso	Trent		HDR
Steve	Farley	State Representative District 28	House of Representatives
Jack	Allen		Jacobs
Anthony	Scolaro		Jacobs
Kristin	Bornstein		KDA Creative
Perkins	David		Kimley-Horn and Associates
Keri	Lazarus Silvyn		Lewis and Roca LLP
Liz	Geare		Lewis and Roca LLP
Jennifer	Pena	Deputy City Clerk	Litchfield Park
Kimber	Lanning	Director	Local First Arizona
Teresa	Brice	Executive Director	Local Initiatives Support Corporation - Phoenix
Eric	Anderson	Transportation Director	Maricopa Association of Governments
Marc	Pearsall	Senior Transit Planner	Maricopa Association of Governments
Nathan	Pryor	Intergovernmental Policy Coordinator	Maricopa Association of Governments
Dennis	Smith	Executive Director	Maricopa Association of Governments
Tim	Strow	Transportation Planner	Maricopa Association of Governments
Kevin	Wallace	Transit Program Manager	Maricopa Association of Governments
Kuspert	Johanna	Planner, Rule Writer	Maricopa County Air Quality Department
Radigan	Meg	Educator/Program Director	Maricopa County Department of Public Health
Mendoza	Rebecca	Injury Prevention Health Educator	Maricopa County Department of Public Health
Denise	Lacey	Senior Planner	Maricopa County Department of Transportation
Tim	Oliver	Systems Planning Branch Manager	Maricopa County Department of Transportation
Peggy	Rubach	Bicycle/Multimodal Planner	Maricopa County Department of Transportation
Mitch	Wagner	Senior Planner	Maricopa County DOT Planning Division
Amir	Motomedi		Maricopa County Flood Control District
Wulf	Grote	Director of Planning and Development	METRO
Farry	John	Director, Communication & Govt Relations	Metro
Sue	Clark-Johnson	Executive Director	Morrsion Institute for Public Policy
David	Daugherty	Director of Research	Morrsion Institute for Public Policy
Mike	Garey		National Association of Rail Passengers
Diana	Yazzie Devine	Director	Native American Connections, Inc.
Richard	Travis		Nexxus Consulting
Cherie	Campbell	Transportation Planning Director	PAG
Carlos	DeLeon	Director of Transit Services	PAG
Gary	Hayes	Executive Director	PAG
Ryan	Cook		Parsons Brinkerhoff
	Heiss		Parsons Brinkerhoff
Steve	Hogan		Parsons Brinkerhoff
Jennifer	Love	Senior Planner	Parsons Brinkerhoff
Frank	Medina		Parsons Brinkerhoff
Don	Smith	Environmental Manager	Parsons Brinkerhoff
Scott	Pitera		Parsons Brinkerhoff
Artemio	Hoyos	Tribal Planner	Pascua Yaqui Tribe
Peter	Yucupicio	Chairman	Pascua Yaqui Tribe
Kerwin	Brown		Passport Railroad
Stanley	Taylor	Founder and Chairman	Passport Railroad
Don	Keuth	President	Phoenix Community Alliance

First Name	Last Name	Position	Organization
Sean	Sweat		Phoenix Downtowner
Casey	Denny	Deputy Director	Phoenix-Mesa Gateway Airport & Arizona Airports Association
Lynn	Kusy	Executive Director	Phoenix-Mesa Gateway Airport, WGAA Admin Offices
Jeremy	Papuga	Transit Planning and Operations Manager	Pima Association of Governments
Arlan	Colton	Planning Director	Pima County
Priscilla	Cornelio	Director of Transportation	Pima County
Charles	Huckelberry	County Administrator	Pima County
Fritz	Behring	County Manager	Pinal County
Kathy	Borquez	Special Projects Manager	Pinal County
Ken	Buchanan	Assistant County Manager	Pinal County
Doug	Hansen	Principal Transportation Planner	Pinal County
Tim	Kanavel	Economic Development Manager	Pinal County
David	Snider	Supervisor	Pinal County
David	Maestas	Transportation Planner	Pinal County
Jerry	Stabley	Planning Director	Pinal County
Greg	Stanley	Director Public Works	Pinal County
David	Snider	Supervisor District 3	Pinal County Board of Supervisors
Andy	Smith	Transportation Planner	Pinal County Department of Public Works
Jordan	Rose	Executive Director	Pinal Partnership
Sandie	Smith	President & CEO	Pinal Partnership
Leslie	Dornfeld	President	Plan-ET
Robert	Smith	Associate Vice President	Planning, Design, and Construction University of Arizona
Corky	Poster	Senior Fellow / Architect Planner	Poster Frost Mirto
Petrich	Mike	Finance	PPRR
Serena	Unrein	Public Interest Advocate	Public Interest Research Group
Brad	Ross	Manager Infrastructure	Resolution Copper Co.
Ben	Patton	Senior Planning Advisor	Ridenour, Heinton & Lewis, PLLC
Chris	Webb	Director of Project Management	Rose Law Group
Jane	Pearson	Associate Director	Saint Lukes Health Initiative
Diane	Enos	President	Salt River Pima-Maricopa Indian Community
Phil	Matthews	Director of Design	Salt River Pima-Maricopa Indian Community
Greg	Lucero	County Manager and SEAGO Chairman	Santa Cruz County
Sara	Dial	President and CEO	Sara Dial & Associates, Inc.
Jeff	Gauvin	Vice President/Community Development Officer	Social Sustainability Group, Wells Fargo Bank
Ted	Hullar	Campaign Chair	Solar Bullet
Carla	Nelson	Campaign Manager	Solar Bullet
Matt	Novak		Solar Bullet
Ivar	Sanders		Solar Bullet
Greg	Smith	Solar Consultant	Solar Bullet
Jim	Holway	Joint Venture Program Director	Sonoran Institute
Luther	Propst	Executive Director	Sonoran Institute
Dave	Richins	Sun Corridor Legacy Program Director	Sonoran Institute
Ronald	Shoopman	President	Southern Arizona Leadership Council
Jay	Smyth	Chair	Southwest Rail Corridor Coalition
Gene	Caywood		Southwest Rail Corridor Coalition/Arizona Rail Passenger Association
Anthony	Escarcega		Southwest Rail Passenger Association
Mary	McLain		Sun Tran Tucson Valley Metro
Kate	Riley		Sun Tran Tucson Valley Metro
James	Poggemeyer	Preconstruction Project Manager	Sundt Construction
Mike	Hutchinson	Director	Superstition Vistas
Jeff	Denzack	ULI Smart Growth Committee Chair	Swaback Partners
Gerald	Dixon	Partner	The Gadsden Company, LLC
Adam	Weinstein	Partner	The Gadsden Company, LLC
Pat	Graham	Director	The Nature Conservancy - Arizona
Cheryl	Lombard	Government Relations Director	The Nature Conservancy - Arizona
Jim	Pederson	Chairman	The Pederson Group
Joan	Navarro	Office of Business Affairs	The University of Arizona
Ned	Norris, Jr.	Chairman	Tohono O'odham Nation
Fred	Stevens	Planner	Tohono O'odham Nation
Jason	Bayer	Economic Development Director	Town of Buckeye
Steve	Cleveland	Town Manager	Town of Buckeye
David	Johnson	Intergovernmental Affairs	Town of Buckeye
Scott	Lowe	Public Works	Town of Buckeye
Paul	Ward	Senior Project Manager	Town of Buckeye Engineers Office/W.C. Scoutten
Gary	Neiss	Town Administrator	Town of Carefree
Usama	Abujbarah	Town Manager	Town of Cave Creek
Mark	Eckhoff	Community Development Director	Town of Florence
Jess	Knudson	Deputy Town Manager	Town of Florence
Himanshu	Patel	Town Manager	Town of Florence
Mark	Thompson	Town Planner I	Town of Florence
Richard	Davis	Town Manager	Town of Fountain Hills
Fredrick	Buss	Town Manager	Town of Gila Bend
Eric	Fitzer	Planning and Economic Development Director	Town of Gila Bend
Mike	Gillespie	Town Engineer	Town of Gilbert
Michelle	Gramley	Intergovernmental	Town of Gilbert
Herb	Jeff	Town Traffic Engineer	Town of Gilbert
Tami	Ryall	Deputy Manager	Town of Gilbert
Kurt	Sharp	Management Assistant	Town of Gilbert

First Name	Last Name	Position	Organization
Greg	Tilque	Development Services Director	Town of Gilbert
Bill	Hernandez	Town Manager	Town of Guadalupe
Gary	Eide	Town Manager	Town of Kearny
Keith	Brann	Town Engineer	Town of Marana
Gilbert	Davidson	Town Manager	Town of Marana
Steve	Huffman	Intergovernmental Affairs Administrator	Town of Marana
Scott	Leska	Capital Improvement Division Manager	Town of Marana
Carol	McGorray	Councilmember	Town of Marana
Jeorge	Riveros	Traffic Engineer	Town of Marana
Lisa	Shafer	Interim Planning Director	Town of Marana
T	VanHook	Director of Community Development	Town of Marana
Craig	Civalier	Town Engineer	Town of Oro Valley
Greg	Caton	Manager's Office	Town of Oro Valley
Joe	Hornat	Councilmember	Town of Oro Valley
Aimee	Ramsey	Transit Service Administrator	Town of Oro Valley
Dave	Andrews	Deputy City Manager	Town of Paradise Valley
Tom	Condit	Town Engineer	Town of Queen Creek
Wendy	Kaserman	Intergovernmental Affairs	Town of Queen Creek
John	Kross	Town Manager	Town of Queen Creek
Rosanna	Gabaldon	Councilmember	Town of Sahuarita
Farhad	Moghimi	Public Works Director/ Town Engineer	Town of Sahuarita
Sarah	More	Planning Director	Town of Sahuarita
Dylan	Parry	Assistant Planner	Town of Sahuarita
Jim	Stahle	Town Manager	Town of Sahuarita
Becky	Brothers	Public Works Director	Town of Superior
Olga	Lopez	Vice Mayor	Town of Superior
Melanie	Oliver	Town Manager	Town of Superior
Gary	Edwards	Town Manager	Town of Wickenburg
Mark	Hannah	Public Works Director	Town of Youngtown
Lloyce	Robinson	Town Manager	Town of Youngtown
Bonnie	Allin	President and Chief Executive Officer	Tucson Airport Authority
Jordan	Feld	Director of Planning	Tucson Airport Authority
Robert	Medler		Tucson Chamber of Commerce
George	Caria		Tucson Department of Transportation
Tom	Fisher	Project Manager	Tucson Department of Transportation
Joe	Snell	President & CEO	Tucson Regional Economical Opportunities, Inc.
David	Welsh	Sr. VP Strategic Partnerships	Tucson Regional Economical Opportunities, Inc.
Zoe	Richmond	Director of Public Affairs	Union Pacific Railroad
J.S.	Wilmoth		Union Pacific Railroad
David	Heineking	Director of Parking and Transportation	University of Arizona
Steve	Betts	Chairman	Urban Land Institute - Phoenix
Debra	Sydenhan	Executive Director	Urban Land Institute - Phoenix
Kammy	Horne		URS
Rick	Pilgrim		URS
Jennifer	Pyne		URS
Joe	Racosky		URS
Kathleen	Tucker	Regulator	US Army Corps of Engineers
Debra	Bills		US Fish and Wildlife
Steve	Spangle		US Fish and Wildlife
Jim	Upchurch	Forest Supervisor	US Forest Service - Coronado National Forest
Diane	Brossart	Executive Director	Valley Forward
Jay	Hicks	Director/Chair	Valley Forward
Stephen	Banta	Chief Executive Officer	Valley Metro Light Rail
David	Boggs		Valley Metro RPTA
Stuart	Boggs	Transit Planning Manager	Valley Metro RPTA
Ketcherside	Carol	Planning Director	Valley Metro RPTA
Bryan	Jungwirth	Chief of Staff	Valley Metro RPTA
Ben	Limmer	Planning Manager	Valley Metro RPTA - Rail
Marty	Bressor	Principal Engineer	Wass Gerke & Associates, Inc
Dave	Moran		Wass Gerke & Associates, Inc
Jack	Lunsford	President & CEO	Westmarc
Peter	Hemingway	Senior Vice President	Wood/Patel
Kristin	Almquist		
Walker	Marisa		
Dudley	Matt		City of Glendale
Harry	Mitchell	Congressman (Former)	
Robert	Young	Transportation Systems Division Manager	Pima County Department of Transportation
Dina	Higgins	Councilmember	City of Mesa
Adam	Mcanally	Supervisor Ray Carrol's Office	Pima County
Belinda	Akes	Executive Director	Eloy Chamber of Commerce
Kevin	Burke	Assistant to the Town Manager	Town of Oro Valley
Grant	Anderson		Willdan
John	Jones	Planner	
Dick	Johnson	Citizen	
Matt	Carpenter	Regional Transportation Planner	ADOT

Appendix C: Corridor Support Team Meeting Summary

ADOT | INTERCITY RAIL STUDY

Corridor Support Team Meetings: Round 1
June 21, 2011 – June 28, 2011
Tucson, Coolidge, and Phoenix

The Arizona Department is conducting a study to identify potential corridors for a new high-capacity travel choice between Phoenix and Tucson. As part of the process, Corridor Support Team (CST) meetings are being held at key points to continually gain input from stakeholders and help guide the study. The first round was held at the locations listed below. Two additional rounds for CST meetings will be held during the study as identified in the project Participation Plan.

Date	Location	Participants
June 21, 2011	Tucson Tucson Convention Center	31
June 23, 2011	Coolidge Arizona Central College	24
June 28, 2011	Phoenix Burton Barr Library	56
	Total:	111

Meeting Notification

ADOT distributed 370 email invitations using Constant Contact on June 10, 2011. In addition, ADOT staff and team members used work-of-mouth techniques to increase interest in the workshops.

Meeting Summary

ADOT project manager, Mike Kies, welcomed participants and thanked them for their attendance. He then gave a brief overview of the study, the schedule, and the purpose of the workshop. Participants then rotated between three workshops: Purpose and Need, summarized starting on Page 2, Range of Alternatives (Page 15), and Evaluation Framework (Page 29). Participants evaluated the meeting at the end of each day. A summary of their feedback on the events is included starting on Page 39.



(The photo to the right shows a group participating in the Range of Alternatives workshop in Tucson.)

Purpose and Need Workshop Summary

The Purpose and Need workshop was designed to help participants understand the process of the study and create a defensible purpose and need statement. Participants were encouraged to base discussions on the assumption that the project was successful and complete and to develop a list of needs that identify potential benefits and outcomes, as well as determining how to measure the success.

Southern CST Group 1:

What are the elements of a successful project?

1. Travel time between Phoenix and Tucson needs to be less than two hours.
2. Integrated system with local and express service and local connections.
3. Easy to use.
4. Easily understood.
5. Easily accessible.
6. Frequent.
7. Dependable.
8. Economical.
9. Improves safety.
10. Improves quality of life.
11. Creates wealth and redevelopment opportunities.
12. Increases sustainability and mixed use development.
13. Amenities on train allow for multiple uses.
14. Improved air quality.
15. Solar powered train.
16. System in place before I-10 is widened (money savings).
17. Improved public health (reduces health care costs).
18. Connections to all activity centers with minimal transfers.
19. Alternative route to move people in emergency situations.
20. End of the line mobility choice (example: bikes, pedestrian, etc.)
21. Dedicated corridor right-of-way.
22. Help with energy independence.

Going through the process (numbers correlate to the list above):

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
1. Travel time between Tucson and Phoenix less than 2 hours					banning trucks, increasing speed, controlled growth	
9. Improves safety						Miles traveled, number of accidents
11. Creates wealth/redevelopment opportunities	In terms of jobs created in corridor		X		build a baseball stadium, bring development in (example: Motorola)	

Additional comments regarding the process:

9. Implies not safe now, concern about how we describe because don't want to say unsafe today. In future the time it takes to travel between is the safety issue (unsafe to take 5 hours to drive from Phoenix to Tucson), increases possibility of more accidents.

11. Creating wealth in the areas, ability for commerce in the Sun Corridor

General Comments/Questions:

- Do you take current needs into account or just the future needs?
  We are looking at a possible rail line but need to look at all solutions, including pedestrian mobility, etc., as a holistic approach.

Southern CST Group 2:

What are the elements of a successful project?

1. Maintains today's level of service on I-10.
2. Faster and more convenient than car.
3. Privately operated.
4. Well developed stations with destinations.

5. Ability to work and do other things while riding.
6. Adds to economic and personal success of commuters.
7. Reduces carbon emissions.
8. Gets you to where you want to go – secondary locations.
9. Economic opportunity.
10. Facilitates tourism.
11. Financially self sufficient.
12. Uses smallest footprint possible by using the existing right-of-way and corridors.
13. Easy to access.
14. No negative impact to cargo movement.
15. Spawns secondary development impacts on businesses like rental cars.
16. More focused planning and development – high employment areas.
17. Dependable.
18. No impacts on other modes.
19. Public relation acceptance and the experience should be positive.
20. Corporate cooperation.
21. High ridership.
22. Capacity to reduce congestion on I-10.
23. Train that gets from Tucson to Phoenix in one hour.

Going through the process:

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
2. Faster and more convenient than car	X				more roads, wider roads, buses, congestion management, airports	
7. Reduces carbon emissions					increase land use density, decrease population, use alternative vehicles, tax program encouraging conversion of cars to natural gas, expansion of bike lanes	

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
9. Economic opportunity		sitting on train gives time be productive and generates other opportunities (employees able to get to their job and using computer - one generates the next)	economic development in key areas - may not make us successful		Mixed land use - revenue generation, create employment	

Additional comments regarding the process:

2. Successful because not fighting congestion and cause is capacity deficiency (not meeting demand)
7. Cannot tell people to buy and use electric cars
9. Station distance for a fast train means only a few places where economic development could occur. Why not just add the money to the local economy? This will be used in screening process.

General Comments/Questions:

- Who is the lead agency on this project? Will there be cooperating agencies? If so, who are they?
- If the FRA and FTA each have their own interpretation of how to implement NEPA, how are we/you going to deal with that?
- A lot of these success elements will be included as part of the Evaluation Criteria for the Alternatives Analysis.
- What are other states doing by way of Purpose and Need for intercity rail projects? Answer: Their Purpose and Need statements tend to focus on three elements 1) Modal Choice 2) Dependability 3) Transportation Solution.
- Success for this project could be judged/determined by its ability to obviate the need to expand I-10 to five lanes. Someone had mentioned earlier that a successful project would maintain the current level of service on I-10. That is an important point—not promising that the project will deliver more than it possibly can, given projections of population, employment, and traffic growth. The Purpose and Need should not overstate the solution to the transportation problem.

- The American Recovery and Reinvestment Act included funding for rail lines and touted High-Speed Rail as the wave of the future. However, some states turned down the funding for these projects. Hopefully ADOT is positioning itself to be ready to take advantage of funding like this when it becomes available.

Central CST Group 1:

What are the elements of a successful project?

1. Self-funded through rider fares.
2. Available, with convenient hours of operation.
3. A system/route that works for passengers *and* freight.
4. Station locations that best serve Pinal County's population.
5. Serves planned (and existing) population and job centers.
6. Helps attract economic development.
7. Integrates into both larger (interstate) and smaller (local) comprehensive transportation planning strategies.
8. Improves air quality.
9. Reduces reliance on petroleum-based fuels.
10. Allows for both High-Speed service as well as local connections.
11. Serves all three areas—both ends and the part in between.
12. Has multiple access points within Pinal County.
13. Encourages the use of alternate transportation modes in surrounding communities.
14. Fully connected with other transportation modes.
15. Relieves I-10 congestion.
16. Serves as an emergency (evacuation) route.
17. Must not have too many stops. Every 10 miles is too much.
18. Financially self-sustaining and self-sufficient.
19. A safe system, in terms of security.
20. Preserves Pinal County's existing lifestyle and environment while providing the modern conveniences that transit offers.

Going through the process:

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
6. Attracts economic development	X*	X	X		-Vehicle maintenance facility in Pinal County -Airport(s) -Int'l. Trade Center(s) -Inland Ports	-Better overall economy -More jobs -Stops= seed points for development
8. Improves air quality; reduces carbon footprint; decreases dependence on petroleum-based fuels		X	X	X	More electric vehicles (But then, how is that electricity produced? Coal? Nuclear power?)	Populations in rural areas typically prefer to attract jobs rather than protect or minimize carbon footprint
20. A safe system - Improve the entire transp. system and overall safety is improved. - Important to phrase correctly: be careful not to imply that existing system & design standards are unsafe.		X			More airplanes. Everyone stays home.	No conflicts between. passenger and freight usage

Additional comments regarding the process:

6. One participant objected to labeling economic development as an opportunity rather than a need. He insisted that economic development in the Pinal County area is a genuine need.
   Coordinate new transportation with multimodal systems already in place that have been tied to planned development.
   New transportation infrastructure must partner with communities to create centers for economic development.
   Too many stops kills us; too few stops kills us. A stop in the wrong location would harm the economy.
   Strategically placed stops will self-generate development.

8. Increase options for mobility. The more options people have, the less dominant any one option becomes. If bus, air, bike, or car are also available, one can choose mode based on other things such as convenience.

20. Which alternatives are safest?
    At what speeds do safety issues change?
    Does the alternative have grade crossings in high-activity areas?
    Would it impede automobile traffic?
    Can passengers safely cross tracks to get onto and off of platforms on the other side?
    These are all criteria for evaluating alternatives.

General Comments/Questions:

- If jobs come to Pinal, county residents may not need to commute to the cities and the existing transportation system may not need to be improved.
- Forty to sixty percent of Pinal County's workforce currently commutes to employment centers outside of Pinal; we would like to see this export of labor reverse to an import of workers flowing to jobs located here.
- Locate stops in places which can be developed to encourage employers to build there; set up transit centers.
- Maximize the effectiveness and future economic opportunities of existing and planned Centers or Hubs.
- Stops are important, but the economic development engines are already in place.
- Right now, we are sitting in the future economic center of the Megapolitan.

Central CST Group 2:

What are the elements of a successful project?

1. Meets or exceeds ridership targets
2. Has high ridership
3. Large ridership within Pinal County
4. Supported by local governments and communities
5. From home to destination with minimal transfers
6. Shifts the culture from being automobile-based to using rail
7. Achieves national awards (not grants) and recognition
8. Collaborates with existing and future public transportation systems
9. Less expensive comparable to driving
10. Comparable in time and comfort to driving
11. Ability to multitask while traveling
12. Operation and Maintenance self-funded without future government subsidy
13. An affordable ticket
14. Reduction in accidents and fatalities per person-mile
15. Provides additional services to citizens and commuters
16. Compatible with land uses

17. Supports economic development
18. Does not bypass Pinal County
19. Gets people to business opportunities in Pinal County

Going through the process:

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
1. Meets or Exceeds Ridership Targets		X			More modal choices for personal transportation	
14. Reduction in accidents and Fatalities		X				

Additional comments regarding the process:

1. This boils down to the problem of insufficient capacity in the existing transportation system. Capacity increases are planned to take place (e.g., highway widening), but future growth is projected to exceed the increase in capacity. Other reasons for high ridership are:
   - Choices in transportation mode
   - Opportunity for transit-oriented development

14. This is more of a secondary outcome than a current transportation problem.

General Comments/Questions:

- With gasoline prices going up, a transit option will become more important.
- We need to be able to answer the question of who would work here (in Pinal County) and how they would get to and from work. A train alone would only be part of the solution.
- There are places across the U.S. where there used to be daily train service. In Michigan, there were commuter trains from Pontiac to downtown Detroit in the late 1980s. Eventually they disappeared—I don't know exactly why. Now they're talking about building a new line down Woodward Avenue. These points are all important to the Alternatives Evaluation Criteria

Northern CST Group 1

Prior to the exercise, one of the stakeholders present expressed a concern about the accuracy of the projected population, employment, and travel time data. He cited the findings of the 2010 Census vs. the projections that had been made prior to that, and mentioned how the growth was not nearly as robust as what was projected. He stated that it was important that we "stress test" our assumptions.

Another stakeholder countered with the opinion that, whether projections are reached in 2050, 2040, 2060, or whenever, eventually there will be a greater need for additional transportation capacity and modal choice.

Jack Allen, project team member, responded that the concern about the projections was a valid point, that they should be verified throughout the process. We then moved on to the exercise.

What are the elements of a successful project?

1. Drive time Phoenix to Tucson on I-10 less than 4 hours in 2050.
2. Ability for both metro areas to remain competitive in a global economy.
3. Helps develop or support the Sun Corridor.
4. Limits stations to targeted growth areas in the Sun Corridor.
5. Protects/preserves the cultural and environmental assets of the region.
6. Supports compact vs. dispersed development.
7. Provides the fastest way to get to Tucson from Phoenix, with only one or two stops.
8. Meets both express and local needs; i.e., express to Tucson and the "milk run" as well.
9. Accommodates safety measures for all modes and encourages use of all modes.
10. Improves air quality.
11. Not a stand-alone (single mode) corridor, but rather integrated with the regional transit system (on the same right-of-way).
12. Supports sustainability.
13. Can find another connecting mode at each station or "hub".
14. Is low-cost and affordable (to passengers).
15. Incorporates wildlife corridors, with minimal impact to the environment; i.e., minimal physical and carbon footprint.
16. High public acceptability; creates synergies with local jurisdictions.
17. High ridership/performance; cost-effective.
18. Chosen alternative must also improve mobility of freight (goods).
19. Improved personal productivity while riding.
20. Multimodal connectivity.
21. Can be expanded beyond Maricopa County and Tucson.
22. Helps save money.

Going through the process:

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
1. Drive time from Phoenix to Tucson less than 4 hours in 2050	X	X	X		-Build a Parallel Freeway -More airline service -Managed Lanes -Increase connectivity through other means, e.g. telecommuting	Drive time
5. Develop Sun Corridor Economy (piggybacks on 3)	X	X	X			

Additional comments regarding the process:

3, 5 & 9. (Regarding all of these) These outcomes imply a coordinated approach to planning and implementation. Not just ADOT and the Federal agencies, but local jurisdictions need to work together with state and regional planning efforts.

Additional comments regarding the process:

- The marriage of transportation and land use has to happen early. We don't have the Federal dollars to do this, and then decide it could have been better.

<u>Northern CST Group 2:</u>

What are the elements of a successful project?

1. Allows more modal choices for commuters.
2. Supports walkable, sustainable communities along the route.
3. Won't have to keep widening I-10 and other highways.
4. Minimize impacts to/improve air and water quality.
5. Travel times shorter than using my automobile.
6. Less congestion and less fuel consumption.
7. Amenities on board the train.
8. Better use of my personal time.
9. Offers recreational use through establishment or connections to destination spots.
10. Creates jobs and economic opportunities.
11. Is able to grow/expand to meet future capacity needs.
12. Affordable, saves people money on gasoline.

13. Is part of a multimodal corridor not a stand-alone route.
14. Connects to major airports.
15. Ridership exceeds expectations.
16. Reduces sprawl.
17. Connects research labs with universities.
18. Represents energy independence.
19. Uses ROW for solar panel installations.
20. Self-funding, financially sustainable.
21. Connects to other modes of transport.
22. Is a defining element of the Sun Corridor for the rest of the world.

Going through the process:

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
3. Not having to widen I-10 to 24 lanes		X				
16. Reduces Sprawl	X		X		-Environmentally responsive politicians -Growth Boundaries -Locate job centers proximate to population centers	

Additional comments regarding the process:

3. Maintaining the current footprint of the highway could be defended both from an environmental as well as a financial standpoint

16. Someone threw out the phrase "controlled sprawl." If you plan the route strategically in a way that will prevent sprawl, it will help in focusing growth and development

General Comments/Questions:

- **Question:** We're dealing with FRA and FTA. They each have different expectations and interpretations of how the NEPA process is carried out. How is that going to work in this project?
  Answer: ADOT and the project team are aware of that situation, as are FRA and FTA. We have been coordinating with both agencies at an early stage, keeping them

apprised of what our approach is, looking for their input and guidance along the way, so that in the end we have a process and a document that satisfies both agencies.

Northern CST Group 3:

What are the elements of a successful project?

1. Easy to get to
2. Cost effective
3. Enjoyable / comfortable
4. Safe
5. Punctual / reliable
6. Promotes economic growth
7. High level of community acceptance (e.g. METRO has become a part of the fabric)
8. Concentrates future growth within the Megapolitan (Phoenix – Tucson) Sun Corridor; reduces sprawl; "smart sprawl" transition from agricultural land
9. Creates a paradigm shift, not just thinking to always build more freeways, but more in terms of sustainability
10. Benefits are perceived by those who may not use the rail facility; i.e., broad overall community acceptance
11. Goes where you want to go with ease of access to final destination
12. High ridership: No empty seats
13. Promotes regional cooperation
14. Provides enhanced mobility to groups such as students as well as commuters and business
15. It is part of an integrated system (including autos, and regional/other states/other modes/other local transportation systems); provides options
16. Reduces carbon footprint; is environmentally friendly

Going through the process:

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
9. Paradigm shift from auto to rail		X			-Education -Explanation -Example set by METRO -Price of gasoline attaining $4, $5, or $6 per gallon	

Elements of Success	Need	Positive Outcome	Opportunity	Other	What else would create this success?	How could success be measured?
12. High ridership; No empty seats		X				
15. Is part of an integrated system						Enhances and defines the transportation system

Additional comments regarding the process:

Mr. Allen concluded by stating to the group that we hoped they now all understood that the Success Elements they had mentioned may not all appear in the Project Need Statement published as part of the NOI, because they don't all necessarily have a transportation problem at their root. But these ideas, if they don't fit into the Purpose and Need, will play a role elsewhere in the Alternatives Analysis process, possibly under Evaluation Criteria.

Range of Alternatives Workshop Summary

The Range of Alternative workshop offered participants the opportunity to think critically about a potential alignment of a rail line and stations considering land use and future development throughout the corridor. Participants used large maps showing corridors of ongoing studies and yarn to illustrate route alternatives.

To encourage discussion, larger groups were divided into groups of ten or less participants. In the time allotted, groups were able to develop two alternatives. Below is a summary of the comments observed through group discussions.

A "Range of Alternatives" (ROA) workshop was held as part of each CST meeting. In this session, participants were divided into small groups, and provided with a map of the overall study area, which included outlines of corridors identified in previous transportation studies. The groups were then asked to identify potential rail alignments and potential station locations using string, stickers, and markers. Groups were also asked to record the overall purpose or goal of each alignment, as well as the type of service (local service or express service) that would best serve that purpose.

Below is a summary of the information gleaned from each CST meeting, including breakdowns on the frequency with which specific corridors and station locations were identified by workshop participants.

Northern CST

The Northern CST meeting, held in Phoenix, had the highest attendance of the three locations, with seven separate groups participating in the ROA workshop. These groups identified local service alignments with an average length of 120 miles, and an average travel time of 86 minutes. The participants also located an average of 3.6 stations per alignment. The groups also identified an express service, which would follow the same alignment as local service but with fewer intermediate stops and a faster travel time. The express option had an average of 1.6 stations and average of 71 minutes of travel time. A number of trip purposes or goals were recorded for each potential alternative. The most common of these were:

- Creating a commuter route connected to residential areas,
- Creating connections to future and existing employment centers, and
- Providing connections to airports and future light rail / BRT systems.

The overall results for the Northern CST are summarized in Table 1 and Table 2.

Table 1: Northern CST Alignment Results Summary

	Local Service	Express Service
Average Distance (miles)	120	120
Average Travel Time (min)	86	71
Average Interim Stations	3.6	1.6
Stated Trip Purposes	- Commuter route connected to residential areas - Connections to future and existing employment centers - Modal connections to airports and future light rail / BRT	

Table 2: Northern CST Desired Station Location Summary

Location	Station Type		
	End-of-Line Station	Interim Station	
		Local Service	Express Service
Downtown Phoenix	9		
PHX Sky Harbor Airport	2	4	3
Downtown Tempe/ ASU	1	3	
South Tempe	1		
Chandler		1	
Williams - Gateway		4	1
Wildhorse Pass		1	
Maricopa		2	
Casa Grande		6	1
Florence		2	
Coolidge		2	3
Eloy		2	
Marana		12	
Downtown Tucson	8	1	
Tucson International Airport	5		

In the Northern CST, the most desired end-of-line stations were downtown Phoenix and downtown Tucson. The most desired intermediate stations were Phoenix Sky Harbor Airport, downtown Tempe/ASU, Williams-Gateway, Casa Grande, and Marana. Phoenix Sky Harbor Airport and Coolidge were the most desired intermediate stations for express service.

Along with specific alignments, station locations, and trip purposes, general comments and observations were sought from participants. In the Northern CST ROA workshop, these general comments included a discussion on how end-of-line stations should be multi-purpose in nature, and should serve different markets for employment and entertainment centers, and offer adequate parking for commuter trips. There was also an emphasis placed on connecting the future alignment to existing and planned transportation infrastructure. Specific examples included Amtrak, proposed streetcars, airports, park-and-ride facilities, and car sharing locations.

Other considerations suggested included working closely with Native American Communities and minimizing harmful impacts on sensitive wildlife areas. Comments also represented the debate of whether the proposed system should accommodate future growth, or focus on areas with existing population and employment centers.

Participant Comments During Exercise

- Hard to choose the end of a line in a vacuum for a variety of purposes including parking and employment centers.
- Phoenix and Tucson should be hubs.
- We need to think ahead and not be constrained by current thinking. Need to think about where the train could go past Phoenix and Tucson.
- Discussion of the purpose of the study and the difference between commuter and high-speed rail.
- It is not just an employment train you need service along the way.
- The airport in Tucson should be the end of the line, because it's the longest distance from downtown Phoenix.
- Look at stations near park and rides and employment areas.
- It appears that the greatest number of alternatives are north of Picacho Peak.
- Focus on planning for the future by accommodating employment and future growth, park and rides, and airports.
- Consider Marana - a large growth area. There is an existing transit service, freeway right-of-ways, it's a central location, and there is residential and employment.
- Another alternative is an express service.
- Discussion of driving a car versus taking a train.
- Mentioned Amtrak service in Maricopa and the possibility of a stop there.
- A major challenge is the Gila River Indian Community. A "casino stop" or a "gaming car" should be considered.
- Think of I-10 as I-5 between San Diego and Orange County.
- Tucson is very central city oriented – not a lot of options other than I-10 into downtown.
- In scoping, we need to give the public more information on employment densities, growth areas, etc.
- Make sure to get input from students.

- Look at existing multimodal areas, there are not a lot of options to get into Phoenix. (light rail, bus, pedestrian)
- Education employment
- There is an issue with travelling at a high speed through Mesa.
- How would northwest valley users get to Tempe? It takes too long on a bus.
- Wherever the end of the line station is spurs growth.
- Agreement with an alignment through the east valley, but there is more residential than employment.
- Discussion of looking into the future versus what we know now.
- Where are future land uses planned?
- Tucson downtown will be connected with the University of Arizona by streetcar.
- Why would we have stops in between? Isn't the purpose to concentrate growth in two growth areas?
- Avoid stations in Pinal County and focus on urban centers. Do not encourage growth in suburban/rural areas.
- Marana and Casa Grande are thought to be the areas that are well on their way.
- Sky Harbor Airport is pushing up against capacity issues. One benefit of connecting airports would be to relieve this issue.
- Arizona Game and Fish Department are aware of habitat corridors and would like to have this information on the maps.
- Express routes would be intermingles with routes that have stops.
- It would be a missed opportunity if the train does not go into downtown Phoenix. There is less of a reason for people from Phoenix to go to Tucson than people from Tucson to go to Phoenix.
- Need a good handle on where people are actually going. This means we need good trip purpose information. Why would people ride the train?
- We need to build more in concentrated dense populations. This is sustainable. If this is good then we need to mindful of what our transportation system is encouraging.
- The City of Mesa is talking about the east valley end of the line station – citing ST-LU study and future employment projected in the south Tempe area.
- Airport connections are important and bring in a lot of traffic.
- Keep people in the middle off freeways.
- Will Pinal County expand or not? It is not a given that Pinal County will or should grow.
- There should be a stop in Coolidge with a transit center.
- Control sprawl
- Consider universities.
- How do we pick up speed? A straight alignment? Fewer stops?
- Travel time versus drive time. Who cares? You can get work done while on a train.
- Marana was mentioned as a growth area.
- Casa Grande mentioned as a valuable connection.
- The Amtrak connection in Maricopa is important but hard to justify because you would need to cross the Gila River Indian Community.

- Stay north of the existing I-10/Union Pacific for cost purposes in terms of crossing.
- Alignments off I-10 promote sprawl.
- Why not pick the two farthest points in both Phoenix and Tucson and fill it in with stations?
- There is a lot of growth on the west side. We cannot ignore the west valley.
- I would prefer to have an express schedule first with another route later that serves more stations.
- It should go all the way to Wickenburg.
- The end of the line in Phoenix should connect to the light rail, bus stations, and airport.
- It's hard to get through Phoenix to get to the rail station.
- If I needed to drive a half hour to access a rail station, I would almost rather drive to Tucson. The purpose is to take people off the road.
- Even with a train, in 2050 we would need another freeway.
- Connect to the west side along I-10.
- Have a high-speed line between Phoenix and Tucson and use smaller commuter lines to connect to the high-speed line.
- Use local commuter lines to get people south of Phoenix then use high speed to Tucson.
- Will environmental issues be the biggest problem? Can't we share corridors? Or can this route parallel the Union Pacific corridor without using their right of way?
- There is a lot of development in Casa Grande and Eloy. This cannot be bypassed.
- We don't need to make the trip as short as possible, the goal is to have a choice other than driving.
- You need to consider traffic coming from I-8.
- Sky Harbor definitely needs to be on the route, but not necessarily a stop.
- Maricopa, Casa Grande, and Buckeye are major growth areas.
- I don't see that a route through Oro Valley would be supported.
- The corridor in the east valley could shape future development and employment.
- You cannot stop at all cities.
- Could you travel at higher speeds if you avoid a route through an existing development?
- The light rail could be used to access the high-speed line.
- I view high speed as a longer trip like one from Phoenix to Los Angeles or Vegas. Phoenix to Tucson should be a commuter rail.
- We need to connect with Amtrak.
- Union Pacific will have a huge interest because of the frequency they move trains through the area.
- We need to connect with light rail, Union Pacific, and Amtrak.
- Union Pacific has low interest in passenger rail between Queen Creek and Buckeye.
- Pinal County has many towns with substance, but how do you choose which one to go through?
- Gilbert and Queen Creek would have high ridership.

- Should there be a stop in Eloy adjacent to the rail yard?
- The only reason for a stop in mesa would be a connection to the light rail. Mesa would like to see a stop at Williams Gateway Airport.
- Gila River Indian Community needs a stop.
- The end of the line in Tucson should be downtown.
- Need to consider the outer points between Tucson and Phoenix.
- Right-of-way is key. The cost of the right-of-way is a factor in the decision on where to locate the rail line.
- Phoenix-Mesa Gateway Airport to outer Tucson would be a better location for high-speed rail.
- Airport to airport is important.
- Downtown Phoenix, adjacent to light rail connections, would be optimal for the end of the line in Phoenix.
- The West Valley has potential for future growth, not the east due to land availability.
- Right-of-way along I-10 will be difficult to acquire plus the population density.
- Needs to run adjacent to the North South Corridor, through Coolidge.
- There needs to be economic development support to run the line through Pinal County. Consider use of the existing line. It is necessary to benefit the community to justify a stop/station.
- Don't go through Oro Valley.
- The North South Corridor will shape future economic development for the region.
- Use the existing railroad alignment.
- If we are going to pursue high speed rail, I wouldn't foresee it going between Phoenix and Tucson; rather HSR between Phoenix and LA – need to attach to Amtrak.
- Use the old Amtrak station as the end of the line for Phoenix.
- I-10 should be looked at since it offers an existing right-of-way.
- I-10 could also cause issues with Indian reservations, some of which might be unavoidable. Reservation should be given a stop (such as Wildhorse Pass).
- Should not have to worry about regional airports if going forward with high-speed rail, since high-speed rail eliminates the need for regional airports (ex: Europe).
- Express and commuter must accompany one another.
- The more service options with passenger (Ex: local, express, limited), the less likely the system can work along with freight.
- We all need to accept that this passes through Gila River Indian Community they will get nothing out of it.

Central CST

The Central CST meeting was held in Coolidge, with three large groups participating in the ROA workshop. The participants identified several alignment alternatives with an average distance of 128 miles, an average travel time of 94 minutes for local service, and 78 minutes for express service, where the express service would follow the same alignment as local service, but with fewer intermediate stops and a shorter travel time. The alignments included

an average of 3.6 station locations per alternative for local service, and 1.5 for express service. Participants voiced their opinions on various trip purposes, which included:

- A connection to employment and residential centers,
- Serving existing population centers,
- Having the highest overall travel speed,
- Maximizing connections and service area, and
- The service of existing and future employment centers.

The overall results for the Central CST are summarized in Table 3 and Table 4.

Table 3: Central CST Results Summary

	Local Service	Express Service
Average Distance (miles)	128	128
Average Travel Time (min)	94	78
Average Interim Stations	3.6	1.5
Stated Trip Purposes	- Connections to employment and residential centers - Serve existing population - Highest overall speed - Maximize connections - Serve existing and future employment centers	

Table 4: Central CST Desired Station Location Summary

Location	Station Type		
	End-of-Line Station	Interim Station	
		Local Service	Express Service
Downtown Phoenix	4		
PHX Sky Harbor Airport	2		
Downtown Tempe/ ASU			1
Williams - Gateway		2	
Wildhorse Pass		1	
Apache Junction		1	
Maricopa		1	
Casa Grande		3	1
Coolidge		2	1
Eloy		4	
Marana		6	
Downtown Tucson	4	2	

Tucson International Airport	2

Downtown Phoenix and downtown Tucson were the most desired end-of-line stations for the Central CST. The most desired intermediate stations were Casa Grande, Eloy, and Marana. The intermediate stations identified for express service were downtown Tempe/ASU, Casa Grande, and Coolidge.

Comments during the Central CST meeting put a heavy emphasis on connecting residential and employment centers. Comments also stated repeatedly that the future system must accommodate both existing and future populations, mentioning the North – South Corridor specifically as an opportunity to serve the largest potential future population. However, other discussion focused on the importance of focusing on existing populations, going as far as to suggest population percentage within a certain distance of an alignment as an important evaluation criterion.

Participant Comments During Exercise

- The route should go through the east valley and have several stops between Phoenix and Tucson, including Mesa, Apache Junction, Florence, Casa Grande/Coolidge, Picacho, Marana, and Tucson.
- The route should run adjacent to I-10 with stops in Casa Grande and Marana.
- The end of the line in Phoenix should be at Sky Harbor Airport because it is a multimodal hub.
- The end of the line should not be in downtown Phoenix because there is little parking available.
- An end of the line at Sky Harbor would be difficult because there are not a lot of options of placed to walk from there. If this were the case, people would be forced to find another alternative for transportation.
- Coolidge or Casa Grande would be an ideal location for a station as long as there were plans to extend rail or run bus routes to neighboring communities like the City of Maricopa.
- A station should be constructed in Apache Junction or Gilbert predominantly because of the expected population growth.
- Industrial and retail growth will follow the population growth in the East Valley.
- Intercity rail needs to be attractive to the general public and people who need to get between Tucson and Phoenix quickly.
- Don't build too many stops in Pinal County, this will only slow down the train.
- Downtown Tucson needs to be the end of the line in Tucson.

Southern CST

The Southern CST meeting was held in Tucson, with four groups participating in the ROA workshop. The participants of Southern CST identified routes with an average distance of 126 miles, and average travel time of 96 minutes for local service, and an average express service travel time of 76 minutes. Local service alignments had an average of 4.8 stations, while express alignments had an average of 1.3. The purposes and goals of Southern CST alignments included:

- The prioritization of commuter service,
- Serving employment centers,
- Serving existing populations,
- Proving opportunities for in-fill development,
- Creating multi-modal connections, and
- The creation of a primarily inter-city system, which connected the edges of urban areas.

The overall results for the Southern CST are summarized in Table 5 and Table 6.

Table 5: Southern CST Results Summary

	Local Service	Express Service
Average Distance (miles)	126	126
Average Travel Time (min)	96	76
Average Interim Stations	4.8	1.3
Stated Trip Purposes	- Commuter service - Connect to edges of urban areas - Primarily inter-city - Serve employment centers - Serve existing population, in-fill development - Multimodal connectivity	

Table 6: Southern CST Desired Station Location Summary

Location	Station Type		
	End-of-Line Station	Interim Station	
		Local Service	Express Service
Downtown Phoenix	7		
PHX Sky Harbor Airport	1	3	
Mesa (Center St & Main St)			1
Chandler		1	
Williams - Gateway		2	
Wildhorse Pass		1	

Apache Junction		1	
Casa Grande		3	1
Coolidge		2	
Florence		1	1
Picacho		1	
Marana		5	
Oro Valley		1	
Tangerine Road		1	
Downtown Tucson	3	3	1
Tucson International Airport	5		

In the Southern CST the most desired end-of-line locations were downtown Phoenix and the Tucson International Airport. The most desired intermediate station locations were PHX Sky Harbor Airport, Casa Grande, Marana, and downtown Tucson. The intermediate stations identified for express service were Mesa (light rail end-of-line), Casa Grande, Florence, and downtown Tucson.

The participants in the Southern CST ROA workshop also offered differing comments on whether the future rail system should focus on existing or future populations, repeatedly mentioning the future growth projections along the North – South corridor. Other comments included how proposed alignments should avoid conflicts with existing Union Pacific Railroad corridors, and how the Tucson International Airport provides an important multi-modal connection. The ideas of speed and efficiency were also repeated often, suggesting that too many stops, or too long of an overall travel time would make the system less attractive to travelers.

Potential Corridor Selection Frequency

The specific alignments identified in each ROA workshop included a wide range of potential routes and alternatives. However, the majority of the alignments identified fell into a set of existing or planned transportation corridors discussed and analyzed in previous transportation studies within the region. For the purposes of this study, a corridor is a specifically identified linear area which could potentially accommodate a HCT system. These major corridors include:

- The existing Interstate 10 corridor between Tucson and Phoenix,
- The North – South Freeway Corridor in eastern Pinal County connecting to Interstate 10 near Eloy,
- The Southeast branch of the Union Pacific Railroad (stretching approximately from Florence, through Queen Creek and Gilbert, to Phoenix in northwest) in conjunction with the Sunset Line or Interstate 10 south of Eloy,

- The Union Pacific corridor running north-south through Chandler and connecting to the UP Sunset Corridor or Interstate 10 south of Eloy,
- The Maricopa corridor, which utilizes the Maricopa –Casa Grande Highway and State Route 347 connecting to Interstate 10, and
- The corridor following State Route 79 connecting to the UP Southeast Branch or State Route 60.

Table 7 describes the frequency that each of these corridors was chosen for potential intercity rail alignments in each of the ROA workshops. Overall, the Interstate 10 and North – South corridors were identified most often, with the Southeast Branch also receiving high scores. It is important to note that these corridors are not mutually exclusive, and that portions of two or more could be utilized in the same alignment.

Table 7: Corridor Selection Frequency

Corridor	North	Central	South	Total
Interstate 10	5	4	3	**12**
North - South Freeway	6	3	3	**12**
Southeast Branch	6	3	2	**11**
Chandler	1		2	**3**
Maricopa	1	1		**2**
State Road 79			1	**1**

Potential Station Location Selection Frequency

The potential station locations identified in the three ROA workshops varied. However, some station locations were chosen more often than others. Table 8 below shows a breakdown of each potential station location, and the frequency with which it was chosen throughout the ROA workshop process. The totals listed in the table include end-of-line stations, intermediate stations for local service, and intermediate stations for express service. It is important to note that these locations are broad generalized areas, and should not be interpreted as specific sites or properties

Table 8: Total Station Location Selection Frequency

Location	Station Type		
	End-of-Line	Interim Station	
		Local Service	Express Service
Downtown Phoenix	20		
PHX Sky Harbor Airport	5	7	3

Downtown Tempe/ ASU	1	3	1
Mesa (Center St & Main St)			1
South Tempe	1		
Chandler		2	
Williams - Gateway		8	1
Wildhorse Pass		3	
Apache Junction		2	
Maricopa		3	
Casa Grande		12	3
Coolidge		6	4
Florence		3	1
Eloy		6	
Picacho State Park		1	
Marana		23	
Oro Valley		1	
Tangerine Road		1	
Downtown Tucson	15	6	1
Tucson International Airport	12		

Participant Comments During Exercise:

- The map seems highly focused on population and activity centers.
- The end point in Tucson should be the airport – it's the farthest south.
- Can there be more than two end points?
- I see commuter rail service connecting in the future to the high-speed rail.
- Not all travel between Phoenix and Tucson should be considered airport travel. Many people from Tucson go to Phoenix for baseball games.
- You need to separate freight from commuter.
- Picacho Peak is a seasonal destination.
- The North South Corridor would work because there is more opportunity for development in the area, as opposed to a fully developed corridor. Additionally, Phoenix-Mesa Gateway Airport is in close proximity.
- Preference would be to use an ADOT corridor as opposed to a Union Pacific one.
- We need a station at Superstition Vista assuming development.
- We need to be careful not to add too many stops, as this will compromise the speed. The speed plays a major component in decision to take the train or drive.
- Six stops are too many.
- Major uses for this train would be work, medical services, and special events.
- What problem will this train solve? This is based on growth that is not sustainable. There are opportunities to look at economic development spots.

- There is a lack of mobility in Arizona. People cannot just walk to work.
- This rail line would be a regional connectivity maker.
- Tucson and Oro Valley will still be a parking lot, even with the rail line.
- There is disbelief regarding 2 homes per job statistic in Pinal County. All projections show growth down by Tucson.
- Rumors that Raytheon will relocate in Alabama, if that's the case the end of the line should be at the University of Arizona.
- There definitely needs to be connectors to the airports.
- Would like to take a train to a Diamondbacks game from Tucson.
- There needs to be a stop in the Marana area. Marana will grow and Tangerine will be a major corridor.
- You need to consider population differences between Phoenix and Tucson, and also the lack of population between the two.
- There needs to be access to the Phoenix-Mesa Gateway Airport and Chandler, Gilbert, and Mesa.
- There are existing buses that serve Oro Valley and Raytheon.
- Just because a station is built does not mean that every train needs to stop at it.
- There should be a stop at Arizona State University – they have the light rail.
- The end of the line in Tucson should be at the Depot, as the street cars either start or stop at this location. The Phoenix end of the line should be downtown, not the airport.
- Wild Horse Pass is a good location for a public private partnership opportunity.
- Superstition Center would be a good location and opportunity to partner with Arizona State Land.
- Need to avoid duplicate service with the light rail in Phoenix.
- The I-10 corridor route will spur further economic development.
- We need to maximize a route through/adjacent to Arizona State University.
- Coolidge airport is becoming a regional airport.
- Do not forget the Orange Grove/Marana area. It is quickly growing due to development.
- A station should be located at Orange Grove due to the expansion of the streetcar.
- Tangerine road would be a possible connection between Oro Valley and Marana, but this connection would most likely meet opposition due to the open space needs of the residents along SR 77.
- There is a danger in connecting airport to airport. We'd be better off following commuter rail routes between metro areas, like a stop at Mesa for high-speed rail.
- High-speed rail could take more than one route.
- You don't necessarily need to locate near populated centers to bring people to the line.
- Tourism is key to move people to places and to get interest for people to take the rail rather than drive.
- A stop in Mesa is favored over a stop in Phoenix, because there are already alternate modes of transportation in Phoenix.
- Consider where population is located now as opposed to where population will grow.

Conclusion

In total, among all ROA workshops, downtown Phoenix, downtown Tucson, and the Tucson International Airport were the most desirable end-of-line station locations. The most desired intermediate stations for local service identified by participants were PHX Sky Harbor Airport, Williams-Gateway, Casa Grande, Coolidge, Eloy, Marana, and downtown Tucson. The intermediate stations desired for express service were PHX Sky Harbor, Casa Grande, and Coolidge.

The alignment segments and end-of-line location preferences from the Corridor Support Team meetings provided valuable input to the study process. The focus of the ROA workshops suggests a strong preference for a corridor with a very time-efficient direct link between Phoenix and Tucson, with provisions for local or commuter rail access to specific intermediate station locations.

Evaluation Framework Workshop Summary

The Evaluation Framework breakout workshop offered participants the opportunity to talk about criteria that will be used to narrow the range of alternatives and shape the final recommendation. Five main categories were offered to help lead the conversation, Community Acceptance, Safety, Environment, Financial Feasibility and Mobility. When alternatives have been developed, the criteria will be used to help select a recommended alternative for further study.

The tables below summarize the ideas most often frequently mentioned within each category. A full list of input from the workshops follows the tables.

Community Acceptance

Criteria	#	%
Capture Population/Employment & Potential for Local/Regional Economic Development	21	35
Political and Community Support	17	28
Compatible with Existing and Future Land Use Plans	12	20
Promotes Sustainable Land Use	8	13
Compatible with Other Projects/Studies	2	3

Environment

Criteria	#	%
Improve Air Quality	11	31
Cultural/Archeological Resources Preservation	8	23
Wildlife Corridor Preservation	7	20
Geologic/Seismic Issue Avoidance	3	9
Preservation of Open Space	2	6
Flood Plain Avoidance	2	6

Mobility

Criteria	#	%
Access and Connectivity	29	60
Travel Time	13	27
Frequency of Service	4	8
Ridership	2	4

Financial Feasibility

Criteria	#	%
Cost to Users	19	31
Funding Availability	15	24
ROI and Cost/Benefit	10	16
Right of Way	10	16
O&M Costs	8	13

Safety

Criteria	#	%
Safety and Security at stations and on system	9	43
Separating operations from other modes/Grade Separations	8	38
Safe Maintenance and Emergency Access	4	19

Community Acceptance

- Land use
- Economic development
- Employment centers
- How do communities feel about possibly not being able to access a line in their community?
- This is a fatal flaw in the community's opinion
- Public understands what needs the form
- Want to build, not just study
- Will it provide a direct benefit to them?
- Get other people to use it
- Financial fears
- Community support with tax and fares
- Buy in
- Accept land use changes
- Rail-based vs. highway based land use
- Affect region as a whole
    - Suggest this as a sixth category
    - Think about this more holistically
- Don't look at transportation solutions in a vacuum
- Evaluate and compare between land use changes and the various options
    - Example: 16 lanes of freeway versus 10 lanes and an alternative option
- Cooperate on a shared vision
- Land use and transportation working together
    - Federal government is doing this: land use, housing, and transportation
- How well does this contribute to the corridor as an economic region?
- Look at existing plans and beyond

  - Compatibility between intercity service and other services
- Approval of governing board
- Build off of other on-going studies (North-South Corridor)
- Seen as regional benefit to entire sun corridor, not just Tucson to Phoenix
- Identify economic benefits-locally/regionally
- Level of convenience
- Availability of supporting services
- Ownership of operations
- Residential/employment density near stations
- Required changes to master plans
- Impact to existing developments
- Perceived benefit to community
- Pinal County Comprehensive Plan as a measure of compatibility
- Pinal County equal weight to Phoenix and Tucson
- Accessibility in Pinal County stations
- Local understanding
- Is there a cost benefit based on location
- Tribal acceptance
- Doesn't cut off access
- Identify rail in general plan
- Noise impacts
- Education program
- Compatibility with Arizona State Land Department
- Political support
- Economic opportunities
- Time of day opportunities
- Jobs and residential along with rail
- Mixed use and affordability
- Investment
- Property value
- Room for parking
- Attractiveness of rail
- Compliance with local ordinances
- Connectivity with local transportation services and infrastructure
- Sell it! Marketing
- Complementary corridor enhancements
- Integrated operation and system
- Right-of-way takes
- Political realities
- Reasonable cost for passengers
- Business acceptance
- Time of day opportunities and compact developments
- Appeal of access – pedestrian, bicycles, wheelchairs

- Political will
- Voter appeal and approval
- Catchment ten plus miles
- Not in my backyard
- Access to other modes to reach a destination
- Tolerance to pay for it
- Home and business displacement
- Access to green lying opportunities
- Marketing and education
-

Safety

- Safe access control
- State of good repair
- Limited at grade crossings
- Pedestrian safety
- Provision of emergency access and maintenance
- Safety from other modes/operations
- Safety benefits of mode shift (freight/people)
- Number of at grade crossings
- Controls for separating interaction between modes
- Double tracking
- Communications systems
- Personal safety and stations/terminals
- Access and appeal for bike, pedestrians, and wheelchairs
- Shifting from auto to rail
- Reduction in pollution
- More air quality from friendly fuel and power
- Wildlife safety
- Personal safety and security
- Accidents or incidents along I-10 pose a challenge
    - Possibly identify an alternative to avoid this situation
- Safety and security at stations
- Perception of safety of the system
- Dedicated track/travel way
- No at-grade crossings
    - Helps with speed
    - Safety
    - Financially feasibility
- Weather related
    - Crash possibility under a dust storm
- Bomb threats
- Security against undocumented individuals
- Community cohesion

- Type of mode/technology (commuter and user)
- Separate operating environments
- Personal security
- Safe access environment
- Public perception of safety and security
- Ability to access stations safely
- Access to emergency services
- Construction and maintenance of right-of-way
- Safety perception of technology
- Security of the system

Environment

- Grade separation (wildlife, water flow, and traffic flow)
- Indian community lands - possibility
- BLM – possibility
- Environmental benefits versus consequences to local community
- Fastest travel time may be most beneficial
- Renewable energy opportunities
- Cultural resources
- Amount of cultural resources, habitat, etc that cannot be mitigated
- Source power for trains
- Sense of priorities for transportation
- Compatibility with adopted and proposed environmental plans
- Mitigation benefit of an alternative to I-10 is a positive factor
- Alternative energy – solar train
- Air quality – power source
- Carbon footprint
- Sustainable growth patterns
- Public health benefits
- Environmental justice while maintaining accessibility
- Endanger species
- Archeological resources
- Water issues
- Getting people out of cars
- Geology and seismic
- Community cohesion
- Reduction in congestion
- Seismic and fissures
- Tribal
- Archaeological, cultural and historic
- Air quality
- Wildlife
- Open space

- Flood plains
- Doesn't cut off access
- Preserving open space
- Noise from rail and horn
- Mitigation – minimize impact and avoidance
- Litigation
- Heat island effect
- Pollution and air quality
- Power production (including solar)
- LEED design
- Change in vehicle miles traveled and reducing emissions
- Constructability
- Noise and vibration
- Visual
- Balance impacts and benefits
- Sustainability of construction and materials
- Wildlife considerations
- Treatment of corridor in urban areas
- Traffic impacts of the stations and corridor
- Reduction in VMT/VHT
- Air quality
- Compliance with health standards
- PM10 compliance
- Wildlife corridors
- Reliance on existing corridor
- Public health effects
- Green
- Health benefits of transit
- Cultural resources
- NEPA

Financial Feasibility

- Fuel costs
- Affordability
- Funding availability
- Alternative funding options (TIF and PPP)
- Governance effect on funding
- Operation and maintenance costs
- Cost of boarding
- Cost of doing nothing
- Cost of congestion
- Cost of alternative modes
- Use costs

- Allocation of funds among modes
- Fossil fuels versus solar (or other)
- Motive power
- Access to airports – it's a cheap method to solve airline short-hauls
- Cost of trip
- Price difference between various modes
- Price is less significant at level one
- Cost sharing (example: UP line and utility corridors)
- Operations cost saving (FedEx and UPS)
- Is the project worth it?
- Financial buy-in from community
- Understand that "free" freeway is not really "free"
    - Response to accidents
    - Air quality (Example: Maricopa air quality – out of compliance)
- Reallocating funds to other modes
- Social justice – affordability to those that cannot afford vehicles
- Cost to maintain a vehicle – factor into analysis
- Creating regional nodes of wealth
- Financial feasibility of region – maximize efficiency of the Sun Corridor region
- Cost estimate includes operating costs
- Economic development potential
- Transfer of development rights
- Federal rating (funding status)
- Local entitlements
- Right-of-way acquisition
- Operational ownership and costs
- Local match and participation
- Use of existing or planned facilities
- Cost compared to other options
- Investments avoided by building project
- Cost to ride based on location
- Right-of-way savings-opportunities to co-locate (rail and North South Corridor)
- Level of subsidy
- Cost ripple effect (opportunity cost and excessive cost)
- Reduction in congestion based costs
- Individual costs (taxes/time tax loss of productivity)
- Operation and maintenance costs
- Environmental mitigation costs (balance the impact with the design)
- Utility and right-of-way costs
- Cost per trip
- Catchment area of rail riders
- Funding availability (public and private)
- Geography of alignment

- Size/level of subsidy
- Competition with funding for other transit projects
- Speed is a function of cost
- Collaboration/partnering with other projects
- Mode of power
- Process
- Environmental litigation
- Return on investments
- Cost of existing tracks versus building new ones
- Operating subsidies compared to other modes
- Private cost of travel
- Speed correlates to cost
- Travel time correlates to cost
- Cost per rider
- Lifecycle costs
- Parking costs as part of total travel cost
- Proven technology
- Opportunities to share right-of-way
- Return on investment and the cost benefit
- Economic development benefit
- Right-of-way, utilities, substructures
- Constructability
- Private public partnership opportunities
- Federal funding opportunities
- Viability of regional/state funding at a local level
- Reasonable cost for users

Mobility

- Door-to-door (travel time to terminal)
- Frequency
- Availability of modes and connections
- Convenience and the ability to get to and from
- Doesn't cut off access
- Part of a larger system
- Supportive services/land use
- Span of service and operational days
- Accessibility (seniors, persons with disabilities, and bikes)
- Travel experience and comfort
- Proximity to major airports
- Density at station areas
- Adequate parking
- Consider catchment area appropriate for mode
- Ability to get from home to station
- OVTT to IVTT

- Number of modes of access
- Speed – getting from A to B in the shortest amount of time
- Mode specific demand
- Trip purpose
- Travel time compared to auto
- Corridor versus mode travel time
- Reduction in travel time
- Total travel time (home to destination)
- Aging population effects
- Proximity of people and jobs
- Connectivity between modes
- Accessibility – appeal to pedestrians, bikes and wheel chairs
- Feeders to hubs (airports)
- Consider total cost of trip (initial origin to destination point)
- Comfort and individual experience
- Total travel time
- Airport connections?
- Destinations (employment centers)
- Service characteristics
- Ridership numbers and types
- Long term liability of mode
- Choice of modes
- Quick travel times
- Ease of access (home to origin)
- Support to economic opportunity
- Job opportunities
- Ties to the overall region and community
- Convenience and frequency of service
- Dependability
- Affordability
- Attractive to new development
- Getting from point A to point B
- Purpose of getting from point A to point B
- How do you get to intercity service
- Providing choices of getting places
- Connection population to jobs
- Frequency of service
- Ability to reach activity centers
- Faster and easier than by car
- User cost
- Comfort
- Other uses (work or leisure while using)
- How convenient and reliable?

- Timeliness (schedule adherence)
- Mode shift (reduction in lane miles and autos)
- Availability of supplemental alternatives
- Elimination of barriers for all users
- Connectivity to other services or transportation connections

Criteria Category Ranking:

Based on discussion at the workshops and participants' personal and professional judgment, all were asked to rank the five criteria categories in the order of importance (one being the most important and five being the least important). The following summarizes participants' responses. Mobility was ranked as most important with environmental ranked as least.

TOTAL	Community Acceptance	Environment	Financial Feasibility	Mobility	Safety
5	16	**36**	9	2	**23**
4	17	31	14	6	20
3	14	10	**28**	22	14
2	**22**	11	25	18	11
1	16	0	12	**40**	20
Average	**3.02**	**4.06**	**2.80**	**1.93**	**3.20**
Mode	2	5	3	1	5
Median	3	4	3	2	3

CST Meeting Evaluations

1. Please check the box for the meeting you are evaluating:

Meeting	Responses	Percentage
Southern Region – June 21, 2011	26	35
Central Region – June 21, 2011	20	27
Northern Region – June 21, 2011	28	38
Total:	74	

2. How did you hear about the meeting?

Meeting	Responses	Percentage
Email	65	88
Word of Mouth	5	7
Other (please specify)*	4	5
Total:	74	

*Other responses:

- Phone
- Valley Forward
- Co-workers

3. Please rate the value of the overall meeting on a scale of 1 to 4 (1 = not valuable and 4 = very valuable).

Ranking	1	2	3	4	Total
Total number of Responses	0	1	32	41	74
Percentage	0%	1%	45%	55%	-

Average: 3.54

4. Please rate the effectiveness of each workshop on a scale of 1 to 4 (1 = not effective and 4 = very effective).

Purpose and Need

Ranking	1	2	3	4	Total
Total number of Responses	4	15	34	19	72
Percentage	6%	21%	47%	26%	-

Average: 2.94

What was most valuable about the session?

- Getting clarification on process and criteria, and feeling consulted.
- Need more participation and less examples.
- Enjoy brainstorming.
- Good brainstorming.
- Input from all.
- Understanding what challenges will be faced.
- Stated purpose and needs.
- Defining the need.
- Overview of the process.
- Understanding the EIS process.
- Good discussion.
- Interactive aspect.
- Identifying of them. The facilitator did a good job with a confusing topic.
- Exposure to a range of thoughts on local needs.
- Refocus on basic principles of the intercity rail study.
- Ability to express candid opinions.
- Discussions.
- Getting the people to express their views.
- Future transportation corridors.
- Defining purpose and need.
- Explained EIS process.
- Identifying goals and rating alternatives.
- Discussion and ideas.
- Good comments.
- Hear others perceptions and perspectives.
- Relating needs to outcomes.
- Somewhat vague.
- Alternative.
- Talking about land use and rail in one conversation.
- Group discussion.
- Looking at options and playing with their "time" outcomes.
- Understanding that not all "measures of success" will be part of the EIS evaluation rubric.
- Explanation of the concept of purpose and need.
- The interaction and better focus as to what the expectations (roles) are for stakeholders.
- Encouraged thinking.
- Discussion of need versus outcome versus opportunity.
- Hearing comments from participants.

What would have made the session more productive?

- More time and more takeaway materials (for example: the intro presentation).
- Working to refine one example.
- Felt a little like the facilitator had an idea of what the purpose and need are and less that our input was being solicited.
- We were not asked to contribute to the purpose and need. The process was simply explained.
- More time.
- Less explanation by consultant. More clarity.
- Did not fill the columns of the flip chart.
- Focus.
- More time in each segment.
- This was really confusing and perhaps if it had had more time allotted it would have had an identifying product.
- A look at some preconference materials.
- A bit more clarity on what is the difference between "making a project a success" and "need vs. positive outcome".
- Little more time.
- A little more time.
- It is good as it is.
- Focus on the North South Corridor.
- More agency representation.
- More group interaction and discussion.
- Less lecture and more discussion. We did not finish.
- More people in the room (last session of the day).
- More discussion of unmet needs as opposed to desirable outcomes.
- Realistic evaluation of possibility of Union Pacific lines.
- The evaluation criteria workshop did not work.
- Not focused.
- Little more time.
- Less discussion on FTA/FRA.
- More employment and residential housing density and travel demand maps would have been helpful in alignment and station discussion.
- Needed to be a little longer.
- Suggest preparing participants in advance of meeting to shorten the amount of time it takes to get up to speed.

Range of Alternatives

Ranking	1	2	3	4	Total
Total number of Responses	1	6	26	37	70
Percentage	1	9	37	53	-

Average: 3.41

What was most valuable about the session?

- Everyone had reasons and justifications.
- Fun to plan routes.
- Fun.
- Strong exercise that included travel-time trade-off.
- Seeing possible available routes.
- Comparing options. Discussing land use plans.
- Interactive ability to create alternative.
- Looking at the options and hearing what others thought.
- Five categories is useful for breaking out challenges.
- Likes maps, pins, and yarn exercise.
- Hands on work with the maps was good.
- Very comprehensive.
- Interesting and hopefully useful in this wide region.
- Getting a look at ideas proposed by colleagues that included options I hadn't considered.
- Thinking globally and providing specific comments on high level topics.
- Good discussion on all alternatives.
- Site discussions.
- Open discussion.
- Workshop participation.
- Discussion of how refined.
- Identification of options.
- Letting others in my group know about projects and issues related to Pinal County.
- Realizing the political and physical realities and roadblocks to select routes and station locations.
- Interacting among participants regarding station and route locations.
- Start looking at issues.
- Hearing different viewpoints.
- Discussion of considerations for station placement.
- Maps, string, matrix and discussions.
- Looking at 5 areas.
- Hearing the various opinions the participants.
- Drawing on a map.
- Hearing other viewpoints.
- Good discussion.
- Good refinement of corridor alternatives.
- This was good to have the discussion between everyone to decide the best discussion.
- Ability to hear other stakeholder's views.
- Working together to come u p with alternatives.

- Actually seeing routes.
- Fun but will probably be revised and revised.

What would have made the session more productive?

- More time.
- Wanted to think more deeply than time allowed.
- Could have spent more time and would have been good to get more representatives from other regions. Also would be nice to have comp plans and general plans as reference material.
- To better define specific questions posed by each segment, i.e. what is the true purpose and need?
- Cost information.
- None – Well done.
- Employment and population numbers.
- More time.
- More time for discussion.
- Mileage matrix of cities on I-10 on railroad now.
- General and comprehensive plans as part of base map to see where future growth in jobs and housing will occur.
- Moe time.
- Needed to be a little longer.
- Introductions. More group facilitators. Seems like there were already some preconceived notions regarding alignments and stations that were being advocated by group leaders.
- Good like it was.
- Understanding that the "yarn" was just one piece of the puzzle and not the end all. Maybe a map of the MAG commuter rail system and five corridors so people could see that addition connectivity.

Evaluation Framework

Ranking	1	2	3	4	Total
Total number of Responses	2	1	29	35	67
Percentage	3	2	43	52	-
				Average:	**3.45**

What was most valuable about the session?

- Unity of the region on this project.
- Understanding of how used for EIS.
- Highly visual feedback on decision and option required.
- Varied input from diverse inputs.
- Identifying priorities and issues.
- Hearing range of concerns and interests.
- Brainstorming.

- Good discussion.
- This is the most important workshop as it will ensure the study outcome.
- To hear the different ideas.
- Working and refining key issues.
- Comprehensive ideas floated. I liked the sixth criteria of regionality.
- Shared ideas.
- Actual exercise of the alignments.
- Route mapping.
- "Hands on" exercise. Seeing population centers and how to serve the greatest needs.
- Right questions asked.
- Detail and specificity of prioritization was very important.
- Getting perspective from others.
- Realizing the interrelatedness of the issues.
- Discussion about safety and feasibility.
- Good overall discussion.
- Hearing others perspectives.
- How we define success.
- Hearing what criteria are important to stakeholders.
- Hearing different viewpoints.
- Hearing concerns and issues presented by participants.
- Understanding the framework and process.
- Gets good ideas into process.

What would have made the session more productive?

- Seemed to re-hash earlier discussion.
- More information on barriers of each leg: archeological, road crossing, land ownership pushback.
- Time allotment.
- More time to discuss.
- More time.
- Good format for open exchange.
- More input.
- It was very productive.
- Sharing routes at the end.
- Allowing a few minutes for each group to discuss how/why their alternative(s) were chosen.
- More time to prepare.
- More space between sessions and groups as noise was a bit of a barrier.
- More group interaction and participation.
- More time.
- More time. The session needed its own room.
- Just a little more time.

- Better explanation of what end results are needed.

5. Overall today, what was most valuable to you?
    - To know this is working and chugging along.
    - Everyone in the session talking about common problems with mobility.
    - Thinking about needs.
    - Yes.
    - Very good. Fulfills the needs for public involvement.
    - Just hearing what others said.
    - Geographical discussion with regard to rail transport.
    - Workshop session.
    - Route alternatives and dialog with each other.
    - A feeling of progress – at long last.
    - Group thinking and sharing.
    - Understanding the process and who ADOT has selected to complete it.
    - Networking and sharing thoughts on this topic.
    - Background on EIS process.
    - Listening to others shared vision.
    - Hearing the thoughts of others.
    - Routes!
    - Ideas presented by participants and hearing input from more than Pima.
    - Understanding the process and factors that weigh.
    - Learning about the study process.
    - The background information and a chance to participate.
    - Regional view.
    - Ability to express my opinion.
    - Overall discussions.
    - Hearing different views.
    - Ability to be a part of the concepts and issues.
    - Range of Alternatives exercise.
    - Mapping.
    - Seeing opinions on routes.
    - Networking and providing input from the middle (rural communities between Phoenix and Tucson).
    - It was all very useful.
    - Listening to colleagues and new ways to view issues.
    - The overall insight into the process and roles the stakeholders play within it.
    - Group discussions.
    - Hearing others.
    - Hearing about the timeline. The discussion that brought out different viewpoints and ideas.
    - Meeting other stakeholders and hearing their views.
    - Big picture.

- Brainstorming ideas with diversified audience. The process was well organized.
- Understanding issues of others.
- Evaluation issues.
- Evaluation and alternatives workshops.
- Yes, good to see progress.
- Gave me a larger picture of what it will take to get the rail lines completed.
- Priceless – wide variance of opinions.
- Speaking for alternative modes, pedestrians, and bikes.
- Financing, alignments, and political support.
- Evaluation and alternative discussions.
- Evaluation Framework workshop.

6. What can we improve upon in the future?
    - More time.
    - Make it less than 3 years.
    - Probably 95% of the ideas offered are ones you have thought of. For real additional value you need a continuous online forum for input.
    - Purpose and need discussion focus.
    - Simplify the purpose and need session.
    - Nothing. Great start to project.
    - Keep an open dialogue.
    - Handouts from opening presentation.
    - Need to have non-rail supporters to get issues out before plan is out to public.
    - More hands on exercises.
    - Smaller groups and more interaction.
    - Figure out how to secure the funding that Ohio, New Jersey, and Florida gave back.
    - Have similar meetings.
    - Have comprehensive and general plan information available.
    - Don't try to do too much. Less sessions and more time per each one.
    - Good job. Thanks for the water and snacks.
    - Provide more information on project schedule, etc. via a webpage.
    - Great vide.
    - Thank you for doing this important study. This is so important to our region.
    - Main room was too crowded and acoustics were horrible. Seemed a bit unorganized at first, but improved.
    - Need more time.
    - Longer workshop.
    - Discuss possible timelines – 30 years, 10 years, 5 years, to actually seriously plan versus talk.
    - We already knew most of the introduction, maybe shorten for professionals.

- Space permitting, separating sessions for clarity.
- It was great.

7. Additional comments
    - Nice to see all the consultants and firms working together collaboratively.
    - Thanks. Very good seminars and presentations.
    - Future land use opportunities are critical.
    - Good job.
    - Sun corridor needs to be the focus. Just as I-10, I-17, I-19 transformed the spatial and economic form of Arizona, the passenger rail can ensure Arizona's sustainability.
    - Excellent preparation by facilitators who were well equipped to guide and take questions.
    - Keep up the good work.
    - Interesting to see the difference between the Phoenix and Tucson workshops.
    - Do breakouts in separate rooms so no competition with discussions. It was hard to focus on one session when another was going on right behind you.
    - Great sessions.
    - Facilitators did a great job.
    - Would like to get copies of the power point and other charts.
    - Please keep me posted.

Appendix D: Notice of Intent

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Federal Transit Administration

Environmental Impact Statement for Implementation of Passenger Rail Service between Tucson, Arizona and Phoenix, Arizona

AGENCY: Federal Railroad Administration (FRA) and Federal Transit Administration (FTA)

ACTION: Notice of intent to prepare an environmental impact statement (EIS).

SUMMARY: The FRA and FTA are issuing this Notice of Intent (NOI) to advise other agencies and the public that they will jointly prepare an EIS to study the implementation of passenger rail service between Tucson, Arizona and Phoenix, Arizona and to serve communities in between the two metropolitan areas (the proposed action).

The FRA, FTA, and Arizona Department of Transportation (ADOT) will use a tiered process, as described in the regulations of the Council on Environmental Quality (CEQ) implementing the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) at 40 CFR §§ 1502.20 and 1508.28 (NEPA) and FTA's environmental procedures at 23 CFR §§ 771.111(g) and 774.7. This EIS is the first planning-level tier of the two-tiered environmental review process for the proposed action.

FRA and FTA are issuing this Notice to alert interested parties, to solicit public and agency input on the scope of the Tier 1 EIS, provide information on the nature of the proposed project, including the purpose and need for the proposed action, possible alternatives to be considered in the preparation of the Tier 1 EIS, potentially significant

impacts to the natural and built environment of those alternatives, and invite public participation in the EIS process.

The Tier 1 EIS will be prepared in accordance with the National Environmental Policy Act (NEPA), the CEQ regulations implementing NEPA, the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR 28545 dated May 26, 1999 (Environmental Procedures), and FTA's Environmental Impact and Related Procedures, in 23 CFR part 771. The EIS will also address Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303) and other applicable Federal and state laws and regulations to the extent relevant for a planning-level Tier-1 document. In addition, the Tier1 study will incorporate the alternatives analyses process required by Federal transit law (49 USC § 5309) and regulation (49 CFR part 611) for a project proposed for New Starts funding.

Environmental Review Process: The FRA and FTA will use a tiered process, as provided for in 40 CFR 1508.28 and in accordance with FRA guidance, in the completion of the environmental review of the proposed action. ''Tiering'' is a staged environmental review process applied to environmental reviews for complex projects. The Tier 1 EIS will address broad corridor-level issues and alternatives. Subsequent tiers will analyze site-specific component projects and alternatives based on the decisions made in Tier 1.

Tier 1: The Tier 1 assessment will result in a NEPA document with the appropriate level of detail for corridor-level decisions and will address broad overall issues of concern, including but not limited to:

- Confirming the purpose and need for the proposed action.

- Confirming the study area appropriate to assess reasonable alternatives.
- Developing evaluation criteria to identify alternatives that meet the purpose and need of the proposed action and those that do not.
- Identifying the range of reasonable alternatives to be considered, including the no action alternative, consistent with the current and planned use of the corridor and the existing services within and adjacent to the study area.
- Identifying the general alignment(s) of the reasonable alternatives.
- Identifying right-of-way requirements for the reasonable alternatives.
- Identifying the infrastructure and equipment investment requirements for the reasonable alternatives.
- Specifying the future no-build alternative that reflects already planned highway and transit developments in the study area expected to be in place by the project design year.
- Specifying the New Starts baseline alternative that addresses the proposed action's purpose and need to the maximum extent possible without a new transit fixed guideway.
- Identifying the operational changes required for the reasonable alternatives.
- Describing and evaluating the potential environmental impacts and mitigation associated with the proposed alternatives in the level of detail appropriate for a Tier 1 EIS.

- Establishing the timing and sequencing of independent actions to implement the proposed action.
- Evaluating the transit alternatives under the New Starts criteria specified in 49 USC § 5309 and 49 CFR part 611. The transit alternatives may be subsets of the full build alternatives that provide intercity rail service.
- Identifying the Locally Preferred Alternative (LPA), FTA's planning level alternative for the New Starts program, through an Alternatives Analysis process.

Tier 2: The Tier 2 assessments will not be included in this study but will be identified as future actions to address components of the planning level alternative selected at the conclusion of the Tier 1 EIS.

This Tier 1 EIS preparation will include initial planning level elements of a Service Development Plan; present corridor route alternatives; and provide conceptual engineering designs of track, ancillary facilities, stations, and other major design features to a level sufficient to allow for meaningful understanding and comparison of alternatives. The Tier 1 EIS will provide programmatic assessment of environmental effects associated with the construction, operation, and maintenance components of the proposed action. The Tier 1 EIS will evaluate a range of reasonable corridor-level alternatives to include the "Baseline Conditions" and "No Action" Alternatives. Build alternatives may occur along existing rail line(s) or may be on a new alignment. The EIS will provide for: 1) an FTA-compliant Alternatives Analysis and 2) an FTA-compliant Tier 1 Environmental Impact Statement.

DATES: Public Scoping meetings will be held on the following dates, locations, and times:

October 11, 2011 in the Burton Barr Central Library, 1221 N. Central Avenue, Phoenix, AZ, from 3:00 p.m. to 7:00 p.m.;

October 13, 2011 in the Pima Community College, Northwest Campus, 7600 North Shannon Road, Tucson, AZ, from 3:00 p.m. to 7:00 p.m.; and

October 19, 2011 in the Central Arizona College, Signal Peak Campus, 8470 N. Overfield Road, Coolidge, AZ from 3:00 p.m. to 7:00.

The buildings used for the meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the meetings should contact Kristin Bornstein at KDA Creative, telephone (602) 368-9644, five days prior to the meeting.

To ensure all significant issues are identified and considered, the public will be invited to comment on the proposed action. Comments by members of the public on the scope of the Tier 1 EIS, including the proposed action's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations will be accepted at the public scoping meetings. Those attending the public scoping meetings will be asked to register at the meeting location. At the meeting, comments may also be submitted in written form, or orally one-on-one to a stenographer. Interested parties may also submit their comments in writing or via email to the persons identified below, on or before November 4, 2011.

FOR FURTHER INFORMATION REGARDING THE SCOPING MEETINGS, PLEASE CONTACT:

Ms. Kristin Bornstein, KDA Creative, 4545 E. Shea Blvd., Suite 210, Phoenix, AZ 85028, telephone (602) 368-9644, email Kristin@kdacreative.com

Information and documents regarding the environmental review process will also be made available through appropriate means, including the project Web site: http://www.azdot.gov/intercityrail

FOR FURTHER INFORMATION ABOUT THE PROJECT CONTACT:

Ms. Andrea Martin, Federal Railroad Administration, 1200 New Jersey Ave, SE, Mail Stop 20, Washington DC 20590, telephone (202) 493–6201;

Ms. Amy Zaref, telephone (202) 641-8050 or Mr. Alex Smith, Federal Transit Administration Region 9, 201 Mission St., Suite 1650, San Francisco, CA 94105, telephone (415) 744-3133

SUPPLEMENTARY INFORMATION:

I. Description of Project Area

The study area is located within the Sun Corridor region, an area defined by the limits of three contiguous Arizona counties: Maricopa, Pinal, and Pima. In 2011, the area is characterized by urban densities at the northern and southern limits of the study area (Phoenix Metropolitan Area in Maricopa County and Tucson Metropolitan Area in Pima County, respectively) and smaller, rural communities located between these urban centers (primarily located in Pinal County). Historic rapid employment and population growth throughout the region is well-documented. In general, the growing regional, intercity, and commuter travel demand generated by the historic growth has been accommodated by an automobile-dominated surface transportation network anchored

by Interstate 10—the primary contiguous high capacity facility in the region. Additional surface transportation facilities include rural state routes such as State Route 79, and local roadway networks serving the cities and communities in the study area. There are no public transportation services that directly connect the Phoenix and Tucson urban centers. Mobility between these cities is predominantly served by private automobile; additionally, commercial air service and private bus/shuttle services are available.

II. Identification for Project Need

In March 2010 the ADOT completed the Statewide Transportation Planning Framework study. This study concluded that Arizona cannot address future congestion by continuing to rely almost exclusively on roadways to move people. High capacity services such as rail offer an efficient and attractive form of transportation to move people and the Tier 1 EIS will investigate passenger rail as a viable transportation solution.

Existing and future travel patterns, existing transit services, travel times, and population growth in the study area all demonstrate an existing as well as an evolving mobility need. The mobility need clearly indicates five study area markets where demand exists or will exist in the reasonably foreseeable future:

1) Intercity mobility between the Tucson and Phoenix Metropolitan Areas.

2) Commuter mobility between Phoenix and nearby suburban communities within Maricopa County.

3) Commuter mobility between Tucson and nearby suburban communities within Pima County.

4) Commuter mobility between activity centers in Pinal County and the Phoenix Metropolitan Area.

5) Commuter mobility between activity centers in Pinal County and the Tucson Metropolitan Area.

Current travel conditions are represented by the following:

Travel demand in the Sun Corridor historically has been significant. Over 51,000 daily trips occurred on two north-south roads, Interstate 10 (I-10) and State Route 79 (SR 79) in 2008. Twenty-two percent of the daily vehicle traffic on these roads completed a commute-type trip, i.e., departing from and returning to the same location.

From 2006 to 2008, daily inter-county commute trips within the three counties exceeded 75,000. Daily commute trips from Maricopa to Pima numbered 2,980, and commute trips in the reverse direction numbered 2,260. The commute from Pinal County to Maricopa County represented about 68 percent of all inter-county commute trips (51,625), with the second most desired trip (13,265) being in the reverse direction, between Maricopa and Pinal counties, representing about 18 percent of all inter-county commute trips. By 2050, as Pinal County's employment grows significantly, these latter figures are expected to increase accordingly.

In 2011, the only modes of surface transportation available for travel between Phoenix and Tucson and the area in between are private auto or common carrier (bus); with the majority of commuter, regional, and intercity travel using I-10 and SR 79. Despite recent widening of sections of I-10 in the study area, the interstate still

experiences well-documented increasing durations of severe congestion and failed operation.

Need for Intercity Mobility

The 2050 projected travel demand in the Sun Corridor is expected to have a substantial adverse effect on the Sun Corridor's surface transportation network. A comparison of 2010 travel times with those modeled by ADOT's statewide travel demand model for 2050 indicates peak-period travel times would increase by over 100 percent for most trips, resulting in lost time and productivity. For example, the duration of a trip from Phoenix to Tucson—which now takes approximately 95 minutes—would increase to nearly 5½ hours by 2050, assuming drivers are willing to travel that long to cover the distance between the two urban areas. This also assumes I-10 has been widened to as many as ten lanes during this period, indicating the need for parallel transportation options along the I-10 corridor. Further, the continued and growing demand to use I-10 as the primary intercity and commuter route in the corridor will contribute to growing congestion, reduced capacity, and reduced dependability on the facility.

In lieu of increasing capacity through continued highway widening, rail would facilitate mobility within existing and future travel markets by providing additional transportation capacity using an additional dependable travel mode.

Need for Commuter Mobility

By 2050, the employment and population makeup of the Sun Corridor will be substantially different than it is in 2011, and as a result, the Sun Corridor is projected to

become one of the expansive urban areas across the United States that will account for the majority of the country's future growth. In 2050, while the Phoenix and Tucson areas will continue as major population and employment centers, the area between Phoenix and Tucson will experience tremendous population and employment growth, creating a singular urbanized corridor in the three counties. With a projected population nearing 12 million people by 2050, the urbanized corridor will be characterized by dense employment and population centers in and around Phoenix and Tucson and similar population and employment centers in western Pinal County, generally along high-capacity transportation corridors.

Statewide, Arizona's population is projected to more than double in the next 40 years, from 6.4 million to 16 million, with most development resulting from growth occurring within the Sun Corridor region. Forecasted population change in the Sun Corridor is summarized below. Between the years 2009 and 2050:

- Maricopa County population is projected to increase by 90 percent from 4,023,000 to 7,622,700
- Pima County population is projected to increase by 96 percent from 1,018,000 to 1,990,300
- Pinal County population is projected to increase by 494 percent from 356,000 to 2,113,000—the highest growth rate of any identified megapolitan region in the nation

Employment growth projections for the same three-county area in the next 40 years are even more dramatic. From 2009 to 2050:

- Maricopa County employment is projected to increase by 132 percent
- Pima County population is projected to increase by 87 percent
- Pinal County employment is projected to increase by 850 percent

The substantial new population and employment in Pinal County between the existing major urban areas will be distinguished by its focus on high-density activity centers in accordance with the region's long-range planning objectives. The redistribution of employment and population towards the center of the Sun Corridor will add to existing commuter and intercity mobility needs in the region. Within the planning horizon, commuter mobility to activity centers in Pinal County from Maricopa and Pima Counties will make up a substantial portion of the overall region's mobility needs. Further, the overall increase in travel demand within the corridor will further burden an already capacity-deficient system.

III. Alternatives to Be Considered

This study will satisfy the requirements of NEPA as well as FTA requirements for an Alternative Analysis that will permit consideration for New Starts funding. Under the New Starts Program, alternatives for consideration in the Alternatives Analysis process will include:

- A No-build alternative (also known as no-action: future condition in the study area implementing only currently approved transportation plans),
- A Baseline alternative (future condition in the study area without the proposed high-capacity guideway improvements and implementing only transportation systems management [TSM] type improvements), and

- Build alternatives to address the need of passenger rail service between Tucson, Arizona and Phoenix, Arizona.

A range of conceptual alignments by segment, alternative endpoints, and modes/technologies that have been identified in previous plans and studies have been proposed to constitute the potential build alternatives. However, alignment concepts specific to this study area will be further defined during scoping and the alternatives development process. Definition of compatible local transit systems to serve as a complement to the Build network would be part of alternatives development. Build alternatives will need to address the need for both intercity mobility and commuter mobility, and could potentially include the pairing of any combination of alignments and endpoints to define an overall alternative. Each alternative as defined would have independent utility to serve the mobility needs in the corridor as defined by the project need (See Section II).

IV. Probable Effects

The FRA, FTA, and ADOT will evaluate direct, indirect and cumulative changes to the social, economic, and physical environment—including land use and socioeconomic conditions, ecology, water resources, historic and archaeological resources, visual character and aesthetics, contaminated and hazardous materials, transportation, air quality, noise and vibration, and environmental justice. The analysis will be undertaken consistent with the National Environmental Policy Act, Council on Environmental Quality regulations defined previously, Section 106 of the National Historic Preservation Act, the Endangered Species Act, Clean Air Act, Clean Water Act, FRA's Environmental

Procedures, FTA regulations, ADOT guidance, and Section 4(f) of the Department of Transportation Act of 1966, along with other applicable Federal and state regulations in the level of detail appropriate for a Tier 1 EIS.

V. Scoping Process

FRA, FTA, and ADOT invite all interested individuals, organizations, Native American groups, and Federal, state, and local agencies to comment on the scope of the Tier 1 EIS. Comments are invited from all interested agencies and the public to ensure the full range of issues related to the Tier 1 EIS are addressed and all significant issues are identified. In particular, FRA, FTA, and ADOT are interested in identifying areas of environmental concern where there might be a potential for significant impacts. Public agencies with jurisdiction are requested to advise FRA, FTA, and ADOT of the applicable permit and environmental review requirements of each agency, and the scope and content of the environmental information that is germane to the agency's statutory responsibilities in connection with the proposed action. Public agencies are requested to advise FRA, FTA, and ADOT if they anticipate taking a major action in connection with the proposed action and if they wish to cooperate in the preparation of the Tier 1 EIS.

Comments are encouraged on specific social, economic, or environmental issues to be evaluated, and on reasonable alternatives that may be less costly, more cost-effective, or have fewer environmental or community impacts while achieving similar transportation objectives.

ADOT will be leading the outreach activities during the public scoping process, beginning with the scoping meetings identified under DATES above. Following the public

scoping process, public outreach activities will include meetings with the regional Corridor Support Teams established for the study, as well as meetings with interested parties or small groups. Those wishing to participate in one of the Corridor Support Teams may do so by registering on the project Web site at http://www.azdot.gov/intercityrail

The scoping meetings described in this notice will also be the subject of additional public notification including periodic updates to the project website to reflect the project's status. In addition, newsletters will be circulated to a broad constituency to ensure people are informed about the proposed action. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases.

VI. FTA New Starts Process

Federal transit law requires that the transit alternatives proposed for New Starts funding undergo an evaluation separate from the NEPA evaluation. The New Starts evaluation considers national criteria that are used to compare projects across the nation competing for New Starts funding. These criteria include: cost, cost-effectiveness, transit system user benefits, economic development effects, operating efficiencies, environmental benefits, transit-supportive land use patterns served by the project, the financial plan for building the project, the financial plan for operating the resulting transit system, and the size of the state or local financial commitment to the project. FTA provides detailed guidance on how to perform this analysis and oversees its execution closely.

VII. Paperwork Reduction Act

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is the policy of FRA and FTA to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific written request for a complete printed set of environmental documents is received by the close of the scoping process by the Contact identified under ADDRESSES, the FRA, FTA, and ADOT will distribute only the executive summary and a Compact Disc (CD) of the complete environmental document. A complete printed set of the environmental document will be available for review at ADOT's offices and select repositories; an electronic copy of the complete environmental document will also be available on the project Web site: http://www.azdot.gov/intercityrail

Issued in Washington, DC:

Mark E. Yachmetz,

Associate Administrator for Railroad Policy and Development,

Federal Railroad Administration

Leslie T. Rogers,

Regional Administrator,

Federal Transit Administration Region 9

Appendix E: Notices and Newspaper Advertisements

Legal Ads

TriValley Central – Sept 28

The Federal Railroad Administration, Federal Transit Administration, and Arizona Department of Transportation are preparing an Alternatives Analysis and Environmental Impact Statement to study the implementation of passenger rail service between Tucson and Phoenix. Open houses and events are being held in Pima, Pinal, and Maricopa counties to solicit public input on the scope of the project. Events in Pinal County include the following: October 18, Town of Florence Town Hall, 775 N. Main St. Florence, AZ 85132, 3 pm – 7 pm; October 19, Central Arizona College Signal Peak Campus, 8470 N. Overfield Rd., Coolidge, AZ 85128, 3 pm – 7 pm; October 25, City of Eloy Council Chambers, 628 N. Main St., Eloy, AZ 85131, 3 pm – 7 pm; October 27, City of Casa Grande Council Chambers, 510 E. Florence Blvd., Casa Grande, AZ 85122, 3 pm – 7 pm. Additional opportunities for involvement in the study will take place in mid-2012 and early 2013. Any individual who requires special assistance, such as a sign language interpreter, to participate in the meetings, or anyone seeking additional information, should contact Kristin Bornstein at KDA Creative, 602-368-9644, five days prior to the meeting. Participation is also available online staring October 7, 2011 at www.azdot.gov/intercityrail. Comments are due November 14, 2011.

Arizona Daily Star – Sept 27

The Federal Railroad Administration, Federal Transit Administration, and Arizona Department of Transportation are preparing an Alternatives Analysis and Environmental Impact Statement to study the implementation of passenger rail service between Tucson and Phoenix. Open houses and events are being held in Pima, Pinal, and Maricopa counties to solicit public input on the scope of the project. Events in Pima County include the following: October 7, University of Arizona, Main Campus Mall, 11 am – 2 pm; October 8, 2nd Saturdays Downtown, 44 N. Stone Ave., Tucson, AZ 85701, 6 pm – 9 pm; October 13, Pima Community College Northwest Campus, 7600 N. Shannon Rd., Tucson, AZ 85709, 3 pm – 7 pm; October 14-16, Tucson Meet Yourself Event, Pima County Plaza, Tucson, AZ 85701 – Oct. 14: 11 am – 1 pm and 3 pm – 7 pm, Oct. 15: 3 pm – 7 pm, Oct. 16: 2 pm – 6 pm. Additional opportunities for involvement in the study will take place in mid-2012 and early 2013. Any individual who requires special assistance, such as a sign language interpreter, to participate in the meetings, or anyone seeking additional information, should contact Kristin Bornstein at KDA Creative, 602-368-9644, five days prior to the meeting. Participation is also available online staring October 7, 2011 at www.azdot.gov/intercityrail. Comments are due November 14, 2011.

Arizona Republic – Sept 27

The Federal Railroad Administration, Federal Transit Administration, and Arizona Department of Transportation are preparing an Alternatives Analysis and Environmental Impact Statement to study the

implementation of passenger rail service between Tucson and Phoenix. Open houses and events are being held in Pima, Pinal, and Maricopa counties to solicit public input on the scope of the project. Events in Maricopa County include the following: October 11, Burton Barr Library Auditorium, 1221 N. Central Ave., Phoenix, AZ 85004, 3 pm – 7 pm; October 12, Arizona State University, Main Tempe Campus Mall, 10 am – 2 pm; October 24, Chandler Downtown Library Copper Room, 22 S. Delaware St., Chandler, AZ 85225, 3 pm – 7 pm; November 1, Mesa Main Library Saguaro Room, 64 E. First St., Mesa, AZ 85201, 3 pm – 6:30 pm. Additional opportunities for involvement in the study will take place in mid-2012 and early 2013. Any individual who requires special assistance, such as a sign language interpreter, to participate in the meetings, or anyone seeking additional information, should contact Kristin Bornstein at KDA Creative, 602-368-9644, five days prior to the meeting. Participation is also available online staring October 7, 2011 at www.azdot.gov/intercityrail. Comments are due November 14, 2011.

Let's talk about a new way to travel between Tucson and Phoenix!



ADOT | INTERCITY RAIL STUDY

1 Participate Online (October 7 - November 14)

at www.azdot.gov/intercityrail

2 Order a Do-It-Yourself Participation Kit

To request a kit, call 855.250.7245 (toll-free)or email intercityrail@azdot.gov.

3 Visit Us In Person

A list of open houses and events in Pinal County is included to the right.

Contact Us

Plesase submit your comments through **November 14, 2011.**

Mail: ADOT Intercity Rail Study
c/o KDA Creative
4545 E. Shea Blvd. Ste 210
Phoenix, AZ 85028

Email: intercityrail@azdot.gov

Phone: 855.250.7245 (toll-free)

Fax: 602.368.9645

*For open houses, persons with a disability may request a reasonable accommodation such as a sign language interpreter by contacting Kristin Bornstein at 602-368-9644 or email at kristin@kdacreative.com. Requests should be made as early as possible to allow time to arrange the accommodation.

Open Houses

October 18
Town of Florence*
Town Hall
775 North Main Street
Florence, AZ 85132
3 pm - 7 pm

October 19
Central Arizona College*
Signal Peak Campus
Room M101
8470 North Overfield Road
Coolidge, AZ 85128
3 pm - 7 pm

October 25
City of Eloy*
Council Chambers
628 North Main Street
Eloy, AZ 85131
3 pm - 7 pm

October 27
City of Casa Grande*
Council Chambers
510 East Florence Boulevard
Casa Grande, AZ 85122
3 pm - 7 pm

Subject: ADOT News: Open houses for intercity rail study begin in Pinal County on Oct. 18
Date: Wednesday, October 12, 2011 1:28 PM
From: ADOT News <news@azdot.gov>
To: ADOT News <news@azdot.gov>

For Immediate Release: Oct. 12, 2011
Contact: ADOT Public Information Office
news@azdot.gov -or- 800-949-8057

Open houses for intercity rail study begin in Pinal County on Oct. 18

Community members can participate in person or online for I-10 travel options

PHOENIX — The Arizona Department of Transportation is launching a series of open houses in Pinal County to explore the feasibility and potential impacts of a Phoenix to Tucson rail link, and we want to hear from the communities along this I-10 corridor.

Four open houses will be held in Pinal County beginning on Oct. 18. Eight additional open houses are being held in Pima and Maricopa counties. All it takes is three simple steps to participate in ADOT's intercity rail study: watch a video, read a booklet and take a survey at one of the open houses or online at www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> . The Pinal County open house schedule is as follows:

October 18, 3 p.m. - 7 p.m.
Town of Florence Town Hall
775 N. Main Street in Florence

October 19, 3 p.m. - 7 p.m.
Central Arizona College Signal Peak Campus, Room M101
8470 N. Overfield Road in Coolidge

October 25, 3 p.m. - 7 p.m.
City of Eloy Council Chambers
628 N. Main Street in Eloy

October 27, 3 p.m. - 7 p.m.
City of Casa Grande Council Chambers
510 E. Florence Boulevard in Casa Grande

The schedule of all meeting times and locations is available at www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> or by calling toll-free 855.250.7245.

For those who cannot attend one of the scheduled open houses, online participation is encouraged at www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> or via email to intercityrail@azdot.gov. Community members can view a brief video, read the project booklet and take a short survey on the website.

ADOT is even offering free “Do it Yourself Participation Kits” with informational materials and a DVD outlining the study. Orders for this kit can be submitted to www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> and will be mailed out with a postage-paid return envelope for completed surveys.

All comments must be received by Nov. 14.

As part of the study, rail connections will be evaluated as a possible alternative to support the movement of people and commerce along Interstate 10 between Phoenix and Tucson. ADOT launched the study earlier this year to complete an alternatives analysis and environmental impact statement for a high capacity transportation connection between the state’s two metropolitan areas. This study is expected to be complete in 2013.

Should the study indicate that such a rail line is feasible, ADOT would implement further planning and development activities based upon the timeframe identified in the feasibility study, and when funding is available. However, the future of passenger rail in the state will depend on decisions that rest with Arizona’s policymakers and with the support of the public.

# # #

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For Immediate Release: Sept. 27, 2011
Contact: ADOT Public Information Office
news@azdot.gov -or- 800-949-8057

Open houses set to seek comments on Phoenix-Tucson travel options

12 meetings launch formal study exploring transportation alternatives to using I-10

PHOENIX — Following the March adoption of the State Rail Plan by the Arizona Transportation Board, the Arizona Department of Transportation is launching a series of open houses to explore the feasibility and potential impacts of a Phoenix to Tucson rail link.

Four open houses will be held in each county within the study area – Maricopa, Pinal and Pima. Open house sessions begin Oct. 7 in Tucson and run into early November. A full schedule of meeting times and locations is available at www.azdot.gov/intercityrail or by calling toll-free 855.250.7245.

For those who cannot attend one of the scheduled open houses, online participation is welcomed at www.azdot.gov/intercityrail or via email to intercityrail@azdot.gov. Starting Oct. 7, community members can view a brief video, read the project booklet and take a short survey on the website.

ADOT is even offering free “Do it Yourself Participation Kits” with informational materials and a DVD outlining the study. This kit can be ordered on Oct. 7 at www.azdot.gov/intercityrail and will be mailed out with a postage-paid return envelope for completed surveys.

Comments must be received by Nov. 14.

As part of the study, rail connections will be evaluated as a possible alternative to support the movement of people and commerce along Interstate 10 between Phoenix and Tucson. ADOT launched the study earlier this year to complete an alternatives analysis and environmental impact statement for a high capacity transportation connection between the state’s two metropolitan areas. This study is expected to be complete in 2013.

Should the study indicate that such a rail line is feasible, ADOT would implement further planning and development activities based upon the timeframe identified in the feasibility study, and when funding is available. Infrastructure costs for a new, double-tracked intercity passenger line between Phoenix and Tucson was estimated in the State Rail Plan at roughly $15 million per mile, including right-of-way. This does not include the purchase of trains or ongoing maintenance and operations expenses. A more detailed cost analysis will be included as a part of the study.

However, the future of passenger rail in the state will depend on decisions that rest with Arizona's policymakers and with the support of the public. ADOT is also studying how to accommodate a larger portion of future freight movements by rail, and the implementation of an intercity rail system would be coordinated with key freight rail improvements.

Meeting schedule:

Pima County

October 7, 10 a.m. - 2 p.m.
University of Arizona Main Campus Mall
1303 E. University Boulevard in Tucson

October 8, 6 p.m. - 9 p.m.
Second Saturday
44 N. Stone Avenue in Tucson

October 13, 3 p.m. - 7 p.m.
Pima Community College Northwest Campus
7600 N. Shannon Road in Tucson

October 14-16, times vary
Tucson Meet Yourself Event Exhibitor Booth, Pima County Plaza
130 W. Congress in Tucson

Pinal County

October 18, 3 p.m. - 7 p.m.
Town of Florence Town Hall
775 N. Main Street in Florence

October 19, 3 p.m. - 7 p.m.
Central Arizona College Signal Peak Campus, Room M101
8470 N. Overfield Road in Coolidge

October 25, 3 p.m. - 7 p.m.
City of Eloy Council Chambers
628 N. Main Street in Eloy

October 27, 3 p.m. - 7 p.m.
City of Casa Grande Council Chambers
510 E. Florence Boulevard in Casa Grande

Maricopa County

October 11, 3 p.m. - 7 p.m.
Burton Barr Library Auditorium
1221 N. Central Ave. in Phoenix

October 12, 10 a.m. - 2 p.m.
Arizona State University Campus Mall
1151 S. Forest Avenue in Tempe

October 24, 3 p.m. - 7 p.m.
Chandler Downtown Library Copper Room
22 S. Delaware Street in Chandler

November 1, 3 p.m. - 6:30 p.m.
Mesa Main Library Saguaro Room
64 E. First Street in Mesa

# # #

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Subject: ADOT News: Open houses for intercity rail study come to the East Valley
Date: Tuesday, October 18, 2011 11:31 AM
From: ADOT News <news@azdot.gov>
To: ADOT News <news@azdot.gov>

For Immediate Release: Oct. 18, 2011

Contact: ADOT Public Information Office
news@azdot.gov -or- 800-949-8057

Open houses for intercity rail study come to the East Valley

Community members can participate in person or online for I-10 travel options

PHOENIX — What do you think about Phoenix to Tucson travel options as we plan for our transportation future? The Arizona Department of Transportation is bringing two open houses for its intercity rail study to the East Valley over the next two weeks, and now is the time for community members to get involved.

These events are part of a series of 12 open houses being held in Maricopa, Pinal and Pima counties. All it takes is three simple steps to participate in ADOT's intercity rail study: watch a video, read a booklet and take a survey at one of the open houses or online at www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> . The East Valley open house schedule is as follows:

October 24, 3 p.m. - 7 p.m.
Chandler Downtown Library Copper Room
22 S. Delaware Street in Chandler

November 1, 3 p.m. - 6:30 p.m.
Mesa Main Library Saguaro Room
64 E. First Street in Mesa

The schedule of all meeting times and locations is available at www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> or by calling toll-free 855.250.7245.

For those who cannot attend one of the scheduled open houses, online participation is encouraged at www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail>

or via email to intercityrail@azdot.gov. Community members can view a brief video, read the project booklet and take a short survey on the website.

ADOT is even offering free “Do it Yourself Participation Kits” with informational materials and a DVD outlining the study. Orders for this kit can be submitted to www.azdot.gov/intercityrail <http://www.azdot.gov/intercityrail> and will be mailed out with a postage-paid return envelope for completed surveys. You can also call toll-free at 855.250.7245 to place an order for this kit.

All comments must be received by Nov. 14.

As part of the study, rail connections will be evaluated as a possible alternative to support the movement of people and commerce along Interstate 10 between Phoenix and Tucson. ADOT launched the study earlier this year to complete an alternatives analysis and environmental impact statement for a high capacity transportation connection between the state’s two metropolitan areas. This study is expected to be complete in 2013.

Should the study indicate that such a rail line is feasible, ADOT would implement further planning and development activities based upon the timeframe identified in the feasibility study, and when funding is available. However, the future of passenger rail in the state will depend on decisions that rest with Arizona’s policymakers and with the support of the public.

# # #

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Subject: ADOT News Alert: Intercity Rail Study Public Open Houses
Date: Monday, October 17, 2011 3:22 PM
From: ADOT News <news@azdot.gov>
To: ADOT News <news@azdot.gov>

For Immediate Release: October 17, 2011

Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

News Alert: Intercity Rail Study Public Open Houses

WHO:
The Arizona Department of Transportation
The Federal Railroad Administration
The Federal Transit Administration

WHAT:
Public open houses to discuss ADOT's study assessing travel options along Interstate 10 between Phoenix and Tucson. The meetings serve as the formal start of the study and provide the public with an opportunity to learn about the study and provide comment.

WHEN/WHERE:
October 18, 3 p.m. - 7 p.m.
Town of Florence Town Hall
775 N. Main Street in Florence

October 19, 3 p.m. - 7 p.m.
Central Arizona College Signal Peak Campus, Room M101
8470 N. Overfield Road in Coolidge

October 25, 3 p.m. - 7 p.m.
City of Eloy Council Chambers
628 N. Main Street in Eloy

October 27, 3 p.m. - 7 p.m.
City of Casa Grande Council Chambers
510 E. Florence Boulevard in Casa Grande

WHY:
To provide the public with a first look at this study, which will explore the feasibility and potential impacts of an intercity rail or other mass-transit connection as an alternative to I-10.

The public will be invited to learn about the study and provide comments at this early phase of the study process.

VISUAL:
Video is available via FTP: ftp://ftp.azdot.gov/ADOTVideo/MediaAccess
Username: adotvideo_media Password: Adotmedia_2011 (case sensitive)

More Information:
Contact the ADOT Office of Public Information at 1-800-949-8057 or news@azdot.gov.
Public questions can be directed to 1-855-250-7245 or intercityrail@azdot.gov.

# # #

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Subject: News Alert: ADOT's Intercity Rail Study Public Open Houses Continue This Week
Date: Wednesday, October 12, 2011 2:19 PM
From: ADOT News <news@azdot.gov>
To: ADOT News <news@azdot.gov>

For Immediate Release: October 12, 2011

Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

News Alert:
ADOT's Intercity Rail Study Public Open Houses Continue This Week

WHO:
The Arizona Department of Transportation
The Federal Railroad Administration
The Federal Transit Administration

WHAT:
Public open houses to discuss ADOT's study assessing travel options along Interstate 10 between Phoenix and Tucson. The meetings serve as the formal start of the study and provide the public with an opportunity to learn about the study and provide comment.

WHEN/WHERE:
October 13, 3 p.m. - 7 p.m.
Pima Community College Northwest Campus
7600 N. Shannon Road in Tucson

October 14-16
Tucson Meet Yourself Event Exhibitor Booth, Pima County Plaza
130 W. Congress in Tucson
Oct. 14: 11 a.m. – 1 p.m. and 3 p.m. – 7 p.m.
Oct. 15: 3 p.m. – 7 p.m.
Oct. 16: 2 p.m. – 6 p.m.

WHY:
To provide the public with a first look at this study, which will explore the feasibility and potential impacts of an intercity rail or other mass-transit connection as an alternative to I-10. The public is invited to learn about the study and provide comments during this early phase of the study process.

VISUAL:
Video is available via FTP: ftp://ftp.azdot.gov/ADOTVideo/MediaAccess
Username: adotvideo_media Password: Adotmedia_2011 (case sensitive)

More Information:
Contact the ADOT Office of Public Information at 1-800-949-8057 or news@azdot.gov.
Public questions can be directed to 1-855-250-7245 or intercityrail@azdot.gov.

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.

The Arizona Department of Transportation wants you to add your voice to the 2,300 people who have commented on travel options between Phoenix and Tucson. If you have already participated – thank you!
Online participation is through November 14, 2011.
Participate online now at:

http://www.azdot.gov/intercityrail/addingyourvoice1.asp

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Amy Rosar

From: Arizona Department of Transportation [adot@service.govdelivery.com]
Sent: Friday, October 28, 2011 10:30 AM
To: Amy Rosar
Subject: There's still time to add your voice!



The Arizona Department of Transportation wants you to add your voice! Join the more than 1,500 who have commented on travel options between Tucson and Phoenix.

If you have already participated – thank you!

Participate online now at http://www.azdot.gov/intercityrail/addingyourvoice1.asp

Online participation is available through November 14, 2011

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The Arizona Department of Transportation wants you to add your voice! Join the more than 1,500 who have commented on travel options between Tucson and Phoenix.

If you have already participated – thank you!

Participate online now at http://www.azdot.gov/intercityrail/addingyourvoice1.asp

Online participation is available through November 14, 2011

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Amy Rosar

From: Arizona Department of Transportation [adot@service.govdelivery.com]
Sent: Friday, October 07, 2011 7:14 AM
To: Amy Rosar
Subject: The time is now!



The Arizona Department of Transportation wants you to add your voice to Arizona's discussion about travel options between Tucson and Phoenix.

Participate online now at http://www.azdot.gov/intercityrail/ .

Your comments will help shape the future.

Online participation is available through November 14, 2011.

SHARE

Update your subscriptions, modify your password or email address, or stop subscriptions at any time on your Subscriber Preferences Page. You will need to use your email address to log in. If you have questions or problems with the subscription service, please contact support@govdelivery.com.

This service is provided to you at no charge by the Citizen's Transportation Oversite Committee.

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The Arizona Department of Transportation wants you to add your voice to Arizona's discussion about travel options between Tucson and Phoenix.

Participate online now at http://www.azdot.gov/intercityrail/ .

Your comments will help shape the future.

Online participation is available through November 14, 2011.

SHARE

Update your subscriptions, modify your password or email address, or stop subscriptions at any time on your Subscriber Preferences Page. You will need to use your email address to log in. If you have questions or problems with the subscription service, please contact support@govdelivery.com.

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Amy Rosar

From: Arizona Department of Transportation [adot@service.govdelivery.com]
Sent: Thursday, November 10, 2011 7:04 AM
To: Amy Rosar
Subject: It's not too late to add your voice!



The Arizona Department of Transportation wants you to add your voice to the 2,300 people who have commented on travel options between Phoenix and Tucson. If you have already participated – thank you!
Online participation is through November 14, 2011.
Participate online now at:
http://www.azdot.gov/intercityrail/addingyourvoice1.asp

SHARE

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Appendix F: Agency Scoping Summary

Arizona Department of Transportation
Passenger Rail Study: Tucson to Phoenix
Environmental Impact Statement
Agency Scoping Meeting and Webinar

Tuesday, October 11, 2011, 9:00 a.m. – 1:00 p.m.
ADOT Administration Building Board Room
206 S. 17th Avenue, Phoenix, Arizona

Summary

Participants

A copy of the sign in sheet is attached in the *Appendix A: Meeting Materials*

Peter Gariepy, Amtrak (Webinar)
Jonathon Hutchison, Amtrak (Webinar)
Chris Watson, Arizona Corporation Commission (ACC)
Kurt Maurer, Arizona Department of Environmental Quality (ADEQ) (Webinar)
Sara Allred, Arizona Department of Transportation (ADOT)
Herman Bernal, ADOT
Matt Carpenter, ADOT
Misty Dayzie, ADOT
Javier Gurrola, ADOT (Webinar)
Mike Kies, ADOT
Michael Klein, ADOT
Owen Mills, ADOT
Scott Omer, ADOT
Susan Ridenour, ADOT
David Grandmaison, Arizona Game and Fish Department (AGFD)
Kristin Terpening, AGFD (Webinar)
Ray Schweinsburg, AGFD
Kelly Wolff-Krauter, AGFD
Chip Young, AGFD
Tim Bocton, Arizona State Land Department (ASLD)
Michelle Green, ASLD
David Jacobs, Arizona State Parks
Susan Morrison, Transcon Environmental on behalf of theBureau of Indian Affairs Pima Agency (BIA)
Martin Lucero, Central Arizona Association of Governments (CAAG)
Tom Fitzgerald, Central Arizona Project (CAP) (Webinar)
Giao Pham, City of Apache Junction
Rogene Hill, City of Avondale
Kristen Sexton, City of Avondale (Webinar)
Leila Demaree, City of Casa Grande
Duane Eitel, City of Casa Grande
C. Alton Bruce, City of Coolidge
Jose Macias, City of El Mirage
Rick Miller, City of Eloy (Webinar)
John Mitchell, City of Eloy
Matt Dudley, City of Glendale
Diane Landis, City of Litchfield Park
Kellee Kelley, City of Maricopa
Mike James, City of Mesa (Webinar)
Jeff Martin, City of Mesa (Webinar)
Mark Melnychenko, City of Phoenix
Chris Anders, City of Phoenix Aviation
Erik Buskirk, City of Phoenix Aviation
Curt Upton, City of Phoenix (Webinar)
Robert Yabes, City of Tempe (Webinar)
Karen Savage, City of Surprise
George Caria, City of Tucson (Webinar)
John Zukas, City of Tucson (Webinar)
Jennifer Donofrio, City of Tucson Department of Transportation
Jessica Lofgreen, City of Tucson Department of Transportation
Clifton Meek, Environmental Protection Agency

(EPA)(Webinar)
Henry Keith, Federal Aviation Administration (FAA)
Rebecca Swiecki, Federal Highway Administration (FHWA)
Amy Zaref, Federal Transit Administration (FTA)
Valarie Swick, Flood Control District of Maricopa County (FCDMC)
Trent Kelso, HDR (Webinar)
Jack Allen, Jacobs
Betsi Phoebus, Jacobs
Anthony Scolaro, Jacobs
Amy Rosar, KDA Creative
Micah Henry, Maricopa Association of Governments (MAG)
Marc Pearsall, MAG
Nathan Pryor, MAG (Webinar)
Tim Strow, MAG
Vincent Lopez, Maricopa County Department of Public Health
Denise Lacey, Maricopa County Department of Transportation
Christina Berglund, Parsons Brinkerhoff (Webinar)
Steve Hogan, Parsons Brinkerhoff
Jennifer Love, Parsons Brinkerhoff (Webinar)
Scott Pitera, Parsons Brinkerhoff (Webinar)
Don Smith, Parsons Brinkerhoff (Webinar)
Sarah Squires, Parsons Brinkerhoff (Webinar)
Walter Fix, Phoenix-Mesa Gateway Airport
Jeremy Papuga, Pima Association of Governments
Daniel Signor, Pima County (Webinar)
Robert Young, Pima County Department of Transportation (Webinar)
Doug Hansen, Pinal County (Webinar)
David Maestas, Pinal County (Webinar)
Kurt Sharp, Town of Gilbert
Jennifer Christelman, Town of Marana (Webinar)
Scott Leska, Town of Marana (Webinar)
Aimee Ramsey, Town of Oro Valley (Webinar)
Tom Condit, Town of Queen Creek
Farhad Moghimi, Town of Sahuarita (Webinar)
Mark Hannah, Town of Youngtown (Webinar)
Jordan Feld, Tucson Airport Authority (TAA) (Webinar)
Zoe Richmond, Union Pacific Rail Road (Webinar)
Tom Amparano, University of Arizona (Webinar)
Stuart Boggs, Valley Metro RPTA
Robert Forest, Valley Metro RPTA
Ben Limmer, Valley Metro RPTA

Meeting Notification

ADOT distributed 111 invitations to state and local agencies as well as tribes on October 4, 2011. Attached to the meeting invitations was a meeting agenda, project segment area map, description of the segment areas, schedule of milestones, comment form, and a map of the study area. All invitation material can be found in *Appendix B: Invitations*.

Meeting Summary

Mike Kies, ADOT Multimodal Planning Division Project Manager, started the meeting by thanking participants for attending and reminded them that their input was valuable to the study. He mentioned that the notice of intent was published in the national registrar on Thursday, Oct 6, 2011 and that the team was now in the process of completing a Tier 1 environmental study.

Mike Kies presented information about the study including the Study Area, Process, and Project Objectives. Jack Allen, Jacobs, presented information about the content of a Tier 1 EIS and how the

agencies can participate throughout the process. A copy of the powerpoint presentation can be found in *Appendix A: Meeting Materials* is attached to these minutes.

After briefly the presentation, the study team asked participants to state any concerns, issues or comments. Written comments can be found in *Appendix C: Written Agency Comments*.

Open Discussion

Kellee Kelley, City of Maricopa: Traversing Pinal County with a straight line route may not be the best solution. It is important to ensure that ADOT solicit input from all agencies within Pinal County and provide opportunities for these agencies to interact in this planning process.

John Mitchell, City of Eloy: Eloy concluded a corridor study along I-10 and are the focal point of the North-South Corridor Study being conducted by ADOT. Eloy requests that both transportation planning studies (North-South Corridor and Passenger Rail) come together seamlessly. There needs to be coordination between the various studies.

Valerie Swick, FCDMC: As a regulatory agency, we want to ensure there is minimum impact to flood plains. There are a lot of area drainage master plans that the Flood Control District of Maricopa County would like to provide so they are considered during this study.

Action Item; Contact FCDMC and collect any relevant drainage master plans.

Jack Allen, Jacobs: Are there any particular geographic areas that you are most concerned about or that we need to be aware of?

Valarie Swick, FCDMC: We just completed a large one in the Rainbow Valley area. We have done several in Maricopa County. Rainbow Valley is not really developed at this point and we do not have as many plans, but we have gathered a lot of information.

Ben Limmer: Valley Metro RPTA: Three general concerns.

1. The funding at the federal level is limited and likely to be limited over the next six to seven years. All of us need to be conscious of funding constraints as this study moves forward. There is only so much money in Federal the pot.

2. When METRO reviews the ridership numbers projected by MAG, we think it is a little lower than it should be on the southeast commuter corridor. Our ridership projections have often been lower than expected. The feeder lines at both the ends of the proposed project in Phoenix and Tucson need to be fully evaluated to provide more travel options for people to travel to their final destination.

Action Item; Meet with Valley Metro RPTA to discuss ridership projection process proposed for this project

3. The population and employment projections contained in the powerpoint presentation were based on a good economy. What if these projections are too high and growth never reaches that point? How do we modify those projections between we thought back in the early 2000's and today?

Robert Forest, Valley Metro RPTA: Be conscious of all Valley Metro studies being conducted. We need to consider how this potential rail system will cross existing and planned tracks or feed into the system.

Action Item; Contact Valley Metro RPTA to discuss all Valley Metro studies being conducted and ho they can effect this study.

Chris Anders, City of Phoenix Aviation: We are interested in this project because connectivity to and from the airport and the rest of the transit network is critical to get passengers to their final destinations. How will this proposed project be connected to Sky Harbor Airport? Also, we need to consider safety; this project can not propose obstructions in the flight path. FAA will require that clear zones surrounding Sky Harbor be maintained.

Keith Henry FAA: I share the same concerns as Mr. Anders. Additionally, we need to consider obstructions to not just Sky Harbor but all airports.

Dianne Landis, City of Litchfield Park: The west valley is growing and when you think of Phoenix please don't forget about the west valley and commuters that are destine to Phoenix. Consider West Valley concerns throughout this study. Think of potential routes going to Goodyear and Avondale, or as far west as possible. The cities in the west valley are prepared to work together to figure out how to connect commuters in the West Valley to this potential project.

Walt Fix, Phoenix-Mesa Gateway Airport: Phoenix-Mesa Gateway Airport has always been interested in increasing freight movement. Phoenix-Mesa Gateway Airport will likely be a medium hub airport in the future, as it is the same size as Tucson. There is a Union Pacific line that runs near the Phoenix-Mesa Gateway Airport, and this route should be considered during this study.

Karen Savage, City of Surprise: We have the same concerns as far as connections in the west valley to the recommended project from this study. We need to find ways to get people to the proposed stations to connect to the rail system, such as feeder connections at the proposed end of the line.

Stuart Boggs, Valley Metro RTPA: We are concerned about the segment of the trip from the train station to the ultimate destination. The rail can get you most of the way, but not always to the ultimate destination. We need both roads and rail for a complete system.

Mike Kies, ADOT: We want to talk to all transit agencies throughout the potential corridor to discuss either new or existing transit service to connect to the rail.

Action Item; Meet with all transit agencies within the study area to discuss potential transit service that can connect with the proposed project.

Kurt Sharp, Town of Gilbert: We are interested because there is a portion of the Union Pacific line going through Gilbert. There are two stations identified in Gilbert's general plan. The Town of Gilbert shares funding concerns and connectivity concerns.

Micah Henry, MAG: I defer all commenting to Tim Strow with MAG.

Tim Strow, MAG: This is a great project. One of MAGs concerns is that the member agencies concerns are addressed and that we don't duplicate efforts. It would be helpful to go through the MAG committee process to introduce the project at an early stage to the member agencies.

Action Item; Schedule presentations to the appropriate MAG Committees

Denise Lacy, MCDOT: Our concerns fall in line with MAGs and other local agencies. This study is great, but we need to ensure there is connectivity to other modes of transportation. How do we best plan to utilize the rail service for those who are outside of the Phoenix area? We would like to ensure the future transportation framework involves minimal impact by the corridors.

Jose Macias, City of El Mirage: The City of El Mirage shares the same concerns as the Cities of Litchfield Park and Surprise. We are a small community and want to be considered as a feeder. We have mostly freight industries within our city limits.

Tom Condit, Town of Queen Creek: There is a Union Pacific line that runs through town and we are excited to have an opportunity for a commuter rail line through town as well. Funding is a major concern. Existing corridors should be considered that could potentially serve future population centers.

Ben Limmer, Valley Metro RPTA: It's best to look at timing and sequencing of multiple agency projects to acquire funding. Not all agencies can ask for money at the same time because there is only so much to go around.

Scott Omer, ADOT: I have no additional concerns at this time and think this project is phenomenal. I agree with comments stated here so far and want to reiterate the importance of utilizing regional partners to reduce duplication of efforts. I hope that throughout the process we can remember that this is one of many planning studies going on throughout the state. We understand that it is the responsibility of the local COG to plan for your areas and we want to coordinate with you and gain your expertise.

Herman Bernal, ADOT: I am here to observe the meeting and have no comments.

Ray Schweinsburg, AZGFD: We are concerned about wildlife connectivity. All infrastructure being built and proposed has a lasting impact on wildlife connectivity. Another issue is that we may not have the appropriate data to make the alternative selection and would like to work on that.

Sara Allred, ADOT: It is important to ensure that we have connectivity to the existing transit systems and that this rail line would provide additional support.

Misty Dayzie, ADOT: I am here to observe and keep tribal communities in mind.

Chip Young, AZGFD: I share the same concerns as Mr. Schweinsburg. It is important to communicate with one another to ensure wildlife connectivity is maintained to the best of abilities.

Ray Schweinsburg, AZGFD: There are many different kinds of species that may be affected and we may not have all the data needed at this time to be included in the Environmental Assessment (EA). When Arizona Game and Fish Department is engaged from an early stage, additional studies can be conducted to help ADOT with the EIS as to not hold up the study's progress.

Dave Grandmaison, AZGFD: Arizona Game and Fish Department was able to conduct a study in conjunction with ADOT's SR 95 project in the Kingman District. We worked with ADOT and FHWA to identify desert tortoise habitats and evaluate each corridor that was proposed to help get more information that would be useful for that EIS. For the Tier 1 work, there have been several studies conducted statewide resulting in a lot of useful data. Once we reach the Tier 2 stage more specific evaluations can be conducted.

Susan Morrison, BIA: I have not additional comments at this time.

Mark Melnychenko, City of Phoenix: There are a number of stakeholders that have talked about multimodal connectivity. There needs to be a seamless connection between rail, bus, and auto as well as a connection to the airport. The City of Phoenix is a designated recipient for FTA funds.

Matt Dudley, City of Glendale: I would like to support MAGs position and tie into all efforts that MAG has put together. We want to look at operations and how it will be funded if it becomes a reality. We need to look at the priorities and take into consideration all agencies needs. Review special events planning and the transit going to those cities for events.

David Jacobs, Arizona State Parks: What is the confidence level of the 2050 population projections this study is using? In the past population projections have not been very accurate. There should also be presentations made to affected tribes and to Arizona State Parks Board.

Action Item; Present this project to the Arizona State Parks Board.

Tim Bolton, ASLD: At this stage of the process, we have procedural needs. We are familiar with these types of projects that encompass wide areas of land. We would like to get the data as early as possible to provide the study team with the most detailed data available. Arizona State Land Department is responsible for a lot of land and resources are very scarce.

Jennifer Donofrio, City of Tucson Department of Transportation: Once this study is complete, who will manage the future studies? Will that responsibility fall on the local agencies?

Jack Allen, Jacobs: This will be determined mostly based upon the funding source. If it is a local assistance project, the local agency may lead with a larger agency supporting. It depends on the size and location of the study. We are setting up this study to be the most flexible once we get to that stage.

Jessica Lafgreen, City of Tucson Department of Transportation: Most of my concerns have been addressed regarding wildlife connectivity.

Chris Watson, ACC: I appreciate the opportunity to listen to where we are in the study. The commission is concerned about railroad safety.

Jeremy Papuga, PAG: My concerns have been addressed. The project team is off to a great start. We need to consider the end of the line connections and focus on communication with regional partners. We need to consider alignment and stops to maintain the desired speed and consistency.

Matt Carpenter, ADOT: I am here to listen to questions and concerns.

Vincent Lopez, Maricopa County Public Health Department: The department's main interest in this study is to improve health of residents; by improving air quality and reducing obesity.

Kelly Wolff-Krauter, AZGFD: We have expressed our concerns but wanted to express that this will provide access restrictions to recreation. This will be a moving barrier for wildlife. There are many studies ongoing in both the east and west valley. We have the geo-spatial planning tool coming out which could also be used as a resource.

Marc Pearsall MAG: We are starting a regional transportation plan. One concern is to look at Environmental Justice (title VI) issues and land use versus economic impacts. The entire study area is urbanizing, and there is a lot of infrastructure that has been built to encourage sprawl, and there is a concern that recommendations from this project could continuing to encourage sprawl. We need to try to recommend infrastructure that will provide smart solutions to all this sprawl that has been created.

Mike Klein, ADOT: I would like to support the issues brought up by airports. There are several airports adjacent throughout the study area that need to be considered. The modal choice issue is important. We've seen other major corridors (ex. San Francisco, CA), where traffic has been removed from airports because of an improved rail system. Having a rail line in place may influence airports ability to develop.

Michelle Green, ASLD: There are 9.3 million acres in Arizona managed by the Arizona State Land Department. We are working on a plan for Superstition Vistas with a multimodal alignment that we will continue to work with ADOT to develop. There have been situations in the past where people call state land "public land" and color the land green. This is inaccurate and can lead to legal recourse if not addressed properly. When you look at that information please remember that this land is used to generate revenue and apply to open space. We need to consider that in several cases final plans for these lands are not completed.

Action **Item; Schedule a meeting with ASLD to discuss the Superstition Vistas development**

Alton Bruce, City of Coolidge: I am very pleased that FTA is on board with this study. ADOT has taken advantage of a great opportunity to intertwine commuter rail with local transit. I am pleased with coordination among other studies. I want to remind you that connectivity is an important factor. Coolidge is working closely with Pinal County to provide transit in the area with assistance from ADOT. We all recognize that the CAAG population projections seem high, but we did project a range of populations in Pinal County. I don't foresee a great deal of growth in Pinal County by 2050. The fundamentals that drive growth in Pinal County are still there, but we face water supply, employment and housing issues. We believe that the projected growth in Pinal County will be realized. I am looking forward to participating in this process.

Erik Buskirk City of Phoenix: I support the comments stated by the other aviation representatives.

Rogene Hill, City of Avondale: The concerns of the west valley have been mentioned. The west valley needs the Wellton line of the UPRR reinstated for service, and needs to connect with the FRA Golden Triangle project (FRA Southwest Multi-State Rail Planning Study). A corridor between Phoenix and Los Angeles would be an economic driver for the West Valley. The issue of limited federal resources will be a driver to determine rail development within the state. I wonder about using bus service for the Phoenix to Tucson route, but have heard from others in the past that it didn't work. How could rail build ridership when a bus didn't work? Also, feeder lines are a major concern.

Steve Hogan, Parsons Brinkerhoff: A bus alternative will be part of the analysis, as well as highway and aviation improvements. The difference between bus and rail is mainly speed. If designed correctly, a rail line can get people between Phoenix and Tucson much faster than bus service. A bus can take as long as an automobile, sometimes longer and still has to face the same traffic

congestion challenges as autos. We still need to consider many more details before ruling out the option of a bus service between Phoenix and Tucson.

Giao Pham, City of Apache Junction: For this study to be successful you need to break it down into a realistic implementation plan. The public cannot envision what will happen in 40 years. Keep it simple and tell them what can be expected in the near future. We would like to plan ahead and make sure that land use is available for a future rail line and that it is not already planned for commercial development. Also use social media to help get more people thinking about mass transit and multimodal transportation. We have to begin to change the mindset of residents for rail to be successful.

Leila DeMaree, City of Casa Grande: We need to coordinate with other studies on both a local and state level to ensure all studies connect. Looking at the map, Casa Grande is at the mid-point (focal point) between Phoenix and Tucson. We should try to maximize the existing infrastructure to minimize the cost of new infrastructure. The City of Casa Grande would like to see right-of-way through the city utilized. Casa Grande has a population of almost 50,000. At max build-out it would be near a million.

Duane Eitel, City of Casa Grande: Please make sure that population projections are realistic.

Rebecca Swiecki, FHWA: FHWA has no issues at this time.

Susan Ridenour, ADOT: No additional concerns at this time.

Amy Zaref, FTA: FTA and FRA are working jointly to manage this process.

Clifton Meek, EPA: EPA is excited to hear that there is so much concern and focus on providing multimodal connectivity throughout the project area and EPA is definitely supportive of any projects elements that would further reduce the vehicle miles traveled, as well as policies that will increase density and mixed use in station areas. Where possible, we'd like to see stations in existing downtown hubs in order to avoid additional impacts from growth inducement.

Additionally, we'd like to see alignments that stick to existing transportation corridors as much as possible and avoid dividing public lands and natural conservation areas. We concur with all of the statements made by AZGFDand think it would be important for you to coordinate consistently with EPA, the Army Corps, and AZGFD throughout the process to identify specific avoidance and minimization measures for impacts to waters, wildlife, and habitat connectivity.

Finally, it would be important to consider Environmental Justice concerns when studying.

Are you putting together a SAFETEA-LU coordination plan for this project? If not, can you send out meeting minutes with participant names and contact information?

Jack Allen, Jacobs: With an Environmental Impact Statement process we begin with scoping and invite all agencies to participate. From information received during scoping, a Purpose and Need Statement and Alternatives Analysis process will take begin. At this point all agencies are once again engaged and asked to participate. At certain points throughout the study individual agencies will be contacted for more specific data. With all the needed information, a draft EIS is developed and distributed to all agencies for review and comment. Generally agency participation peaks during the early stages. However, a lot of the agencies don't always agree with what is stated in the EIS. The coordination plan will construct the roles and responsibilities of the lead and coordinating agencies. For example, the population projections need to be addressed up front because there is conflicting information and this is a driver for the Purpose and Need Statement. We don't want this to hold up the study down the road so it will be addressed early. This coordination plan will be a living document and referenced throughout the study.

Steve Hogan, Parsons Brinkerhoff: It should be clear that there is a responsibility from the agencies standpoint as well. The coordination plan will specify a response time which comments will be due back to the study team. It is not just FRA, FTA and ADOT's responsibility to get agencies involved; agencies need to be active participants in the process.

Rogene Hill, City of Avondale: I did not hear mention of the proposed Interstate 11 corridor which could be designated as a federal highway. Would a future rail line corridor be encompassed in the right-of-way?

Mike Kies, ADOT: There has been a lot of discussion of a potential new interstate between Phoenix and Las Vegas. At this point, a study would need to be conducted to evaluate the feasibility of upgrading this route. The Nevada Department of Transportation will be leading a feasibility study of this corridor with ADOT as a partner, the idea would be to review a multimodal corridor including the potential for both passenger and freight rail service.

Curt Upton, City of Phoenix: We recommend this project reference "livability principles" in the planning of this corridor. For example, one of the principles is "Support Existing Communities". This could help guide the phasing and location of station locations – with a higher priority given to providing access to populations that exist today and a lesser priority given to speculative developments that may be entitled, but not necessarily realistic or in locations that require inefficient public infrastructure utilization.

Kurt Maurer, ADEQ: Issues we'd be following include impacts on air and water quality, both during construction, as well as operation and maintenance. Additionally we're interested in energy conservation and efficiency.

Jordan Feld, TAA: TAA commends FRA, FTA, ADOT, and the consulting team for their efforts to coordinate this environmental process to date and into the future. TAA feels connecting major

airports with Passenger Rail is critical to smart growth in Arizona.
Conversely, development of Passenger Rail that does not connect major airports will miss opportunities for reducing vehicle congestion and fostering economic development in the study area. TAA would like the environmental process to consider differences in congestion reduction and economic development potential between alternatives in which major airports are directly connected by Passenger Rail versus alternatives in which major airports are not directly connected.

Doug Hansen, Pinal County: We have been listening and all our comments have been addressed.

Stuart Boggs, Valley Metro RPTA: There have been numerous studies dating back to the 1970's. We have studied this a lot but it has never amounted to anything. People are going to ask if this is just another study that will sit on the shelf.

Jack Allen, Jacobs: We want agencies and the public to understand that we intend to move this study forward. We want to use the past studies as much as possible, but we develop criteria to help us determine what can and cannot be used from past studies.

Mike Kies, ADOT: Are there any additional issues and concerns that have not been addressed today?

Michelle Green, ASLD: I want to clarify the open space issue. Typically we don't designate open space, but at times the commissioner will designate open space. We also designate right-of-way to ADOT and other agencies for free because it adds value to our land; however this can sometimes lead to lawsuits. It is best to always check first with the State Land Department.

Duane Eitel, City of Casa Grande: Safety is a big issue. Also, please consider the airport in Casa Grande, it should be included in the study.

Marc Pearsall, MAG: We need to look at multimodal connections and on-demand services. Economic development is greatly viewed in this state, and we have been asked how we get goods and services into the state. How do we get industrial here in Arizona? This project could greatly help with economic development.

Alton Bruce, City of Coolidge: Pinal County's Comprehensive Plan really took a good look at economic development and it is great that this has been considered in this plan.

Giao Pham, City of Apache Junction: Ensure that activity centers are included in the plan. Additionally, think about evacuation plans and emergency management.

Clifton Meek EPA: It is exciting to hear that there is so much emphasis on multimodal

<u>Questions</u>

Q: How will noise modeling be conducted on this study; in particular where rail will be located close to airports?

A: A Tier 1 Environmental study will discuss what procedures will be undertaken in the future. At this stage, we will not look at project specific analysis. We may be able to use some criteria without a formal noise analysis.

Q: Has there been agreements with the Gila River Indian Community about having a new corridor through their land?

A: We will develop a tribal coordination plan and we intend to sit down with them to discuss the project.

Q: Are ridership projections included at this point?

A: We will look at ridership during all three evaluation steps and will analyze specific travel markets in step 1. At step 2 we will do a sketch forecast from a general perspective based on the Arizona statewide traffic model. At step 3, ADOT will have mode choice added to the state model and do more detailed analysis.

Q: Since we currently do not have rail in the state, will FTA allow ADOT to conduct ridership modeling?

A: FTA will do a peer review of all modeling produced for this study. By the time the study reaches step 3 of the evaluation process we hope to have an FTA approved model.

Q: At what point can major changes be made to the plan? What's the drop dead date? Year?

A: Changes can occur throughout the process. This study will establish a corridor not a specific alignment. If the impact was significant enough, a new alignment within the preferred corridor can be evaluated.

Q: What time frame are we talking about? 5 years? 20 years?

A: The Tier 1 process defines a general alignment and characteristics (stations, frequency, etc.) In Tier 2, you will see a more defined EIS. A completion date for Tier 2 is unknown.

Mike Kies again thanked everyone for their participation and concluded the meeting at 11:35 a.m.

Appendix A: Meeting Materials

ADOT | INTERCITY RAIL STUDY

Arizona Department of Transportation

Intercity Rail Study Environmental Impact Statement

Agency Scoping Meeting and Webinar

Tuesday, October 11, 2011, 9:00 a.m. – 1:00 p.m.

ADOT Administration Building Board Room

206 S. 17th Avenue, Phoenix, Arizona

1. **Introductions** **(15 minutes)**
2. **Project Description – PowerPoint** **(30 minutes)**
3. **Environmental Issues Known to Date (Map)** **(15 minutes)**
4. **Agency Representatives** **(2 Hours)**
    a. **Agency Mandate**
    b. **Agency's Decision-making Process Regarding Proposed Actions**
    c. **Agency's Key Interests Regarding the Proposed Action**
5. **Potentially Controversial Issues Associated with the Proposed Action** **(45 minutes)**
6. **Success vs. Failure of the Agency Coordination Process** **(15 minutes)**
7. **Specific Recommended Actions Moving Forward** **(15 minutes)**

Arizona Department of Transportation

Intercity Rail Study

Tuesday, October 11, 2011, 9:00 a.m. MST

Join the Conference Call by dialing
1-877-820-7831
Access Code 774047#

Please keep your phone muted throughout the Webinar except when you "have the floor." You will be able to ask questions, provide comments, and "raise your hand" online at any time during the Webinar.



ADOT | INTERCITY RAIL STUDY

Arizona Department of Transportation

Intercity Rail Study



ADOT | INTERCITY RAIL STUDY

ADOT Intercity Rail Study

Tier 1 Environmental Impact Statement

Agency Scoping Meeting
October 11, 2011



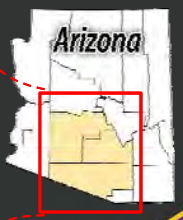
Welcome to Today's Meeting

- Introduction/Webinar "Rules"
- Project Description and Overview
  - Purpose and Need
  - Alternatives
- AA / Tier 1 EIS, (Includes SDP)
  - Purpose
  - Process
- Agency Comments
  - Process
  - Environmental
  - Other Areas of Concern
  - Assumptions
- Agency Coordination
- Moving Forward



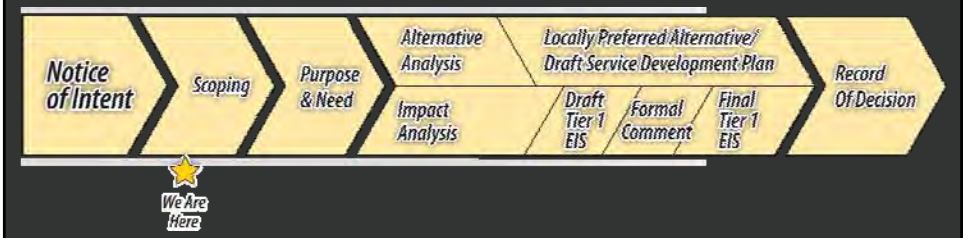
Project Study Area





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Process Outline for an AA/Tier 1 EIS



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Project Objectives

- Relieve Traffic Congestion
- Provide Alternative Transportation Choices
- Improve Travel Dependability
- Better Accommodate Future Travel Markets



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Project Objectives - What are the transportation needs this project will solve?

Population Projections for Maricopa, Pima, and Pinal Counties, 2009 and 2050

County	2009 population[a]	2050 population[b, c]	Percent Change
Maricopa	4,023,000	7,622,700	90%
Pima	1,018,000	1,990,300	96%
Pinal	356,000	2,113,000	**494%**
Total	**5,397,000**	**11,726,000**	**117%**

[a] Arizona Department of Commerce Population Estimates, July 1, 2009
[b] Arizona Statewide Transportation Planning Framework Study, 2010
[c] population living in households

Employment Projections for Maricopa, Pima, and Pinal Counties, 2009 and 2050

County	2009 employment[a]	2050 employment[b]	Percent Change
Maricopa	1,815,000	4,205,700	132%
Pima	449,000	837,500	87%
Pinal	110,000	1,044,700	**850%**
Total	**2,374,000**	**6,087,900**	**156%**

[a] Arizona Department of Commerce Labor Force and Nonfarm Employment, 2010
[b] Arizona Statewide Transportation Planning Framework Study, 2010

Greater demand to serve existing and emerging travel markets is expected and foreseeable.



ADOT | INTERCITY RAIL STUDY

Project Objectives - What are the transportation needs this project will solve?

2010 and 2050 travel time comparison for trips in Study Area

Origin and destination (trip distance)	Congested travel time (minutes) 2010[a]	Congested travel time (minutes) 2050 baseline[b]	Percent Increase
Apache Junction to Coolidge (45 miles)	56	142	154%
Eloy to Phoenix-Mesa Gateway Airport (59 miles, by way of I-10[c])	63	167	165%
Phoenix to Marana (73 miles)	64	220	244%
Marana to Tucson (24 miles)	21	104	395%
Phoenix to Tucson (105 miles)	**95**	**324**	241%

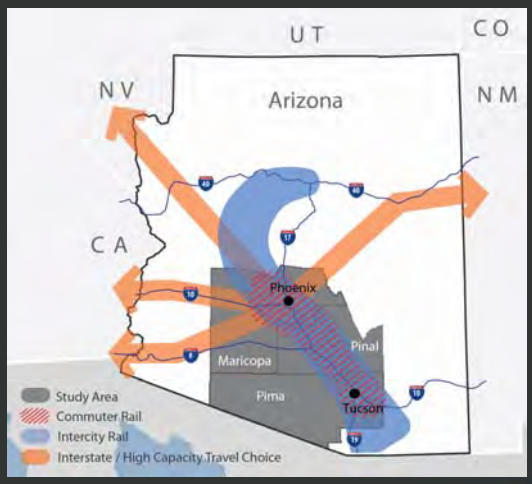
[a] estimated using Yahoo! Maps driving directions [b] estimated using 2050 Arizona Statewide Travel Demand Model
[c] Interstate 10 [d] United States Route 60

Regional mobility will be subject to greater and greater congestion in the foreseeable future.



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Project Objectives - What are the transportation needs this project will solve?



Travel markets in the study area are emerging and growing.



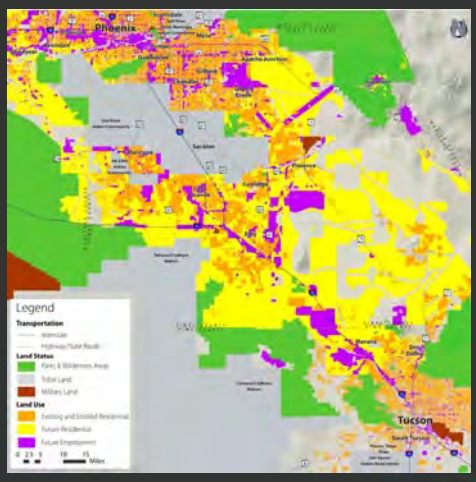
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Where People Live and Work Today



ADOT | INTERCITY RAIL STUDY

Where People will Live and Work in the Future



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Three-Level Alternatives Development and Screening to Identify a Range of Reasonable Alternatives to Carry Forward into the EIS



Project Elements will be Assessed Independently

- End-of-Line and Intermediate Stations
- Route Location
- Service Type (Mode, Connections)

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Potential Screening Criteria will Consider Multiple Disciplines

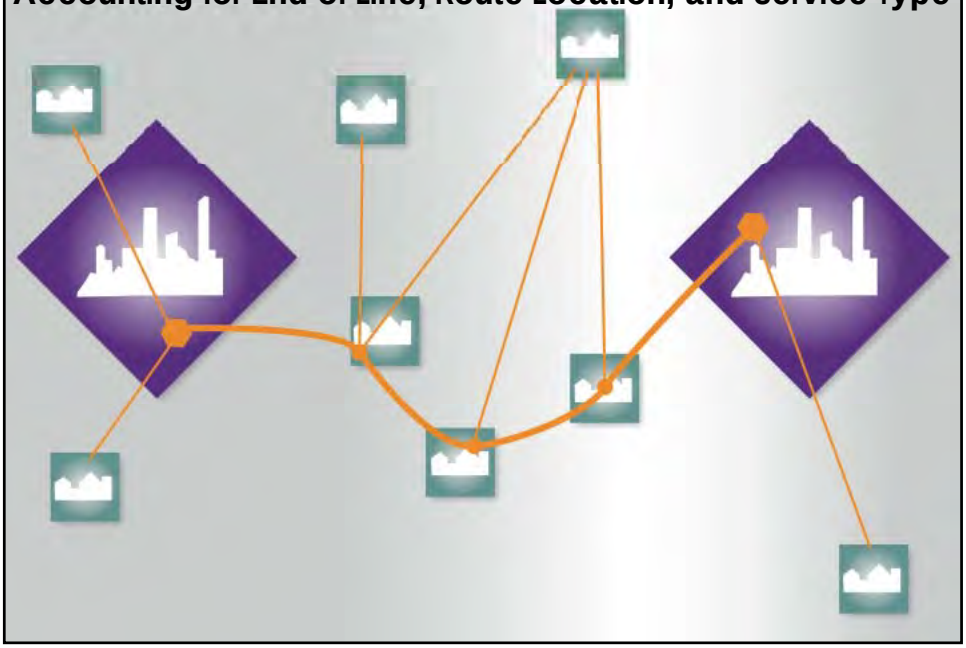
Qualitative

Quantitative

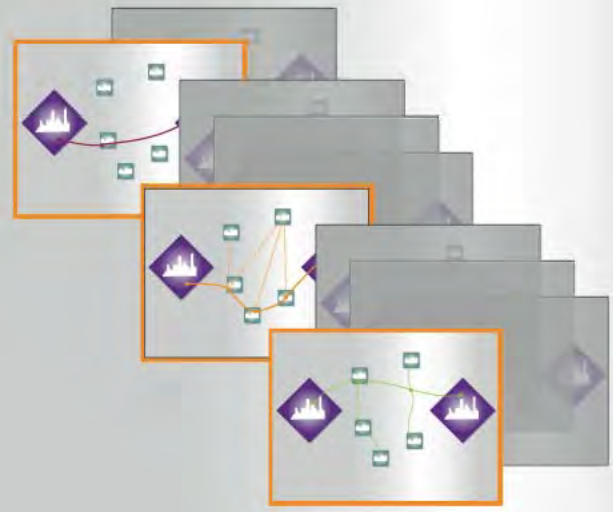
- Community Acceptance
- Environment
- Financial Feasibility
- Operational Characteristics
- Mobility
- Safety

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Alternative Example – A Complete Corridor Alternative Accounting for End of Line, Route Location, and Service Type



Alternatives Screening – Alternatives Will Be Screened to Establish a Range of Reasonable Alternatives



Resulting Range is Subjected to Detailed Impact Analysis

Tier 1 Environmental Impact Statement (EIS)

- A Range of Reasonable Build Alternatives
- Includes No-Build and Baseline Alternatives
- Expected completion in 2013



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What an AA/SDP/Tier 1 EIS Will Achieve:

- Examines the general alignment of reasonable corridor alternatives
- Provides a planning-level assessment of the environmental effects of construction, operation, and maintenance of the proposed action
- Results in a Record of Decision (ROD) approving the general alignment of the Locally Preferred Alternative (LPA)

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Expediting the Process

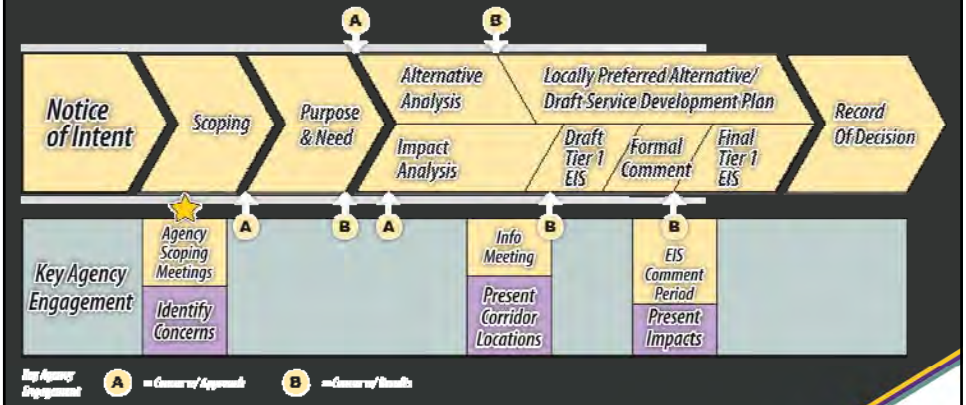
SAFETEA-LU Section 6002 Enhances Accountability:

- Defines Lead, Cooperating, and Participating Agencies
- Describes Specific Levels of Involvement for Each
- Establishes Milestones Where Agency Review And Feedback Take Place (Purpose And Need, Alternatives, Impact Methodologies)



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Proactive Agency Engagement Throughout the Process Supports Expedited Delivery





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Moving Forward

Tier 1

- Public Scoping
- Alternatives Analysis
- Draft Tier 1 EIS
- Locally Preferred Corridor Alternative
- Final Tier 1 EIS
- Record of Decision

Beyond Tier 1

- Completion of additional, project-specific environmental documentation will be required prior to final design and construction of any segment of the corridor



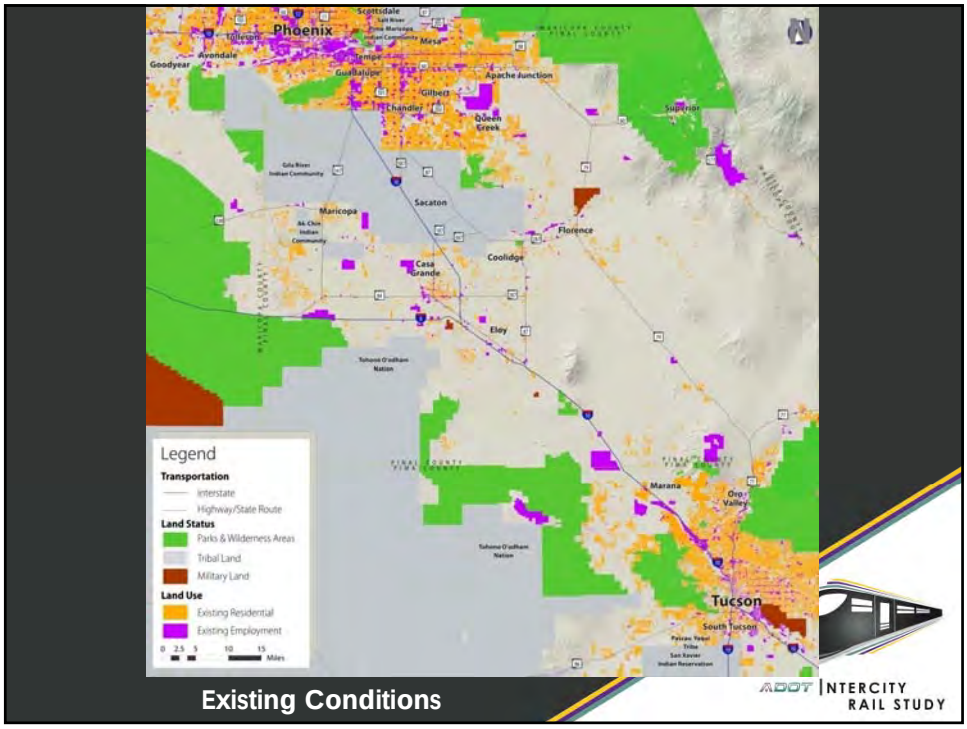
ADOT | INTERCITY RAIL STUDY

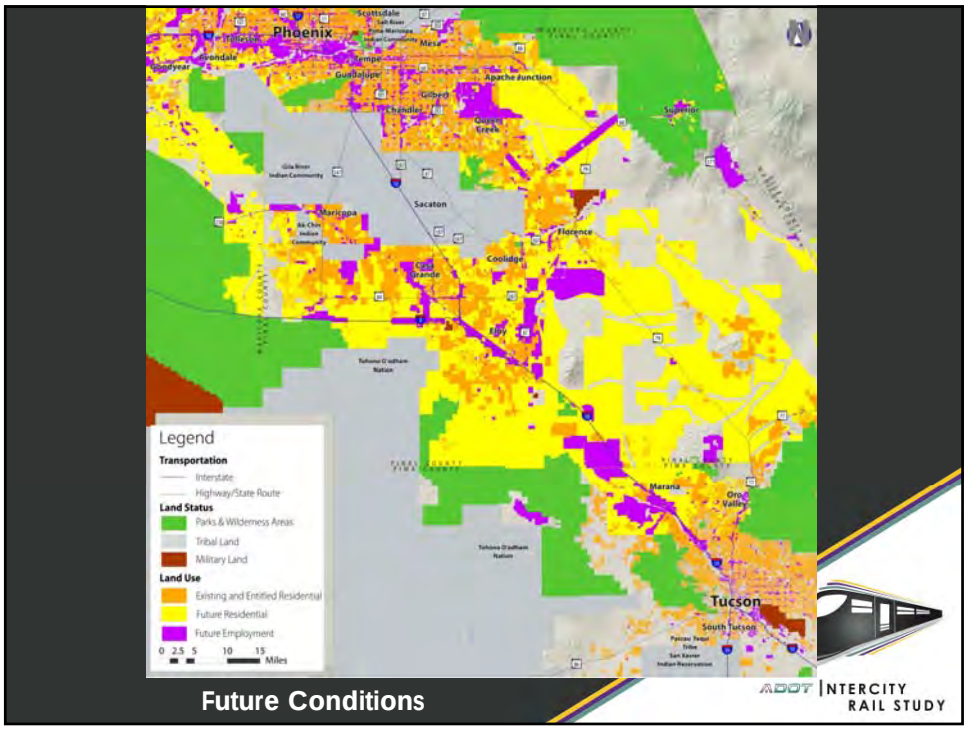
Arizona Department of Transportation

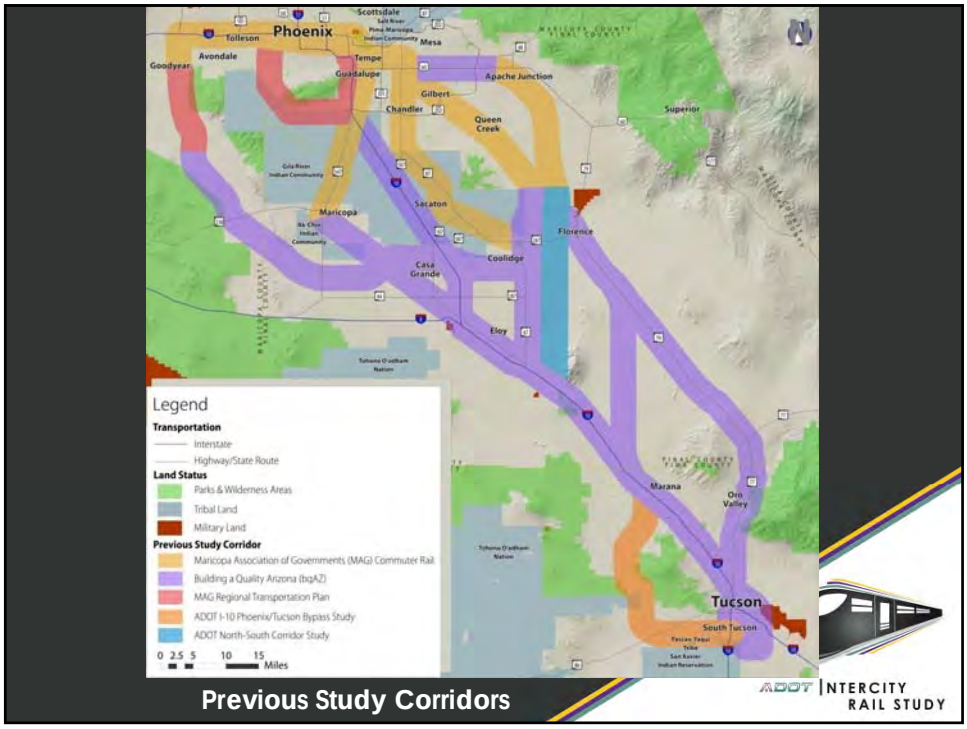
Thank you for your participation.

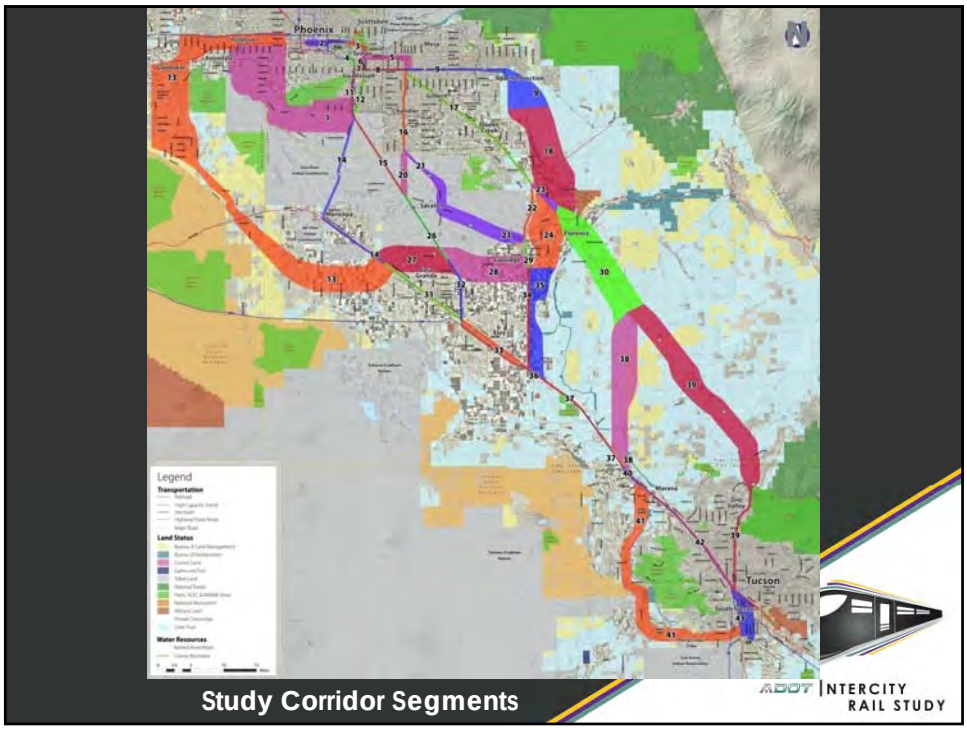


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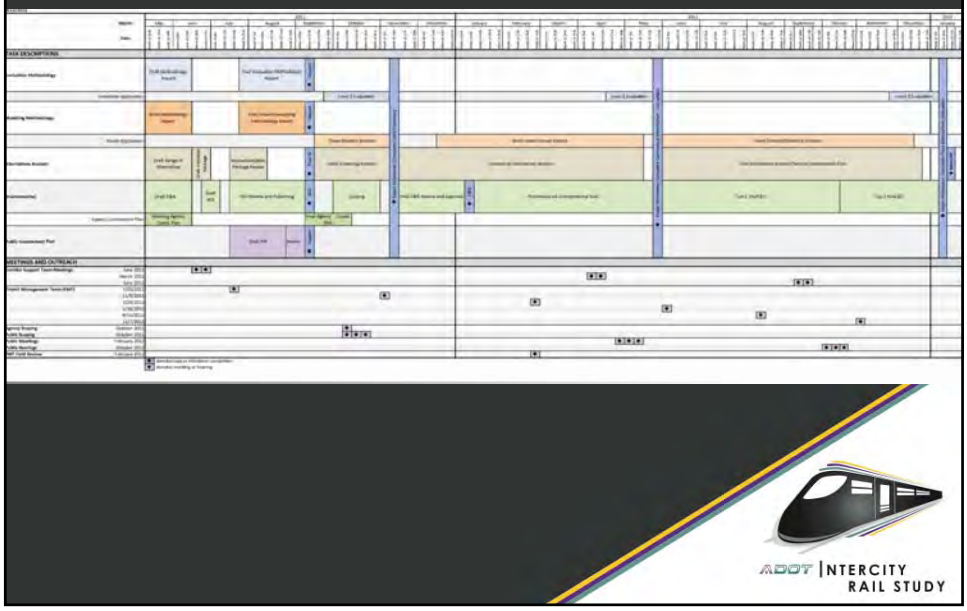

Phoenix
Tucson
Legend
Transportation
Interstate
Highway/State Route
Land Status
Parks & Wilderness Areas
Tribal Land
Military Land
Land Use
Existing Residential
Existing Employment
Miles
Existing Conditions
ADOT | INTERCITY RAIL STUDY


Phoenix
Tucson
Legend
Transportation
Interstate
Highway/State Route
Land Status
Parks & Wilderness Areas
Tribal Land
Military Land
Land Use
Existing and Entitled Residential
Future Residential
Future Employment
Miles
Future Conditions
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Phoenix
Scottsdale
Tolleson
Avondale
Goodyear
Tempe
Mesa
Guadalupe
Apache Junction
Gilbert
Chandler
Queen Creek
Superior
Maricopa
Sacaton
Florence
Coolidge
Casa Grande
Eloy
Marana
Oro Valley
Tucson
South Tucson
Legend
Transportation
Interstate
Highway/State Route
Land Status
Parks & Wilderness Areas
Tribal Land
Military Land
Previous Study Corridor
Maricopa Association of Governments (MAG) Commuter Rail
Building a Quality Arizona (bqAZ)
MAG Regional Transportation Plan
ADOT I-10 Phoenix/Tucson Bypass Study
ADOT North-South Corridor Study
0 2.5 5 10 15
Miles
Previous Study Corridors
ADOT | INTERCITY RAIL STUDY


Phoenix
Tucson
Legend
Transportation
Land Status
Water Resources
Study Corridor Segments
ADOT | INTERCITY RAIL STUDY

High-Level Project Schedule



Initial	First Name	Last Name	Position	Organization	Address	City	State	Zip	Email	Phone
	Michael	Abraham	Tribal Planner	Fort Yuma Quechan Tribe	P.O. Box 1899	Yuma	AZ	85366	m.abraham@quechantribe.com	
	James	Bacon, Jr.	Town Manager	Town of Paradise Valley	6401 E. Lincoln Drive	Paradise Valley	AZ	85253	jbacon@paradisevalleyaz.gov	480-348-3690
	Renée	Bahl	Director	Arizona State Parks	1300 W Washington St	Phoenix	AZ	85007	rbahl@azstateparks.gov	
	Patrick	Banger	Town Manager	Town of Gilbert	90 E. Civic Center Drive	Gilbert	AZ	85296	patrick.banger@gilbertaz.gov	480-503-6864
	Fritz	Behring	County Manager	Pinal County	P.O. Box 827	Florence	AZ	85132	fritz.behring@pinalcountyaz.gov	
	Debra	Bills	Asst. Field Supervisor, Central Arizona	US Fish and Wildlife Service	2321 W. Royal Palm Road, Ste 103	Phoenix	AZ	85021	debra_bills@fws.gov	602-242-0210
X	Stuart	Boggs	Manager of Transit Planning	Valley Metro RPTA	101 N. 1st Avenue, Suite 1300	Phoenix	AZ	85003	sboggs@valleymetro.org	602.262.7933
	Christopher	Brady	City Manager	City of Mesa	P.O. Box 1466	Mesa	AZ	85211	commanager@mesaaz.gov	480.644.2066
	Terri	Brown	Administrative Supervisor	Yavapai-Apache Nation	PO Box 1188, 2400 W. Datsi Street	Camp Verde	AZ	86322	tbrown@yan-tribe.org	
	C. Alton	Bruce	Growth Management Director	City of Coolidge	131 W. Pinkley Ave.	Coolidge	AZ	85228	abruce@coolidgeaz.com	520.723.6041
	Neil	Calfee	Director of University Real Estate Development	Arizona State University	Box 874204	Tempe	AZ	85287	neil.calfee@asu.edu	
	Greg	Caton	Interim Town Manager	Town of Oro Valley	11000 N. La Cañada Drive	Oro Valley	AZ	85737	gcaton@orovalleyaz.gov	520-229-4725
	Cindy	Coen	Assistant Deputy Director, Programs	Arizona Department of Housing	1110 W. Washington Street, Suite 310	Phoenx	AZ	85007	cindy.coen@azhousing.gov	
	Michael	Colangelo	Brigadier General, Commander	Arizona Air National Guard	3200 E. Old Tower Road	Phoenix	AZ	85034		
	Tom	Condit	Development Services Director	Town of Queen Creek	22350 South Ellsworth Road	Queen Creek	AZ	85242	tom.condit@queencreek.org	480.797.5871
	Thomas	Curry	Environmental Compliance Supervisor	Central Arizona Project	PO Box 43020	Phoenix	AZ	85080-3020	tcurry@cap-az.com	
	White	David	Community Manager	Gila River Indian Community	525 N Access Rd.	Sacaton	AZ	85147	david.white@gric.nsn.us	
	Gilbert	Davidson	Town Manager	Town of Marana	11555 W. Civic Center Drive	Marana	AZ	85653	gdavidson@marana.com	520-382-1908
	Shane	Dille	City Manager	City of Nogales	777 N. Grand Avenue	Nogales	AZ	85621	sdille@nogalesaz.gov	520-287-6571
	Duane	Eitel	Traffic Engineer	City of Casa Grande	3181 N. Lear Avenue	Casa Grande	AZ	85122	deitel@ci.casa-grande.az.us	520-421-8625 x3300
	Rich	Ench	Tribal Planner	Colorado River Indian Tribes	26600 Mojave Road	Parker	AZ	85344	crith2o2@rraz.net	
	Tom	Fisher	Project Manager	Tucson Department of Transportation	201 N. Stone Ave., 6th Floor	Tucson	AZ	85701	tom.fisher@tucsonaz.gov	520.837.6752
	Walter	Fix	Project Coordinator, Business Development Div.	Phoenix-Mesa Gateway Airport	5835 S. Sossaman Rd.	Mesa	AZ	85212	wfix@phxmesagateway.org	480-988-7709
	Erin	Forest	Transportation Project Coordinator	Hualapai Tribe	P.O. Box 179	Peach Springs	AZ	86434	huaengr@yahoo.com	
	Peter	Gariepy	Senior Analyst, State Partnership	Amtrak	530 Water St, 5th Floor	Oakland	CA	94607	Peter.Gariepy@amtrak.com	
	Royce	Gchachu	Manager	Pueblo of Zuni	P.O. Box 339	Zuni	NM	87327	rghach@ashiwi.org	
	Julie	Ghetti	Interim Town Manager	Town of Fountain Hills	16705 E. Avenue of the Fountains	Fountain Hills	AZ	85268	jghetti@fh.az.gov	
	Lorri	Gray-Lee	Regional Director	Bureau of Reclamation	P.O. Box 61470	Boulder City	NV	89006	lgray@usbr.gov	
TMG.	Michelle	Green	Project Manager, Real Estate Division Planning Section	Arizona State Land Department	1616 W. Adams St.	Phoenix	AZ	85007	mgreen@land.az.gov	602.364.2502
	Jaime	Gutierrez	Vice President of External Relations	University of Arizona	P.O. Box 210158	Tucson	AZ	85721	jaimeg@email.arizona.edu	520-621-1501
	Robert	Halliday	Director	Arizona Department of Public Safety	2102 W. Encanto Boulevard	Phoenix	AZ	85009	rhalliday@azdps.gov	602-223-2464
	Mark	Hannah	Projects, Programs & Grants Manager	Town of Youngtown	12030 Clubhouse Square	Yountown	AZ	85363	mhannah@youngtownaz.org	623-933-8286
	Doug	Hansen	Principal Transportation Planner	Pinal County Public Works					doug.hansen@pinalcountyaz.gov	520.866.6407
	Richard	Hayslip	Associate General Manager	Salt River Project	1521 N. Project Drive	Tempe	AZ	85281-1298		

LDm. Leila Demarce Senior Planner City of Casa Grande 510 E. Florence Blvd. CG. AZ 85122 ldemaree@casagrandeaz.gov 520 421 8625

Initial	First Name	Last Name	Position	Organization	Address	City	State	Zip	Email	Phone
	Bill	Hernandez	Town Manager	Town of Guadalupe	9241 S. Avenida Del Yaqui	Guadalupe	AZ	85283	rmarellano@guadalupeaz.org	
	George	Hoffman	City Manager	City of Apache Junction		Apache Junction	AZ		ghoffman@ajcity.net	
	John	Holt		Western Area Power Administration	PO Box 6457	Phoenix	AZ	85005	holt@wapa.gov	602-605-2592
	Danny	Honanie	Transportation Task Team Chairman	Hopi Tribe	P.O. Box 123	Kykotsmovi	AZ	86039	danny_honanie@yahoo.com	
	Artemio	Hoyos	Tribal Planner	Pascua Yaqui Tribe	7474 South Camino De Oeste	Tucson	AZ	85746	Artemio.Hoyos@pascuayaqui-nsn.gov	
	Bernadine	Jones	Tribal Chairwoman	Havasupai Tribe	P.O. Box 10	Supai	AZ	86435	htchair@havasupai-nsn.gov	
X	Kellee	Kelley	Transit Coordinator	City of Maricopa	PO Box 610	Maricopa	AZ	85139	kellee.kelley@maricopa-az.gov	
	Jim	Kenna	State Director	Bureau of Land Management	1 N. Central Ave., Ste 800	Phoenix	AZ	85004	jim_kenna@blm.gov	
	Jeff	Kulaga	Assistant City Manager	City of Tempe	31 E. 5th Street	Tempe	AZ	85281	jeff_kulaga@tempe.gov	
X	Diane	Landis	Councilmember	City of Litchfield Park		Litchfield Park	AZ		dlandis@litchfield-park.org	
	Mark	Landsliedel	Community Development Director	City of Flagstaff	211 W. Aspen Ave.	Flagstaff	AZ	86001	mlandsliedel@flagstaffaz.gov	928-213-2605
	Christine	Lehnertz	Pacific West Regional Director	National Park Service	333 Bush St., Suite 500	San Francisco	CA	94104	Chris_Lehnertz@nps.gov	415-623-2100
	Jose	Macias	Planner / GIS	City of El Mirage		El Mirage	AZ		jmacias@cityofelmirage.org	
	Cecilia	Martinez	Superintendent	Bureau of Indian Affairs - Pima Agency	PO Box 8	Sacaton	AZ	85247	cecilia.martinez@bia.gov	
	Dudley	Matt	Planning Manager	City of Glendale	5850 W. Glendale Ave.	Glendale	AZ	85301	mdudley@glendaleaz.com	623.930.3507
	Phil	Matthews	Director of Design	Salt River Pima-Maricopa Indian Community	10005 E. Osborn Road	Scottsdale	AZ	85256	Phil.Matthews@SRPMIC-nsn.gov	
X	Kurt	Maurer	Deputy Director, Policy, Planning & Operations	Arizona Department of Environmental Quality	1110 W. Washington Street	Phoenix	AZ	85007	kem@azdeq.gov	602.771.4500
	Bob	Maxwell	Regional Transportation Planner	Bureau of Indian Affairs - Western Regional Office	2600 N Central Ave, 4th Floor Mailroom	Phoenix	AZ	85004	bob.maxwell@bia.gov	
	Patrick	McDermott	Community Development Director	City of Chandler		Chandler	AZ		patrick.mcdermott@chandleraz.gov	
	Sallie	McGuire	Chief, AZ Branch Regulatory Division	US Army Corps of Engineers	3636 N Central #900	Phoenix	AZ	85012	Sallie.McGuire@usace.army.mil	
	David	McKay	State Conservationist	National Resource Conservation Service	230 N. 1st Avenue, Suite 503	Phoenix	AZ	85003		602-280-8810
	Reyes	Medrano Jr.	City Manager	City of Tolleson	9555 W. Van Buren St.	Tolleson	AZ	85353	rmedrano@tollesonaz.org	623-936-7111
	Clifton	Meek	Lead Reviewer	U.S. Environmental Protection Agency	75 Hawthorne Street	San Francisco	CA	94015	meek.clifton@epa.gov	
	Richard	Miranda	Acting City Manager	City of Tucson	255 W. Alameda Street	Tucson	AZ	85701	stephanie.brooks@tucsonaz.gov	520-791-4204
	Farhad	Moghimi	Public Works Director/ Town Engineer	Town of Sahuarita	375 W. Sahuarita Center Way	Sahuarita	AZ	85629	fmoghimi@ci.sahuarita.az.us	
	Chris	Moss	Tribal Planner	Yavapai-Prescott Tribe	530 E. Merritt Street	Prescott	AZ	86301	cmoss@ypit.com	
	Wayne	Nelson	Tribal Planner	Fort Mojave Tribe	500 Merriman Avenue	Needles	CA	92363	waynenelson@fortmojave.com	
	Cathy	Norris	Executive Director, Government Affairs	BNSF	PO Box 630317	Littleton	CO	80163	cathy.norris@bnsf.com	303-480-7406
	Tim	Oliver	Systems Planning Branch Manager	Maricopa County Department of Transportation	2901 W. Durango Street	Phoenix	AZ	85009	timoliver@mail.maricopa.gov	602.506.3994
	Ruth	Osuna	City Manager	City of Eloy	628 N. Main Street	Eloy	AZ	85131	rosuna@ci.eloy.az.us	520-466-9201
	Richard	Palmer	Tribal Transportation Coordinator	White Mountain Apache Tribe	PO Box 700	Whiteriver	AZ	85941	rpalmer@wmat.us	
	Jeremy	Papuga	Transit Planning and Operations Manager	PAG	177 N. Church Ave. Suite 405	Tucson	AZ	85701	jpapuga@pagnet.org	520-792-1093x477
	Himanshu	Patel	Town Manager	Town of Florence	775 North Main Street	Florence	8	85132	himanshu.patel@florenceaz.gov	520.868.7500
X	Marc	Pearsall	Transit Planner III - Rail	Maricopa Association of Governments	302 N. 1st Ave, Suite 300	Phoenix	AZ	85003	mpearsall@azmag.gov	602-452-5094

GNP GINO PHAM CITY ENGINEER CITY OF APACHE JCT gpham@ajcity.net 4809821055

Herman Bernal State Safety Oversight ADOT 206 S. 17th Ave Phoenix AZ 85007 ~~HBernal~~ HBernal@azdot.gov 602-881-9747

Initial	First Name	Last Name	Position	Organization	Address	City	State	Zip	Email	Phone
	Karla	Petty	Arizona Division Administrator	FHWA	4000 N. Central Avenue, Ste 1500	Phoenix	AZ	85012	karla.petty@dot.gov	
	David	Richert	City Manager	City of Scottsdale	3939 N Drinkwater Blvd	Scottsdale	AZ	85251	drichert@scottsdaleaz.gov	480-312-2800
	Zoe	Richmond	Director of Public Affairs	Union Pacific Railroad	1301 E. Harrison St.	Phoenix	AZ	85034	zrichmond@up.com	
	Alfonso	Rodriguez	Director	Fort McDowell Yavapai Nation	P.O. Box 17779	Fountain Hills	AZ	85269	arodriguez@ftmcdowell.org	
	Bob	Rusch	Tribal Roads & Utilities	Tonto Apache Indian Community	#30 Tonto Apache Reservation	Payson	AZ	85541	ccampbell@tontoapache.org	
	Charles	Ryan	Director	Arizona Department of Corrections	1601 W. Jefferson	Phoenix	AZ	85007	directoroffice@azcorrections.gov	602-542-5497
	Manuel	Salava	Administration Coordinator Roads & Transportation	Kaibab-Paiute Tribe	HC 65 Box 2	Fredonia	AZ	86022	msavala@kaibabpaiute-nsn.gov	
KOS	Karen	Savage	Senior Transportation Planner	City of Surprise	16000 N. Civic Center Plaza	Surprise	AZ	85374	karen.savage@surpriseaz.gov	623.222.6132
	Enrique	Serna	City Manager	City of South Tucson	1601 S. 6th Ave.	South Tucson	AZ	85713	eserna@southtucson.org	520-792-2424
	Bart	Smith	Senior Planner	Ak-Chin Indian Community	42507 W. Peters and Nall Rd	Maricopa	AZ	85238	bsmith@ak-chin.nsn.us	
	Paul	Soto	Planning Director	Cocopah Tribe	County 15 & Avenue G	Somerton	AZ	85350	psoto@cocopah.com	
	Debra	Stark	Planning Director	City of Phoenix	200 W. Washington Street	Phoenix	AZ	85003	debra.stark@phoenix.gov	
	Tracy	Stevens	Manager, Planning Division	City of Avondale	11465 W. Civic Center Drive, Suite 110	Avondale	AZ	85323	tstevens@avondale.org	
	Fred	Stevens	Planner	Tohono O'odham Nation	P.O. Box 837	Sells	AZ	85634	fredwhatgis@yahoo.com	520-383-5546
	Daluddung	Susan	Deputy City Manager	City of Peoria	8401 W. Monroe	Peoria	AZ	85345	susan.daluddung@peoriaaz.gov	612-773-7300
	Brian	Tapp	Executive Director	CAAG	1075 S. Idaho Rd., Suite 300	Apache Junction	AZ	85219	btapp@caagcentral.org	480.474.9300
	Jim	Upchurch	Forest Supervisor	US Forest Service - Coronado National Forest	300 W. Congress Street	Tucson	AZ	85701	jupchurch01@fs.fed.us	
	Riley	Wilson	Division Director	Navajo Division of Transportation	PO Box 4620	Window Rock	AZ	86515	rwilson@navajotransportation.org	
CJ	Chip	Young	Project Evaluation Specialist	Arizona Game and Fish Department	5000 W. Carefree Highway	Phoenix	AZ	85086	Cyoung@azgfd.gov	623-236-7486

Kelly Wolff-Krauter Habitat Program Manager Arizona Game + Fish Dept 7200 E University Dr. Mesa AZ 85207 Kwolff-krauter@azgfd.gov 480-324-3550

HENRY KEITH OPERATIONS SUPPORT SPECIALIST FAA 3500 E. SKY HARBOR BLVD. PHOENIX AZ 85034 keith.henry@faa.gov 602-306-2520

David Grandmaison Research Biologist Arizona Game + Fish Department 5000 W. Carefree Highway Phoenix AZ 85086 dgrandmaison@azgfd.gov 520-609-2164

Rogene Hill Avondale ACM City of Av AV AV 85323 rhill@avondale.org 623-333-1012

Martin Lucero Transportation Planner CAAG 1075 S Idaho RD AJ AZ mlucero@caagcentral.org

Denise Lacey Senior Planner MCDOT 2901 W. Durango Phx Az 85009 deniselacey@mail.maricopa.gov 602-506-6172

Tim Strow ~~Trans~~ Transportation planner MAG 302 N. 1st Ave phx Az 85003 tstrow@azmag.gov 602-254-6300

MICAH HENRY TRANS. ENGINEER MAG 302 N. 1st Ave, PHX AZ 85003 mhenry@azmag.gov (602)254-6300

Kurt Sharp Management Assistant Town of Gilbert 90 E. Civic Center Dr. Gilbert AZ 85296 Kurt.sharp@gilbertaz.gov (480) 503-6771

Betsi Phoebus Env. Planning Manager Jacobs 101 N. 1st Ave #3100 Phx AZ 85003 elizabeth.phoebus@jacobs.com 602.650.4004

Scott Omer ~~MPD~~, Director ADOT 206 S. 17th Ave PHX AZ 85007 Someone AZdot.gov 602 712 8145

Roy Schweinsburg AZ Game & Fish 5000 W Carefree Hwy, Phx AZ 85028 rschweinsburg@azgfd.gov

Misty Dayzie Tribal Planner ADOT 206 S. 17th Ave Phx AZ 85007 mdayzie@azdot.gov

Susan Morrison Env. Planner Transcon on behalf of BIA Pima Agency 3740 E Southern Ave #218 Mesa AZ 85203 smorrison@transconusa.com

Mark Melnychenko Principal Planner City of Phoenix 302 N. 1st Ave #900 Phoenix, AZ 85003 mark.melnychenko@phoenix.gov
David Jacobs Archaeologist AZ SHPO 1300 W. Washington PHX, AZ 85007 djacobs@azstateparks.gov
Chris Watson ACC 2200 N. Central Ave PHX AZ 85004 CWatson@azcc.gov
Matt Carpenter ADOT, Regional Transportation Planner MCarpenter@AZDOT.GOV
Vincent Lopez MCDPH Office of Policy 4041 N. Central Ave. Phx, AZ 85012 Vincent.lopez@mail.maricopa.gov
Tim Bolton ASLD (TUCSON) 177 N Church Ave Tucson AZ 85742 520-209-4263
Jennifer Donofrio COT TDOT Planner 201 N. Stone Ave, 6th flr Tucson AZ 85701 Jennifer.donofrio@tucsonaz.gov 520-837-6721
JESSICA LOFGREEN COT TDOT REAL ESTATE 201 N STONE AVE, 6th FLR TUCSON AZ 85701 jessica.lofgreen@tucsonaz.gov 520-837-6599
Michael Klein ADOT Aero Group Manager 206 S. 17th Ave MAKLEIN@azdot.gov 602-712-7647
Sara Allred ADOT Project Manager sallred@azdot.gov 602-712-449

Amy Zaref FTA Environmental Protection Specialist 7855 South 3500 East Salt Lake City, UT 84121 amy.zaref@dot.gov 202-641-8050
Owen Mills ADOT UPM 1611 E. Jackson St. EM01 Phoenix, AZ 85007 Omills@AZdot.gov (602) 712-8695
Rebecca Swiedi FHWA Environmental Coordinator rebecca.swiedi@dot.gov 602-382-8979
SUSAN RIDENOUR ADOT NEPA PLANNER 1611 E JACKSON ST SRidenour@AZDOT.GOV 602-712-4706
JOHN MITCHELL CITY OF ELOY
VALARIE SWICK FCDMC
BEN LIMMER VALLEY METRO RPTA
ROBERT FOREST VALLEY METRO RPTA
CHRIS ANDERS CITY OF PHX
ERIK BUSKIRK COP
MARC PEARSALL MAG

Appendix B: Invitations

October 3, 2011

To: Agency Representatives
From: Arizona Intercity Rail Study Project Team

Subject: Agency Scoping for the Arizona Intercity Rail Study Tier 1 Environmental Impact Statement

The Federal Transit Administration and the Federal Railroad Administration, in cooperation with the Arizona Department of Transportation (ADOT), are preparing a Tier 1 Environmental Impact Statement (EIS) for the Arizona Intercity Rail Study.

Your agency, government entity, or organization has been identified as one that may have an interest in this project. We are soliciting your agency's input early in the process regarding the purpose and need, potential alternatives, and potential environmental or socioeconomic impacts/issues that should be considered in the Tier 1 EIS. In addition, we are requesting that you provide comments that relate to your agency with regard to future permitting and approvals needed for the project.

You, or your delegate, are requested to represent your agency at the Agency Scoping meeting being held on Tuesday, October 11, 2011 from 9:00 a.m. to 1:00 p.m. in the Transportation Board Room of the ADOT Administration Building located at 206 S. 17th Avenue in Phoenix, Arizona.

If you cannot attend the meeting in person, you may participate at the same time and date via Webinar, by logging into https://www2.gotomeeting.com/register/364966426 and following the instructions. You can reserve your webinar seat ahead of time at this web address as well.

A meeting agenda, study area map, project milestones and schedule, and comment form are included in this mailing. Additional information is available on the project web site, http://www.azdot.gov/intercityrail. If you have questions regarding this invitation or how to provide comments, please contact Susan Ridenour at 602-712-4706.

Arizona Intercity Rail Study Environmental Impact Statement

Agency Scoping Meeting and Webinar

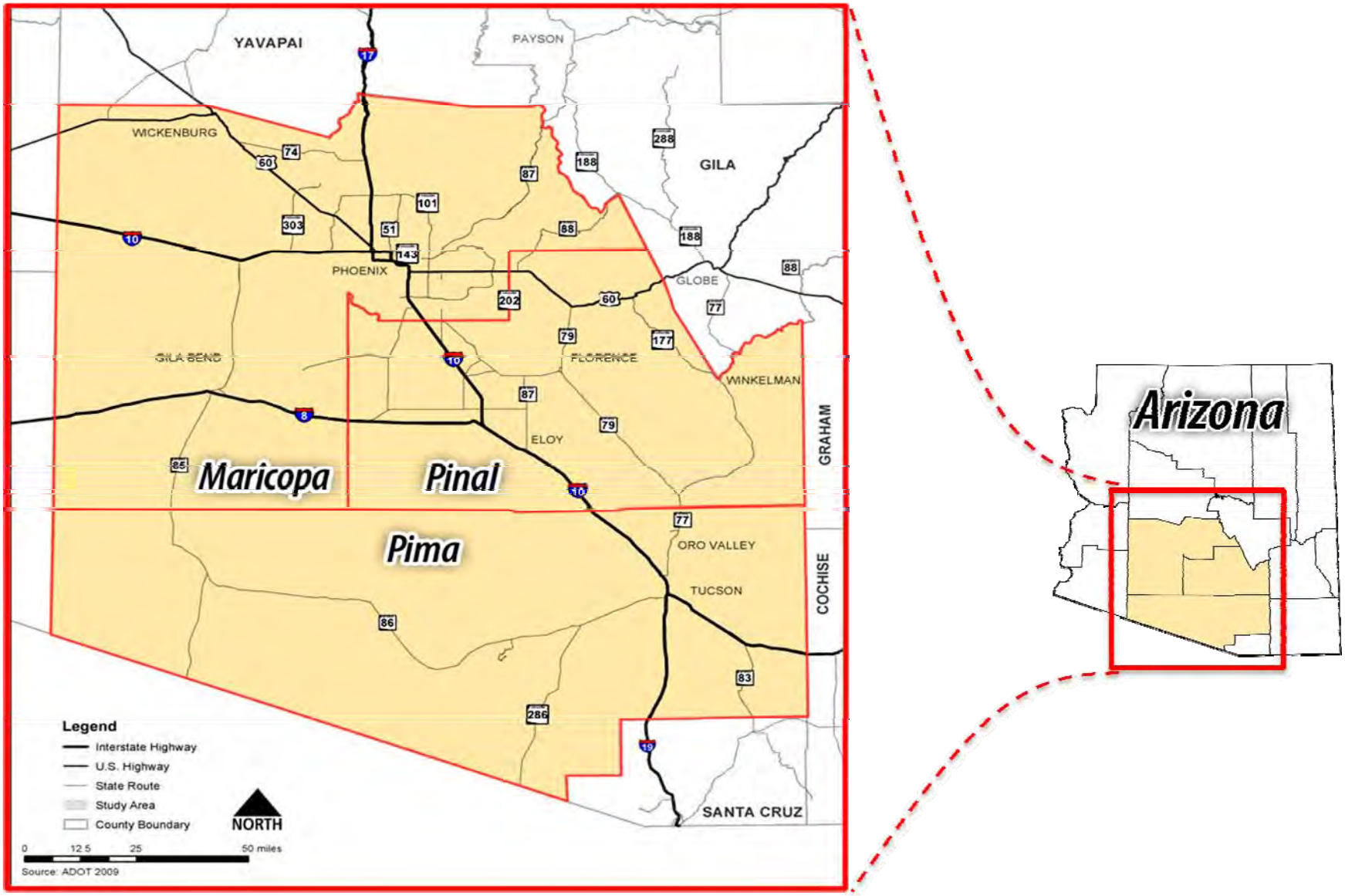
Tuesday, October 11, 2011, 9:00 a.m. to 1:00 p.m.

ADOT Board Room, 206 S. 17th Avenue, Phoenix, Arizona

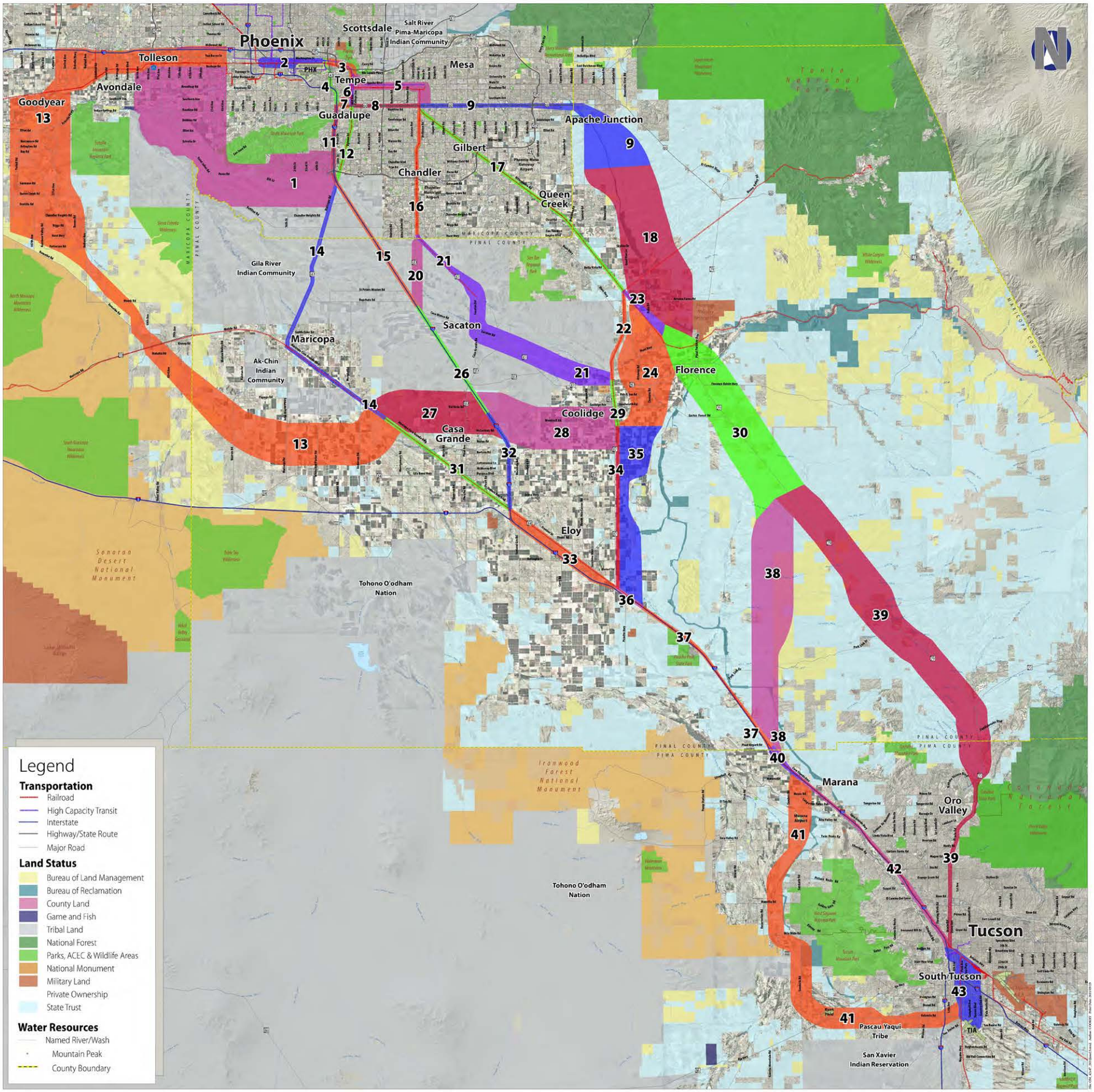
The Agency and Public Scoping process is one of the initial steps in the development of an Environmental Impact Statement, as outlined in the National Environmental Policy Act (NEPA), [42 U.S.C. 4321 et seq.]. The Tier 1 EIS is one of several decision-making tools being developed over the next several years. Below are key milestones and deliverables of the EIS process with approximate timeframes, interspersed with key milestones and deliverables of parallel processes and analyses required by the Federal Railroad Administration and Federal Transit Administration, the co-lead agencies of this study.

NEPA Scoping	**Fall 2011**
Complete Initial Screening of Alternatives	
Purpose and Need	**Winter 2012**
Capacity Deficiency Assessment	
Travel Forecast Modeling	
Review and Approval of Final Purpose and Need	
Alternatives	**Winter 2012**
Conceptual Alternatives Analysis (AA)	
Preliminary AA Environmental Scan	
Complete Conceptual Alternatives Analysis Evaluation	
Draft Service Development Plan	
Impact Analysis	**Summer 2012**
Administrative Environmental Impact Statement	
Draft Tier 1 Environmental Impact Statement	**Winter 2013**
Public Hearings	
Complete Final Alternatives Evaluation	
Final Tier 1 EIS	**Spring 2013**
Select Locally Preferred Alternative	
Record of Decision	**Spring 2013**
Final Service Development Plan	

Project Study Area



ADOT | INTERCITY RAIL STUDY



Source: PB, 2011; ASLD, 2010; Pima County, 2011; Pinal County, 2011; Maricopa County, 2011; Aerials Express, 2009; ADOT, 2011;

SEGMENTS

ADOT | INTERCITY RAIL STUDY

Alignment Segment	Length (miles)	County	Adjacent Jurisdictions	Land Ownership	Major Features	Existing/Planned Alignment	Previous Study
1	28.7	Maricopa	Phoenix; Avondale; Goodyear; Gila River I.C.	Tribal Land	South and west of South Mountain; Wild Horse Pass	Loop 202	South Mountain Transportation Corridor Study Draft Environmental Impact Statement
2	5.9	Maricopa	Phoenix		Downtown Phoenix; Sky Harbor Sky Train	Valley Metro Light Rail; UP Rail alignment	MAG Commuter Rail System Study
3	4.0	Maricopa	Phoenix; Tempe		Downtown Tempe	Valley Metro Light Rail; Tempe Streetcar; UP Rail alignment	MAG Commuter Rail System Study; Tempe Streetcar Environmental Assessment;
4	4.4	Maricopa	Phoenix, Tempe		East of PHX Sky Harbor	I-10; SR 143	I-10: State Route 51 (Piestewa Freeway) to Loop 202 (Santan Freeway) Corridor Improvement Study
5	8.3	Maricopa	Tempe; Mesa		ASU, Mesa	Valley Metro Light Rail; UP Rail alignment;	MAG Commuter Rail System Study; Mesa Extension
6	2.2	Maricopa	Tempe		Downtown Tempe	Tempe Streetcar; UP Rail alignment	MAG Commuter Rail System Study; Tempe Streetcar Environmental Assessment;
7	1.5	Maricopa	Phoenix; Tempe		Downtown Phoenix	US 60	bqAZ
8	6.1	Maricopa	Tempe; Mesa			US 60	bqAZ
9	23.6	Maricopa; Pinal	Mesa; Apache Junction	State Trust		US 60	bqAZ; Superstition Vistas Scenario Report
11	7.5	Maricopa	Phoenix, Tempe, Chandler		East of South Mountain Park	I-10	I-10: State Route 51 (Piestewa Freeway) to Loop 202 (Santan Freeway) Corridor Improvement Study
12	7.4	Maricopa	Tempe; Chandler		W. Chandler Blvd CDB; Wild Horse Pass	UP Rail; Tempe Branch	MAG Commuter Rail System Study
13	77.4	Maricopa; Pinal	Goodyear	BLM		Phoenix West extension; UP Rail alignment; Loop 303; Hassayampa Freeway	MAG Commuter Rail System Study; Valley Metro Phoenix West extension; I-8 and I-10 Hidden Valley Study; Pinal County Comprehensive Plan
14	27.8	Maricopa; Pinal	Gila River I.C.; Maricopa; Ak-Chin I.C.; Casa Grande	Tribal Land	Downtown Maricopa; Wild Horse Pass	SR 347; Maricopa-Casa Grande Freeway	MAG Commuter Rail System Study; bqAZ
15	13.9	Maricopa; Pinal	Gila River I.C.	Tribal Land	Wild Horse Pass	I-10	bqAZ
16	12.2	Maricopa	Chandler; Gilbert		Downtown Chandler	Chandler Branch; UP Rail Alignment	MAG Commuter Rail System Study
17	26.4	Maricopa; Pinal	Gilbert; Mesa; Queen Creek			South-East Branch; UP Rail Alignment	MAG Commuter Rail System Study
18	16.1	Pinal	Queen Creek, Florence			North-South Corridor	MAG Commuter Rail System Study; ADOT North-South Corridor Study; Superstition Vistas Final Report and Strategic Actions
20	6.8	Pinal	Gila River I.C.	Tribal Land		SR 587	bqAZ
21	25.1	Pinal	Gila River I.C.	Tribal Land		UP Rail Alignment; SR 87	MAG Commuter Rail System Study; bqAZ
22	9.1	Pinal	Florence; Gila River I.C.	State Trust; Tribal Land		UP Rail Alignment	bqAZ
23	5.4	Pinal	Florence			UP Rail Alignment	bqAZ
24	9.3	Pinal	Florence			North-South Corridor	ADOT North-South Corridor Study; bqAZ
26	12.1	Pinal	Gila River I.C.; Casa Grande	Tribal Land; State Trust		I-10	I-10 Widening; bqAZ
27	9.8	Pinal	Casa Grande			Hassayampa Freeway	I-8 and I-10 Hidden Valley Study; Pinal County Comprehensive Plan
28	12.6	Pinal	Coolidge		Central Arizona College	Hassayampa Freeway	I-8 and I-10 Hidden Valley Study; Pinal County Comprehensive Plan
29	3.9	Pinal	Gila River I.C.; Coolidge	Tribal Land	Downtown Coolidge	UP Rail Alignment	bqAZ
30	31.0	Pinal	Florence	State Trust	Downtown Florence	SR 79	Superstition Scenarios Report; bqAZ
31	14.7	Pinal	Casa Grande		Downtown Casa Grande	UP Rail Alignment	bqAZ
32	9.8	Pinal	Casa Grande			I-10	I-10 Val Vista to Earley Road Widening; bqAZ
33	12.5	Pinal	Casa Grande; Eloy		Downtown Eloy	I-10; UP Rail Alignment	I-10: I-8 to State Route 87 Widening Project; bqAZ
34	15.4	Pinal	Coolidge; Eloy			UP Rail Alignment	bqAZ
35	17.8	Pinal	Coolidge	State Trust; Bureau of Reclamation		North-South Corridor	ADOT North-South Corridor Study; bqAZ
36	3.1	Pinal		State Trust		I-10; UP Rail Alignment	I-10 Corridor Study: I-8 to Tangerine Road; bqAZ
37	18.3	Pinal		State Trust		I-10; UP Rail Alignment	I-10 Corridor Study: I-8 to Tangerine Road; bqAZ
38	23.8	Pinal	Marana	State Trust; BLM		East North-South Corridor	North-South Freeway
39	50.6	Pinal; Pima	Oro Valley; Tucson	State Trust; BLM	West of Coronado National Forest; Downtown Tucson	SR 79; SR 77	bqAZ
40	3.9	Pima	Marana		Downtown Marana	I-10; UP Rail Alignment	I-10 Corridor Study: I-8 to Tangerine Road; bqAZ
41	40.5	Pima	Marana; Tucson	State Trust; Bureau of Reclamation	West of Saguaro National Park; Downtown Marana		PAG RTP
42	21.2	Pima	Marana; Tucson		Downtown Marana; Downtown Tucson	I-10; UP Rail Alignment	I-10 Corridor Study: I-8 to Tangerine Road; I-10: Ina Road to Ruthrauff Road Study; I-10 Ruthrauff Road to Prince Road Widening Project; bqAZ
43	4.6	Pima	Tucson; San Xavier I.R.		Downtown Tucson	I-10, I-19, UP Rail Alignment	bqAZ

Agency Comment Form

To prepare for the Agency Scoping Meeting, and to provide the lead agencies with relevant information from your agency regarding this project, we respectfully request your agency to respond to the questions below, complete this form, and/or be prepared to discuss these topics during the meeting/webinar on October 11, 2011 between 9:00 a.m. and 1:00 p.m. MST.

Please complete this form and either bring it to the Agency Scoping Meeting on October 11, send it via email to Kristin Bornstein at Kristin@kdacreative.com, or fax it to 602-385-1620.

Name of Agency:

Name of Agency Contact:

Agency Address:

Agency Contact Telephone Number and Email:

Does your agency want to provide input into the decisions regarding this project?

What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?

Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?

Other?

Appendix C: Written Agency Comments

Arizona Intercity Rail Study EIS
Agency Scoping Comments
November 14, 2011

Comments received on Agency Comment Forms, Email, and Mailed Letters:

No.	Comment Received (1) Agency Comment Form (2) Email (3) Letter	Agency	Does your agency want to provide input into the decisions regarding this project?	What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?	Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?	Other Comments	Response from the Study Team
1	1	10/13/11 City of Maricopa Kellee Kelley PO Box 610 Maricopa, AZ 85139 (520) 316-6948 Kellee.kelley@maricopa.az.gov	Yes as this project is essential for the entire state and the counties that it will serve.	There are no requirements needed at this level of this study.	Public participation has been found to be difficult; many times it is because of the public's lack of awareness in participating, social isolation and language barriers or lack of trust of government. I ask that staff and consultants engage the public and overcome the challenges to fully engage the public as the state looks to meet future mobility needs.	N/A	
2	1	10/31/11 Maricopa Association of Governments (MAG) Marc Pearsall 302 N. 1st Ave., Ste 300 Phoenix, AZ 85003 (602) 452-5094 mpearsall@azmag.gov	Yes. MAG is a member of ADOT's Project Management Team/Stakeholders and plans to participate and provide input throughout the duration of the project.	Comply with current-standard EIS guidelines used by FTA/FRA/FHWA for corridor evaluations. Comply with current-standard Clean Air/PM-10 guideline assumptions.	Please refrain from duplication of the study work. MAG has recent Commuter Rail, Transit Framework and assorted transit studies available to ADOT for review. Please coordinate with the assumptions of these studies and their conclusions and recommendations for the MAG region.	Please continue to keep MAG Region communities involved. Please present the project to the MAG committees including TRC, TPC, Management and Regional Council. Please set meetings up through Marc Pearsall or Eileen Yazzie at MAG.	
3	1	10/31/11 City of Phoenix Aviation Department Chris Andres 3400 E. Sky Harbor Blvd., Ste 3300 (602) 273-4317 chris.andres@phoenix.gov	Yes, potential connection to the 44th Street SkyTrain Station on Washington Street would provide transportation hub that connects downtown Phoenix and Phoenix Sky Harbor International Airport through light rail, bus service, private vehicles, and potentially commuter rail. Traffic volume, circulation, and access impacts of adding intercity rail should be assessed.	A Federal Aviation Administration Form 7460-1 is required to determine the project's potential impacts to airspace. In addition, utilization of 44th Street as an alignment would impact runway 26 Runway Protection Zone (PRZ). FAA approval is required if improvements are made on Airport property.	If an intercity station is considered along Washington Street (alignment segment #2) it should be located west of 38th Street, consistent with the recommendation made in the MAG Commuter Rail Study.	N/A	
4	1	10/31/11 Pima County Daniel Signor, Sr. Planner 201 N. Stone Ave, 2nd Floor Tucson, AZ 85702 (520) 792-6803 daniel.signor@pima.gov	Yes.	A list can be provided at a later date.	Two of the three route impact Pima County. They are the eastern and westernmost. There are very limited areas within Pima County jurisdiction in the Oracle Road corridor that would be affected. The two affected routes contain multiple items that should be addressed in an EIS. The Sonoran Desert Conservation Plan has identified the following sensitive areas:	N/A	

No.	Comment Received (1) Agency Comment Form (2) Email (3) Letter	Agency	Does your agency want to provide input into the decisions regarding this project?	What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?	Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?	Other Comments	Response from the Study Team

					• Wildlife movement corridors
					• Habitat for priority vulnerable species, including:
					  • Albert's towhee along wash
					  • Bell's vereo
					  • Pygmy owl
					  • Rufous winged sparrow
					  • Southwestern willow flycatcher
					  • Swainson's hawk
					  • Western burrowing owl
					  • Western yellow-billed cuckoo
					  • Allan's big-eared bat
					  • Arizona shrew
					  • California leaf-nosed bat
					  • Lesser long-nosed bat
					  • Merriam's mouse
					  • Mexican long-nosed bat
					  • Pale townsend's big-eared bat
					  • Western red bat
					  • Western yellow bat
					  • Desert box turtle
					  • Giant spotted whiptail
					  • Ground snake
					  • Tucson shovel-nosed snake
					  • Pima pineapple cactus (federally endangered)
					• Primary Conservation Areas for:
					  • Pygmy owl
					  • Western burrowing owl
					  • Pale townsend's big-eared bat
					  • Redback whiptail
					  • Tucson shovel-nose snake
					  • Pima pineapple cactus (federally endangered)		

No.	Comment Received (1) Agency Comment Form (2) Email (3) Letter	Agency	Does your agency want to provide input into the decisions regarding this project?	What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?	Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?	Other Comments	Response from the Study Team
					• The Conservation Land System designations include Special Species Management Areas, Multiple Use Management Areas, and Important Riparian Areas, which guidelines to set aside 80%, 66.67%, and 90% Natural Open Space, respectively, if any land within the specific designation is rezoned. The routes contain significant sized washes, and a mix of riparian habitat types. Both routes contain areas designated as priorities to purchase under 2010 Bond Act for preservation of open space.		
5	2	11/7/11 City or Peoria Ron Aames Councilmember	N/A	N/A	N/A	As the City of Peoria's representative on regional transportation board of directors agency (RPTA) and community stakeholder groups, I support the old union station located in downtown Phoenix as the terminus for the Phoenix-Tucson intercity rail. The end point of the rail corridor is key for long term planning and future connectivity with commuter rail. The City of Peoria has made it a priority to support and dedicate resources to multi-modal planning and economic development activities to support the present and future needs of our citizens. City, county, state and other stakeholder collaboration across the Phoenix metropolitan area will need to continue to focus on transit (rail and bus) as well as roads complimentary to each other to meet the 21st century's urban transportation needs. We understand that a successful network	

No.	Comment Received (1) Agency Comment Form (2) Email (3) Letter	Agency	Does your agency want to provide input into the decisions regarding this project?	What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?	Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?	Other Comments	Response from the Study Team
						of rail throughout the region will depend on the success of the Phoenix-Tucson intercity rail project. Thank you for allowing me the opportunity to express support for the project.	
6	2	11/1/11 City of Peoria Susan J. Daluddung Deputy City Manager	N/A	N/A	N/A	On behalf of the City of Peoria, I would like to take this opportunity to share our strong support for the Intercity Rail between Phoenix and Tucson. The City of Peoria has submitted comments on the State Rail Plan and we appreciate the opportunity to be heard once again now with the Phoenix-Tucson corridor. Although the rail does not directly involve the West Valley at this time, it is our practice to engage our city in any regional planning. The terminus is a critical component for us. The old Phoenix Union Station would be an ideal terminus to expand for future commuter rail opportunities along Grand Avenue via the existing Burlington Northern Santa Fe (BNSF) rail line and the Union Pacific Wellton mainline. We will continue to move forward with our multi-modal transportation objectives and hope that thoughtful consideration is given for any decision making to include the West Valley for potential rail opportunities. Multi-modal transportation is a priority for Peoria and we thank you for allowing us to share our comments with you.	
7	3	10/5/11 City of Surprise Robert Beckley Public Works Director 16000 N. Civic Center Plaza Surprise, AZ 85374 (623) 222-6000	N/A	N/A	N/A	See letter #1 below	
8	3	10/27/11 Amtrak Jonathan Hutchison Senior Director, Corridor Development – West (510) 238-2671	N/A	N/A	N/A	See letter #2 below.	

No.	Comment Received (1) Agency Comment Form (2) Email (3) Letter	Agency	Does your agency want to provide input into the decisions regarding this project?	What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?	Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?	Other Comments	Response from the Study Team
9	3	10/27/11 National Park Service Cheryl Eckhardt Environmental Compliance Specialist 12795 W. Alameda Pkwy Denver, CO 80225	N/A	N/A	N/A	See letter #3 below.	
10	3	Pima County Arlan Colton Planning Director	N/A	N/A	N/A	See letter #4 below	
	3	11/14/11 Pima County Daniel Signor Senior Planner	N/A	N/A	N/A	See letter #5 below	
	3	11/3/11 Pima County DOT Maggie Shaw Transportation Systems Division	N/A	N/A	N/A	See letter #6 below	
	3	10/13/11 Pima County Regional Flood Control District Greg Saxe Environmental Planning Manager	N/A	N/A	N/A	See letter #7 below	
	3	11/7/11 Pima County Office of Sustainability and Conservation Sherry Ruther Environmental Planning Manager	N/A	N/A	N/A	See letter #8 below	

ADOT | INTERCITY RAIL STUDY

Agency Comment Form

To prepare for the Agency Scoping Meeting, and to provide the lead agencies with relevant information from your agency regarding this project, we respectfully request your agency to respond to the questions below, complete this form, and/or be prepared to discuss these topics during the meeting/webinar on October 11, 2011 between 9:00 a.m. and 1:00 p.m. MST.

Please complete this form and either bring it to the Agency Scoping Meeting on October 11, send it via email to Kristin Bornstein at Kristin@kdacreative.com, or fax it to 602-385-1620.

Name of Agency: MARICOPA ASSOCATION OF GOVERNMENTS (MAG)

Name of Agency Contact: Marc Pearsall

Agency Address: 302 N. 1st Ave; Suite 300; Phoenix, AZ. 85003

Agency Contact Telephone Number and Email: 602 452-5094 / mpearsall@azmag.gov

Does your agency want to provide input into the decisions regarding this project?

Yes. MAG is a member of ADOT's Project Management Team/Stakeholders and plans to Participate and provide input throughout the duration of the project.

What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?

Comply with current-standard EIS guidelines used by FTA/FRA/FHWA for corridor evaluations.
Comply with current-standard Clean Air/PM-10 guideline assumptions

Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?

Please refrain from duplication of the study work. MAG has recent Commuter Rail, Transit Framework and assorted transit studies available to ADOT for review. Please coordinate with the assumptions of these studies and their conclusions and recommendations for the MAG Region.

Other?

Please continue to keep MAG Region communities involved

Please present the project to the MAG committees including TRC, TPC, Management and Regional Council. Please set meetings up through Marc Pearsall or Eileen Yazzie at MAG.



Agency Comment Form

To prepare for the Agency Scoping Meeting, and to provide the lead agencies with relevant information from your agency regarding this project, we respectfully request your agency to respond to the questions below, complete this form, and/or be prepared to discuss these topics during the meeting/webinar on October 11, 2011 between 9:00 a.m. and 1:00 p.m. MST.

Please complete this form and either bring it to the Agency Scoping Meeting on October 11, send it via email to Kristin Bornstein at Kristin@kdacreative.com, or fax it to 602-385-1620.

Name of Agency: City of Phoenix Aviation Department

Name of Agency Contact: Chris Andres

Agency Address: 3400 E Sky Harbor Blvd., Ste. 3300

Agency Contact Telephone Number and Email: (602) 273-4317 chris.andres@phoenix.gov

Does your agency want to provide input into the decisions regarding this project?

Yes, potential connection to the 44th St. SkyTrain Station on Washington St. would provide a transportation hub that connects downtown Phoenix and Phoenix Sky Harbor International Airport through light rail, bus service, private vehicles, and potentially commuter rail. Traffic volume, circulation, and access impacts of adding intercity rail should be assessed.

What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?

A Federal Aviation Administration Form 7460-1 is required to determine the project's potential impacts to airspace. In addition, utilization of 44th St. as an alignment would impact Runway 26 Runway Protection Zone (RPZ). FAA approval is required if improvements are made on Airport property.

Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?

If an intercity station is considered along Washington St. (alignment segment #2) it should be located west of 38th St., consistent with the recommendation made in the MAG Commuter Rail Study.

ADOT | INTERCITY RAIL STUDY

Agency Comment Form

To prepare for the Agency Scoping Meeting, and to provide the lead agencies with relevant information from your agency regarding this project, we respectfully request your agency to respond to the questions below, complete this form, and/or be prepared to discuss these topics during the meeting/webinar on October 11, 2011 between 9:00 a.m. and 1:00 p.m. MST.

Please complete this form and either bring it to the Agency Scoping Meeting on October 11, send it via email to Kristin Bornstein at Kristin@kdacreative.com, or fax it to 602-385-1620.

Name of Agency:

Pima County

Name of Agency Contact:

Daniel Signor, Senior Planner

Agency Address:

Pima County Planning

201 N Stone Ave, 2nd FL

Tucson, AZ, 85702

Agency Contact Telephone Number and Email:

520-792-6803

daniel.signor@pima.gov

Does your agency want to provide input into the decisions regarding this project?

Yes

What actions, permits, or approvals (if known) would be required by your agency that needs to be discussed in the Tier 1 Environmental Impact Statement for the Arizona Intercity Rail Study?

A list can be provided at a later date.

Are there specific concerns/issues/opportunities/information regarding this project that you can provide to the Project Team?



Two of the three routes impact Pima County. They are the eastern and western most of the [illegible]. There are very limited areas within Pima County jurisdiction in the Oracle Road corridor that would be affected.

The two affected routes contain multiple items that should be addressed by an EIS. The Sonoran Desert Conservation Plan has identified the following sensitive areas:

- Wildlife movement corridors
- Habitat for priority vulnerable species, including:

  Albert's towhee along wash

  Bell's vereo

  Pygmy owl

  Rufous winged sparrow

  Southwestern willow flycatcher

  Swainson's hawk

  Western burrowing owl

  Western yellow-billed cuckoo

  Allan's big-eared bat

  Arizona shrew

  California leaf-nosed bat

  Lesser long-nosed bat

  Merriam's mouse

  Mexican long-nosed bat

  Pale townsend's big-eared bat

  Western red bat

  Western yellow bat

  Desert box turtle

  Giant spotted whiptail

  Ground snake



Tucson shovel-nosed snake

Pima pineapple cactus (federally endangered)

- Primary Conservation Areas for:
  Pygmy owl

  Western burrowing owl

  Pale Townsend's big-eared bat

  Redback whiptail

  Tucson shovelnose snake

  Pima pineapple cactus (federally endangered)

- The Conservation Land System designations include Special Species Management Areas, Multiple Use Management Areas, and Important Riparian Areas, with guidelines to set aside 80%, 66.67%, and 90% Natural Open Space, respectively, if any land within the specific designation is rezoned.

The routes contain significant sized washes, and a mix of riparian habitat types.

Both routes contain areas designated as priorities to purchase under the 2010 Bond Act for preservation of open space.

Other?

_____

_____

_____

Letter #1
City of Surprise

Public Works Department
16000 North Civic Center Plaza
Surprise, Arizona 85374
Phone 623-222-6000
Fax 623-222-1701

SURPRISE
ARIZONA

October 5, 2011

ADOT Intercity Rail Study
C/0 KDA Creative
4545 E. Shea Blvd., Suite 210
Phoenix, AZ 85028

RE: Agency Scoping for Arizona Intercity Rail Study EIS

Thank you for providing an opportunity to participate in the Scoping process for the Intercity Rail Study. We have identified several issues that we would like to see addressed in the study and environmental documents. These are summarized below.

- Improvements to regional mobility should be a key theme addressed in the study.
- Where will the intercity rail line terminate? It should be in central Phoenix to allow for commuter rail connections from the Grand Avenue corridor.
- Will the intercity rail be compatible with commuter rail? Plans should provide for the central Phoenix station to be compatible with commuter rail connections to the metropolitan Phoenix area.
- What kind of feeder transit system should be provided at the termination of the intercity rail line? There need to be convenient connections to the intercity rail system from local communities.
- The potential competition for use of the tracks between freight and passenger service should be addressed.
- Economic development should be addressed in the study. This includes the potential for tourism as well as local economic development in conjunction with investments in rail infrastructure.
- The analysis needs to address preservation of wildlife corridors.
- The work should be coordinated with the upcoming Grand Avenue Corridor Optimization and Access Management Study to be done by MAG.
- Scoping should be as broad as possible so that the environmental documents don't have to be re-done to address issues that may emerge later in the process.

The City of Surprise would like to be included in the ongoing planning and review associated with this project. Our primary contact for this project is Karen Savage, Senior Transportation Planner, Public Works Department, 16000 N. Civic Center Plaza, Surprise, AZ 85374, karen.savage@surpriseaz.gov, 623-222-6132. Please let me know if you have any questions or need additional information.

Sincerely,

Robert Beckley
Public Works Director

Letter #2
Amtrak

October 27, 2011

Mr. Michael Kies
Assistant Director of Planning and Programming
ADOT – Multimodal Planning Division
206 S. 17th Street
Phoenix, AZ 85007

Dear Mr. Kies:

The National Railroad Passenger Corporation (Amtrak) appreciates the opportunity to comment on the Environmental Impact Statement for the Arizona Department of Transportation's (ADOT) Intercity Rail Study. Similar to ADOT, Amtrak believes intercity rail along the I-10 corridor can facilitate responsible land usage, economic development, and enhanced mobility.

During Amtrak's forty years, the corporation has actively partnered with states on developing services similar to those envisioned along the I-10 corridor. One approach to consider is utilizing the existing railroad alignment as a precursor to a future greenfield corridor, or as stand-alone infrastructure systematically upgraded to better accommodate ADOT's desired level of intercity service (5-7 round trips), along with improved freight mobility.

The incremental approach, which is being actively pursued by 15 other states, is perhaps the most feasible given today's political climate. Additionally, such a strategy enables states to methodically achieve a series of thresholds stemming from improvements in reliability, frequency, and travel time reduction, thereby demonstrating the relationship between investment and passenger acceptance.

For example, in the I-10 corridor, a strategy based on incremental improvements could first include reactivating the Wellton Branch enabling Amtrak to serve downtown Phoenix. If coupled with daily *Sunset Limited* service, the resulting increases in ridership might aid ADOT's efforts in offering an initially modest level of I-10 corridor service. Experience has shown that ridership increases exponentially relative to frequency. Therefore, the success of these initial trains would serve as the foundation for additional improvements until ADOT's goals for frequency, reliability, and running times had been achieved. Concurrent with this approach could be equally important undertakings to upgrade intermodal connections, and improve the economic productivity of parcels adjacent to station areas.

Amtrak is poised to assist ADOT realize its goals for intercity rail, because when supported by robust intermodal connections and a level of service reflective of passengers' needs, the mode

could be an invaluable asset assisting Arizona achieve its economic, environmental, and mobility goals. Thank you again for the opportunity to comment.

Sincerely,

Jonathan Hutchison
Senior Director, Corridor Development - West
510-238-2671

Letter #3
National Park Service

United States Department of the Interior

National Park Service
Intermountain Region
12795 West Alameda Parkway
PO Box 25287
Denver, Colorado 80225-0287

ER-11/0911

OFFICIAL CORRESPONDENCE SENT VIA ELECTRONIC MAIL
NO HARD COPY TO FOLLOW

October 27, 2011

Andrea Martin
Federal Railroad Administration
1200 New Jersey Ave, SE., Mail Stop 20
Washington, DC 20590

Subject: National Park Service Comments on the Notice of Intent to Prepare a Draft Environmental Impact Statement for the Implementation of Passenger Rail Service between Tucson and Phoenix, Arizona

Dear Ms. Martin:

After reviewing the materials provided on the projects website and discussing the project with the project manager at a public meeting in Eloy, Arizona, Casa Grande Ruins National Monument (CAGR) currently has no objections to the Arizona Intercity Rail. However, due to the nature of the project, the large study area, the potential for negative impacts to monument resources, and the uncertainty of the potential routes CAGR would like to be considered as a consulting party as the project moves forward.

While we cannot express any actual concerns at this time, because the actual routes have not been determined, we would like to make you aware of the following potential concerns and issues:

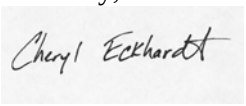
- The Building a Quality Arizona (bqAZ) corridor has the potential of impacting cultural and natural resources, viewshed, and natural soundscapes within the monument boundary. Of particular concern would be the potential for impacts to the Great House from the vibrations caused by commuter rail traffic.

- Lands both immediately adjacent and disconnected of the current CAGR boundary that are being considered for boundary expansion. In particular the bqAZ and ADOT North-South Corridor Study pose the potential to impact the cultural and natural resources in the areas of potential expansion.

Again, these are just potential concerns and as the project progresses we will be able to make more specific and informed comments regarding the potential impacts these routes pose.

If you have any questions, please contact Derek Toms, Chief of Resources, Casa Grande Ruins National Monument at (520) 723-3172 x37. Thank you for the opportunity to comment and we look forward to working with you as this project moves forward.

Sincerely,



Cheryl Eckhardt
Environmental Compliance Specialist

cc:
NPS, WASO-EQD
NPS, CAGR (Toms)

Letter #4
Pima County – Arlan Colton

PIMA COUNTY
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION
201 N. Stone Avenue, 2nd Floor
Tucson, AZ 85701-1207
phone: 520.740.6863 fax: 520.623.5411

November 14, 2011 SENT VIA EMAIL

Project Coordinator
ADOT Intercity Rail Study
c/o KDA Creative
4545 E. Shea Blvd., Suite 210
Phoenix, AZ 85028

Re: **Intercity Rail Study Environmental Impact Study**

Dear Sir or Madam:

Thank you for allowing Pima County the opportunity to participate in and comment on the ADOT Inter-city Passenger Rail Conceptual Corridors EIS Scoping. We understand that once ADOT chooses alternative routes from the Conceptual Corridors that we will have additional opportunities to comment on the County's preferred alternative. This letter summarizes some of the constraints associated with the three Conceptual Corridors. Attached are comments from Pima County Departmental staff who have reviewed the Conceptual Corridors locations. They provide more detail than this summary cover letter.

An inter-city rail line can provide multiple benefits for the cities of Tucson and Phoenix and their major airports, as well as Maricopa, Pinal, and Pima counties, the incorporated towns within those counties, including the Towns of Marana, Oro Valley, and Sahuarita within Pima County. A viable connection between the two cities is vital for continued economic growth. ADOT projections estimate that the time to travel on I-10 between Phoenix and Tucson will increase from the current 95 minutes to 5 and1/2 hours by 2050, assuming that I-10 has been widened to 10 lanes by that date. The expansion of I-10 and the amount of vehicular travel will negatively affect the entire region. If I-10 remains as the dominant mode of transit, additional right of way will likely have to be acquired to accommodate the widening of I-10. The region will see an increase in the amount of emissions from vehicles increasing health costs. Commercial traffic will be inhibited resulting in increased transportation costs. Tourists will be discouraged from traveling between the two cities. The proposed intercity rail provides a viable alternative that can help to minimize the negative effects of dependence on I-10 auto traffic alone.

Much as the construction of the Inter-continental Railroad of the late 19th Century spurred the growth of an interconnected rail system within the west; an inter-city rail line may stimulate the growth of light rail commuter lines to connect the residential areas bordering the City of Tucson to the commercial and governmental centers of Tucson itself. An inter-city rail line can also connect with the Bioscience, Medical, Aerospace, and Technology Center Transportation Corridors currently underway in Pima County. It can also support the tourist industry by providing interim or seasonal transit stops at locations such as Picacho Peak

State Park. Commuter rail lines have stimulated economic growth along the rail corridors associated with the concept of Transit Oriented Development (TOD) around the world and within this country.

The chosen link should offer the greatest economic benefit to each of the markets, provide reasonably timely service at a reasonable cost, serve the maximum number of people and existing and potential businesses, maximize the potential for local and feeder systems serving a more transit based population, serve airports and major tourist destinations, and minimize and mitigate the potential negative impacts on cultural resources, wildlife habitat, and the human population in the existing settlement pattern.

Attached are comments on the Conceptual Corridor segments within Pima County from County Departments:

Please contact Daniel Signor, Senior Planner at 520-740-6800 should you have any questions regarding our comments. Thank you.

Sincerely,



Arlan Colton, FAICP
Planning Director

xc: Diana Durazo, Special Staff Assistant to County Administrator
Sherry Ruther, Environmental Planning Manager

AC/dcs

Letter #5
Pima County – Daniel Signor

MEMORANDUM

DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION

DATE: November 14, 2011

TO: Project Coordinator, ADOT Intercity Rail Study

THROUGH: Arlan Colton, FAICP

FROM: Daniel Signor, AICP

SUBJECT: ADOT Intercity Rail Study EIS

Thank you for the opportunity to comment on the Intercity Rail Study. The following are Pima County Planning Department comments on the Intercity Rail Conceptual Routes:

SEGMENT 39

The northern portion of Segment 39 within Pima County jurisdiction is generally known as Catalina. This Segment is within an area of small scale strip commercial and vacant properties on the west and east sides of State Highway 77, known locally as Oracle Road. Low density residential subdivisions and unplatted lots exist farther east. Private lot widths on the west side of Oracle Road are narrow and development is limited by the size of lots and by the proximity to tributaries of the Big Wash. A large area of state land is west of the privately owned lots fronting Oracle Road, zoned RH (Rural Homestead, minimum 4.14 acre lot size). Higher density residential development occurs south of Pima County jurisdiction, west of Oracle Road, within the Town of Oro Valley. Other zoning designations within the County jurisdiction include CB-1 (Local Business Zone), CB-2 (General Business Zone), CMH-1 (County Manufactured and Mobile Home, 8,000 square foot minimum site size), TR (Transitional Zone, allowing office, high density residential and some limited commercial), SH (Suburban Homestead, residential, two units in a 36,000 square foot minimum lot size), GR-1 (Rural Residential, 36,000 square foot minimum lot size), CR-3 (Single Residence Zone, 8,000 square foot minimum lot size), and CR-4 (Mixed-Dwelling Type, single and multi-family, 8,000 square foot minimum lot size).

The area within Segment 39 south of Catalina and north of the Oro Valley town line is generally undeveloped state and federal land, including state and federal public park lands.

Constraints in Segment 39 include the following (see attached comments for additional detail):

1. Existing development will make right of way acquisition more difficult.
2. Potential to adversely affect the Big Wash, Twenty Seven Wash, Canada del Oro Wash, Pima Wash, and the Rillito River and associated Regulated Riparian Habitat.
3. Contains Critical Landscape Connections as designated by Pima County's Conservation Lands System (CLS).
4. The Town of Oro Valley approved the State Land Department General Plan Amendment for 5,000 acres of natural open space as part of the Arroyo Grande Plan for the Tortolita-Santa Catalina Linkage for wildlife movement in the general area of this segment. A rail line has the potential to disrupt the linkage.
5. The Regional Transportation Authority (RTA) allocated $8.2 million dollars for three wildlife crossing structures on Oracle Road, which must not be compromised by a rail line.

SEGMENTS 40 and 42

The I-10 corridor, labeled as Segments 40 and 42 on the conceptual route map, has constraints but may offer great potential for the inter-city rail route. The I-10 corridor is already disturbed, contains grade-separated space, offers lower costs for right of way acquisition, and provides the most direct, efficient route between the cities of Tucson and Phoenix while serving the overall highest residential density of all of the conceptual routes.

Constraints in these segments include the following (see attached comments for additional detail):

1. Localized private property flooding adjacent to I-10 caused by inadequate stormwater drainage capacity.
2. The development of I-10 has restricted wildlife movement in the Tucson-Tortolita segment of the Tucson-Tortolita-Santa Catalina Mountains Linkage which has led to the loss of large mammal species once endemic to the area. A rail line has the potential to perpetuate restrictions.
3. Pima County has designated a portion of this segment as a Critical Landscape Connection in the Conservation Lands System (CLS). An abandoned railroad underpass under I-10 near Avra Valley Road has been designated as a crossing for wildlife. The County has acquired more than 280 acres, mostly on the west side of I-10, to contribute the western approach. Opportunities for wildlife movement and linkage are essential.
4. The area contains Priority Archeological Sites (PAS) and Priority Archeological Site Concerns (PASC) and a high distribution of prehistoric and historic sites in the Santa Cruz River Valley.

SEGMENT 41

Much of the northern and eastern portion of Segment 41 within Pima County jurisdiction is located in undeveloped areas or sparsely developed areas of the Avra Valley. Residential development is limited and scattered. This portion extends from the Marana line to Mile Wide Road. Impediments to rail are the environmental issues associated with Pima County's CLS, branches of the Brawley Wash, and habitat in the Avra Valley area. Pima County has opposed large projects in the past in this area such as the proposed I-10 Bypass and the Sunzia Southwest Transmission Line.

South of Marana, Segment 41 appears to follow the Central Arizona Project canal alignment. The zoning is mostly RH, with some scattered GR-1 and SH zoned lots. There are a few isolated commercially zoned lots. The area also includes the Buffer Overlay Zone (BOZO) which extends one mile from the Saguaro National Park boundary. The BOZO includes some restrictions on development. Much of the undeveloped land is publicly owned by the federal government, the State of Arizona, the City of Tucson, and Pima County. The CAP canal is in this segment and ends just north of Mile Wide Road. The prevailing land use on private land is low density residential and vacant.

South of Mile Wide Road, Segment 41 swings eastward crossing east of the Tohono O'Ohdam Nation through federally owned land designated as Bureau of Reclamation Wildlife Mitigation Corridor. The segment then heads south centered on Sandario Road until it again swings southeasterly near Snyder Hill Road and passes over Ryan Field where it turns east to end in the City of Tucson. The zoning is predominately GR-1in the vicinity of the southern end of the Sandario Road segment. An airport overlay zone restricts residential uses and building heights in proximity to Ryan Field. The land use is predominately vacant, low density residential, and airport.

After passing the Ryan Field vicinity, Segment 41 within Pima County jurisdiction turns east along both sides of Valencia Road and extends to the Tucson city limits. The bulk of this conceptual route, as shown on the map, lies south of Valencia Road and north of Los Reales Road. The zoning is predominately GR-1 with TR, CMH-1, CR-5, CR-4, SH, and Specific Plan (SP, which includes high density residential) south

of Valencia Road, north and south of Los Reales Road within the Star Valley Specific Plan. East of the Pascua Yaqui Casino del Sol Casino, zoning becomes more urban with areas of high density CR-5 zoning, small areas of commercial CB-1, CB-2, and TR. Hillside Development Zone Overlay Zone Protected Peak/Restricted Peaks are located in the general areas north and south of Valencia Road and east of Sorrel Lane. This overlay zone contains development restrictions and development within the overlay requires Board approval because of the steepness of the slopes and the aesthetic qualities of the designated peaks.

Land uses are a mix of vacant, mixed low and high density residential, and commercial in this eastern portion.

Constraints in Segment 41 include the following (see attached comments for additional detail):

1. Negative effects on the Santa Cruz River and tributaries, the Brawley Wash and tributaries, and the Black Wash.
2. Negative impacts on the Saguaro National Park and the Ironwood National Monument.
3. Pima County has opposed an I-10 bypass and the Sunzia Southwest Project Transmission Project in the same general location.
4. Wildlife movement opportunities between the Avra Valley – I-10 wildlife crossing and the Brawley Wash and the National Monument would become fragmented and disconnected.

Segment 43

Segment 43 is almost entirely inside the City of Tucson. We will defer to the City for their comments on this segment. Having said that, we believe that Segment 43 is critical to the success of the intercity rail line. It will serve the most significant emerging industrial employment center in Pima County, which is the Interstate-10/Tucson International Airport area, as well as the airport itself. The airport has the land to expand services significantly. Increased multimodal linkage will support not only the airport but enhance the potential for significant economic development in the surrounding employment area.

Letter #6
Pima County Department of Transportation

MEMORANDUM

Department of Transportation

DATE: November 3, 2011

TO: Daniel Signor, Planning Division, Development Services Department

FROM: Maggie Shaw, Transportation Systems Division

SUBJECT: Intercity Rail Study

One of the alternative alignments (41) goes through Avra Valley and was developed by ADOT when they were looking for a bypass route for Interstate-10. The Pima County Board of Supervisors is on record as opposing the I-10 bypass, in Resolution 2007-343, based in large part on environmental concerns. Those environmental concerns would be just as applicable to a rail line as to a highway. Another alternative (39) is located on Oracle Road (State Route 77). Most of the area along Oracle Road within Pima County is heavily developed, so trying to develop a new rail line in this area would be extremely expensive and disruptive, maybe to the point of being infeasible. It would probably be better to stay with the Interstate-10 corridor where there are already developed rail lines. It is also unclear as to exactly what type of service is being proposed. Will the rail serve only Phoenix and Tucson or also intermediate points? The type of service affects travel times and ultimately passenger loads.

MS/ms

Letter #7
Pima County Regional Flood Control District

MEMORANDUM

Planning & Development
Regional Flood Control District

DATE: October 13, 2011

TO: Daniel Signor, DSD
Senior Planner

FROM: Greg Saxe, M.R.P. Ph.D.
Environmental Planning Manager

SUBJECT: Agency Scoping for Intercity Rail Study Tier 1 EIS – ADOT

We have been requested to comment now at the scoping phase with selection of a locally preferred alternative to occur in spring of 2013. I have reviewed the request and have the following comments on issues directly related to local flood control and riparian habitat regulation organized by segment:

1. Segment 39 - Oracle Road

    a. This Route will be impacted by the Big Wash, Twenty Seven Wash, Canada del Oro, Pima Wash and Rillito River along with numerous additional watercourses regulated by Pima County. In addition to Federal Emergency Management Agency Special Flood Hazard Area and Federal Insurance Rate Maps, local flood maps, and special studies are available from the District.
    b. Each of these named watercourses has Regulated Riparian Habitat (RRH) associated with them. These RRHs have been designated as Important Riparian Area and are significant to regional habitat connectivity, groundwater recharge and flood control. These habitat classification maps adopted by the Board of Supervisors in 2005, were a product of the multidisciplinary science advisory teams which were and continue to be a part of implementing the Sonoran Desert Conservation Plan (SDCP). More information and digital versions of the maps are available from the District.

2. Segment 41 - Avra Valley/Valencia Road

    a. This Route will be impacted by the Santa Cruz River (both at the northern and southern terminus), West Branch of the Santa Cruz River, Brawley Wash, East Branch of the Brawley Wash and Black Wash. Both of the crossings of the Santa Cruz River are roughly perpendicular however the route parallels the Brawley and Black Wash systems. These are very broad, highly braided distributory systems in which the channel banks lack the capacity to contain the 100-year flood event. The floodplain of the Brawley wash is over a mile wide in places. The entire route is heavily impacted by sheet flood areas as well as distributory networks. These occur on alluvial fans off the Tucson Mountains in the area of Saguaro National Park West in addition to the broad floodplains of the Avra Valley basin and the Black Wash

area.

3. Segment 42 - I10

    a. This route parallels and may cross the Santa Cruz River. Much of the River is bank protected in this area. The existing railroad and highway beds while not certified as levees have acted to detain floodwaters. Some underpasses have inadequate capacity to pass the 100-year flood event and therefore regulatory floodplains have been created on the upstream side. This flooding has caused problems for some private property owners seeking to develop along this transportation corridor.
    b. Where the railroad and highway parallel the River, the lack of underpasses suited to wildlife and development associated with a major intercity transportation corridor have become a major deterrent to wildlife movement between the Catalina and Tucson Mountains. The complete loss of large mammal species from this area is matter of record. The County via the Sonoran Desert Conservation Plan and with the significant input of private groups has been working hard to re-establish functional wildlife corridors underneath I-10 and the railroad. One area known as the Avra Valley Gateway is of particular importance and in this area the County has been acquiring land. More information is available form the District upon request.

4. Segment 43 – Downtown/TIA

    a. This Route is located between the intersection of the I-10 and Oracle Road Routes and the Tucson International Airport. It extends eastward to Country Club Road. This Route may be impacted by the Santa Cruz River as well as numerous urban watercourses.

In conclusion the District has numerous resources which may assist the project proponents in developing the EIS, in selecting the most advantageous routes and ultimately in design and maintenance of the rail network. This includes digital FEMA and local floodplain maps and studies, digital Regulated Riparian Habitat maps including classification and mitigation guidelines, and digital infrastructure and county ownership maps. The County recommends each of these be considered in scoping and development of the EIS. In this way impacts to floodplains and associated riparian habitat, as well as construction and operations costs and flood risk can be minimized

Please feel free to contact me regarding these comments or to acquire the information described herein.

GS/cd

Cc: File

Letter #8
Pima County Office of Sustainability and Conservation

Memorandum

Office of Sustainability & Conservation

Conservation Science Division

DATE: **November 7, 2011**

TO: **Daniel Signor, Senior Planner – Development Services Department**

FROM: **Sherry Ruther, Environmental Planning Manager**

SUBJECT: **Scoping for the Arizona Intercity Rail Study - Tier 1 Environmental Impact Statement**

There are four alignment segments that occur within Pima County (Nos. 39, 40, 41, 42, and 43). Three of which (39, 41, and 42) invoke concerns for adversely impacting biological linkages. In two of the three cases, the linkages are already affected by transportation corridors (Highway 77 and Interstate 10) and development, however, opportunity still exists to augment the functionality of these important linkages. The community at large and Pima County in particular, are taking action to prevent further demise of, and even restore, these sensitive areas. Collectively, there has been substantial tangible investment to preserve them as viable components of our ecological landscape.

Alignment #39: The portion of this alignment lying within Pima County largely keys off of the Highway 77 alignment. The portion of this alignment lying north of Naranja Drive bisects an area identified as a wildlife movement corridor with local, regional and state level significance. Multiple efforts and scientific studies, with highlights listed below, document the importance of this linkage area:

- The Critical Landscape Connection designation as identified by the County's Conservation Lands System, a cornerstone element of the Sonoran Desert Conservation Plan (2001);
- *Wildlife Mortality and Corridor Use Near Highway 77, Oro Valley to Catalina, Pima County, Arizona.* Arizona Game and Fish Department (December 12, 2006).
- *Arizona's Wildlife Linkages Assessment.* Arizona Wildlife Linkages Workgroup (2006)
- *Arizona Missing Linkages: Tucson-Tortolita-Santa Catalina Mountains Linkage Design. Report to Arizona Game and Fish Department.* Beier,P., Garding, and D. Majka. 2006. School of Forestry, Northern Arizona University. (Alignment #39 bisects the Tortolita-Santa Catalina portion of this linkage.

Largely based on these findings, the community has made the following investments to ensure the long-term preservation of this linkage area:

- The Town of Oro Valley approved the Arizona State Land Department's General Plan Amendment for the approximately 9,000-acre Arroyo Grande Plan which set-aside approximately 5,000 acres of natural open space specifically configured to maintain the functionality of the Tortolita-Santa Catalina Linkage. (2009)
- The Regional Transportation Authority allocated $8.2 million to incorporate the construction of three crossing structures (one overpass and two underpasses) into

ADOT's widening of Highway 77. (2009) The widening project is currently in the planning and engineering stages.

- Pima County and the Town of Oro Valley cooperated in the purchase of two parcels within the linkage just north of Mountainaire Drive. Purchase of 6.31 acres on the west side (Parcel No.223-01-0030) and 6.21 acres on the east side (222-45-009C) of Highway 77 totaled $922,000. (2010)

Alignment #41: This alignment is closely associated with and parallels the Brawley Wash corridor which in addition to the drainage and floodplain issues referenced in comments from the Pima County Regional Flood Control District affords wildlife with a valuable movement corridor and habitat resources. This alignment area is also beyond the limits of the existing urban environment and would profoundly impact and significantly interrupt those resources for which the Saguaro National Park, Ironwood Forest National Monument, Tucson Mountain Park, and the Bureau of Reclamation's Wildlife Mitigation Corridor were created to conserve. These protected areas and the interstitial lands are recognized as a Critical Landscape Connection in the County's Conservation Lands System.

There is a well-established history of opposition to transmission lines and transportation corridor alignments proposed in much the same area as Alignment #41 due to their potential to adversely impact visual, cultural, and biological resources - especially the biological connectivity between Tucson Mountain Park, Saguaro National Park, Brawley/Black Wash Complex, and the mountain ranges of the Ironwood Forest National Monument. Recent proposals that garnered such opposition include the Sunzia Southwest Transmission Project and the 2007 Interstate 10 Bypass.

The northern portion of this alignment would also further fragment and disconnect the movement opportunities between the Avra Valley – Interstate 10 crossing, the Brawley Wash complex, and the Ironwood Forest National Monument. The Avra Valley – Interstate 10 crossing is within the Tucson-Tortolita segment of the Tucson-Tortolita-Santa Catalina Linkage. (The Avra Valley – Interstate 10 crossing is discussed in more detail below.)

Alignment #40 and #42: These alignments generally conform to Interstate 10; the one area of special concern is the Avra Valley – Interstate 10 junction where the railroad overpass provides the critical crossing opportunity for wildlife moving between the Tucson Mountains and the Tortolita Mountains. This location is an essential point within the Tucson-Tortolita segment of the Tucson-Tortolita-Santa Catalina Linkage. This linkage is also a designated Critical Landscape Connection according to the Conservation Lands System. Largely through the expenditure of Open Space Bond dollars, the County, on-behalf of the community, has acquired just over 280 acres, mostly on the west side of Interstate 10, that contribute to the western approach to the overpass/wildlife crossing.

In conclusion, there is little support for Alignment #41 as it would create undesirable new impacts in an area that is currently unaffected by large-scale linear projects such as this that would yield regionally-significant landscape fragmentation. That said, the selection of any of the remaining alignments discussed herein as part of the Preferred Alternative must accommodate the necessary considerations/design features/costs to positively contribute to the investments that the local community has already made in maintaining the biological connectivity and wildlife movement opportunities affiliated with these alignments.

ADOT Inter-City Rail Study – Tucson-Phoenix Corridors – EIS
Pima County: Preliminary Cultural Resources Review

The ADOT Inter-City Rail Study (ICRS) website, at http://www.azdot.gov/intercityrail/, provides information and maps about the inter-city rail transportation system proposed to link the metropolitan areas of Phoenix and Tucson. The project segment map posted on the ADOT website depicts the proposed alignment segments to connect the two metropolitan areas, with most segments using existing transportation corridors. Five alignment segments go through portions of Pima County, and are proposed to accommodate various transportation needs, ranging from inter-city rapid transit to local distance light rail transportation. Each alignment segment would use an appropriate rail transportation technology and would require extensive construction to meet the intended transportation capacity of the project.

A visual inspection of the proposed alignment segments reveals that regardless of attempts to minimize impacts, the project has high potential to significantly impact many important cultural and historical resources in Pima County that are either eligible for, or listed on, the National Register of Historic Places and that are recognized as Priority Cultural Resources in the Sonoran Desert Conservation Plan (SDCP). It was not possible to precisely identify many impacts because of the scale and resolution of the project map, but a review of the mapped distribution of known sites combines with maps generated from predictive archaeological site sensitivity modeling completed for the Cultural Resources Element of the SDCP to allow assessment of potential direct and indirect impacts on resources. Many other impacts can be inferred from proximity of the alignments to known site locations and site sensitivity areas.

Preliminary Results: Preliminary indicators of potential impacts on cultural and historic resources from each alignment segment are described below.

Alignment Segment No. 39: 50.6 miles, through Tucson and Oro Valley, following routes of SR-77 and 79. The Oracle Road alignment crosses drainage systems of the Rillito River, Cañada Del Oro, and Big Wash, along with significant tributary washes, all with high SDCP archaeological sensitivity. Dense concentrations of prehistoric and historic archaeological sites are associated with these drainages, ranging from Hohokam villages to historic ranches and farmsteads.

Alignment Segment No. 40: 3.9 miles, through Marana, using I-10 and the Union Pacific (UP) railroad alignment. As with Alignment Segments 42 and 43, the I-10 and UP corridors follow reaches of the Santa Cruz River valley, which is a linear zone of densely distributed prehistoric and historic sites. The entire river corridor has high SDCP archaeological sensitivity, with many designated SDCP Priority Archaeological Sites (PAS) and Priority Archaeological Site Complexes (PASC), including portions of the important Marana Mound complex.

Alignment Segment No. 41: 40.5 miles, through Avra Valley (west of Saguaro National Park and Tucson Mountain Park) and Marana. This alignment segment does not follow a major transportation corridor and would potentially impact other important historic properties, either eligible for, or listed on, the National Register of Historic Places, including the Hohokam village sites, Valencia Site and Dakota Wash. The alignment segment would cross numerous other sites in Avra Valley.

Alignment Segment No. 42: 21.2 miles, through Marana and Tucson, using the I-10 and UP railroad alignments. As with Alignment Segments 40 and 43, the I-10 and UP corridors follow reaches of the Santa Cruz River valley through a linear zone of densely distributed prehistoric and historic sites. The entire river corridor has high SDCP archaeological sensitivity, with many designated SDCP PASs and PASCs.

Alignment Segment No. 43: 4.6 miles, through Tucson and San Xavier, using the I-10 and UP railroad alignments. As with Alignment Segments 40 and 42, the I-10 and UP corridors follow reaches of the Santa Cruz River valley, through a linear zone of densely distributed prehistoric and historic sites. The entire river corridor has high SDCP archaeological sensitivity, with many designated SDCP PASs and PASCs.

The tentative results indicate that the scale of the proposed ICRS project, constructed to meet the necessary transportation needs of the selected alignment segments, will inevitably result in significant impacts on, and ultimately loss of, important cultural and historical resources. These results point to the need for a detailed review of cultural resources impacts, which should then be used as one of the selection criteria for determining the preferred alignment.

Cultural Resources Compliance Recommendations: The Lead Federal Agency will be responsible for ensuring the ICRS project complies with the requirements of the National Environmental Policy Act (NEPA) and for determining that the project is a federal undertaking, subject to the requirements of Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). NEPA requires an Environmental Impact Statement for the ICRS project that will incorporate Section 106 cultural resources requirements, including formal consultation with concerned Indian Tribes.

This review focuses on the currently proposed alignment segments for the ICRS project within Pima County, so it is important that the cultural resources requirements of state, county, and other stakeholder jurisdictions, including City of Tucson, Town of Marana, and Town or Oro Valley, should apply within the context of the over all Section 106 requirements. It is recommended that the ICRS project proponent commission a Class I inventory of the proposed alignment segments to provide baseline data on impacts to recorded cultural resources and to assist in the selection of the preferred alternative. The Class I inventory should be conducted by a professional archaeologist permitted by the Arizona State Museum (ASM), and documented to meet the standards of ASM and the State Historic Preservation Office (SHPO). The Class I inventory data should be used to determine appropriate compliance actions to meet all jurisdictions' cultural resources requirements. When the preferred alternative is selected, a Class III on-the-ground cultural resources inventory should be conducted by an ASM-permitted archaeologist of all previously unsurveyed, or inadequately surveyed, alignment segments to identify and evaluate additional cultural resources that could be affected. Finally, before ground-disturbing construction begins an appropriate Historic Properties Treatment Plan should be developed and implemented to mitigate effects to National Register-eligible sites (including SDCP Priority Cultural Resources), according to federal, state, county, and other stakeholder jurisdictions' standards.

Appendix G: Public Scoping Booklet

ADOT

INTERCITY RAIL STUDY

Public Participation Booklet

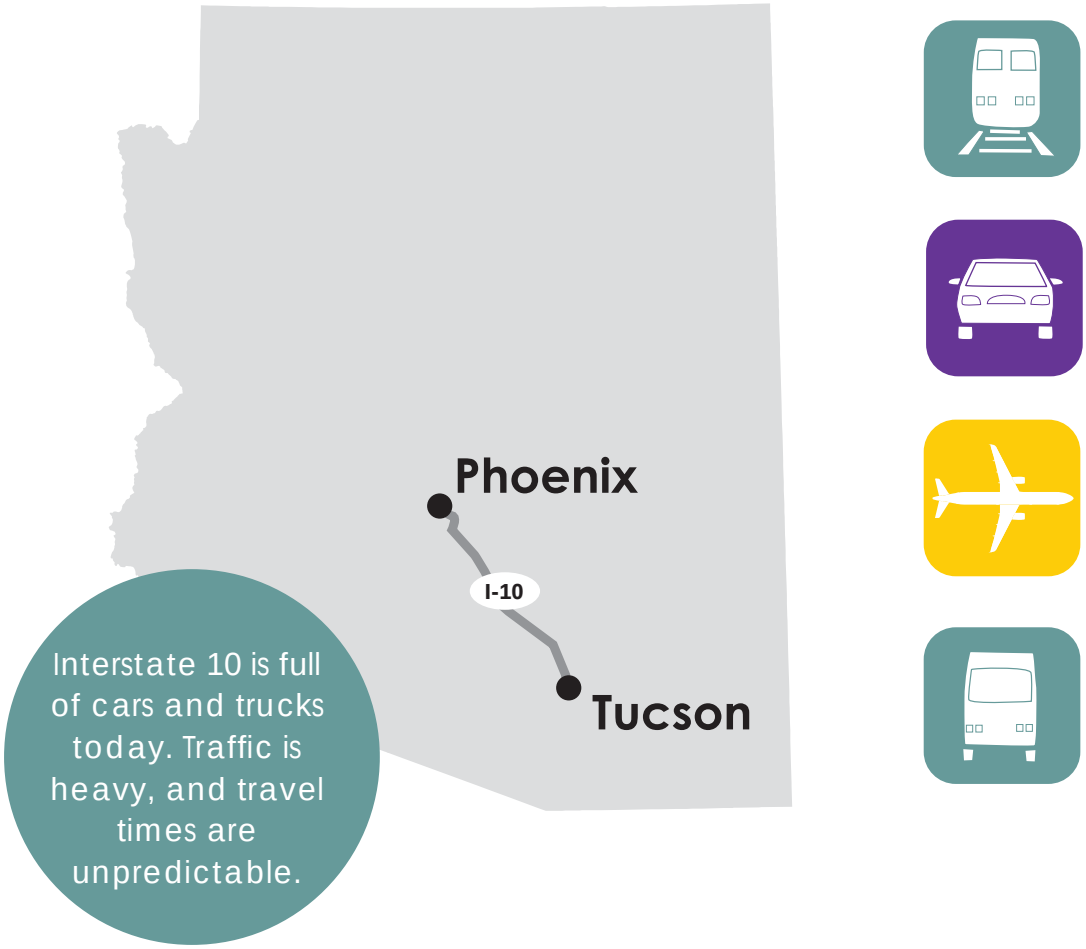
Postage Paid Input Forms Included Due November 14, 2011



THE

Arizona Department of Transportation is studying transportation options for the future.

(See “Study Process” Page 10)



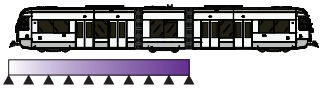
Phoenix and Tucson are Arizona’s largest metropolitan areas, and they are connected by Interstate 10. It is the most heavily traveled corridor in our state, and it is reaching capacity. Previous studies have shown that I-10, even with additional lanes, is not sufficient to meet the demand in the future.

We need high capacity travel choices, characterized as providing faster, more convenient, more reliable service for a larger number of travellers.

LOCAL TRANSIT SERVICES



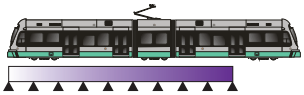
LOCAL BUS
Station Spacing: 2 to 4 blocks
Maximum Speed: 45 mph



STREET CAR
Station Spacing: 2 to 4 blocks
Maximum Speed: 45 mph



BUS RAPID TRANSIT (BRT)
Station Spacing: ½ to 1 mile
Maximum Speed: 45-65 mph



LIGHT RAIL
Station Spacing: ½ to 1 mile
Maximum Speed: 65 mph

COMMUTER SERVICES



EXPRESS BUS
Station Spacing: Limited stops at origin/destination points
Maximum Speed: 65 mph



COMMUTER RAIL
Station Spacing: 5 to 10 miles
Maximum Speed: 79 mph

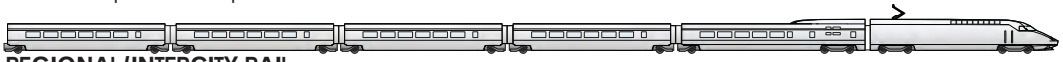
REGIONAL/INTERCITY SERVICES



INTERCITY BUS
Station Spacing: Towns and Cities
Maximum Speed: 75 mph



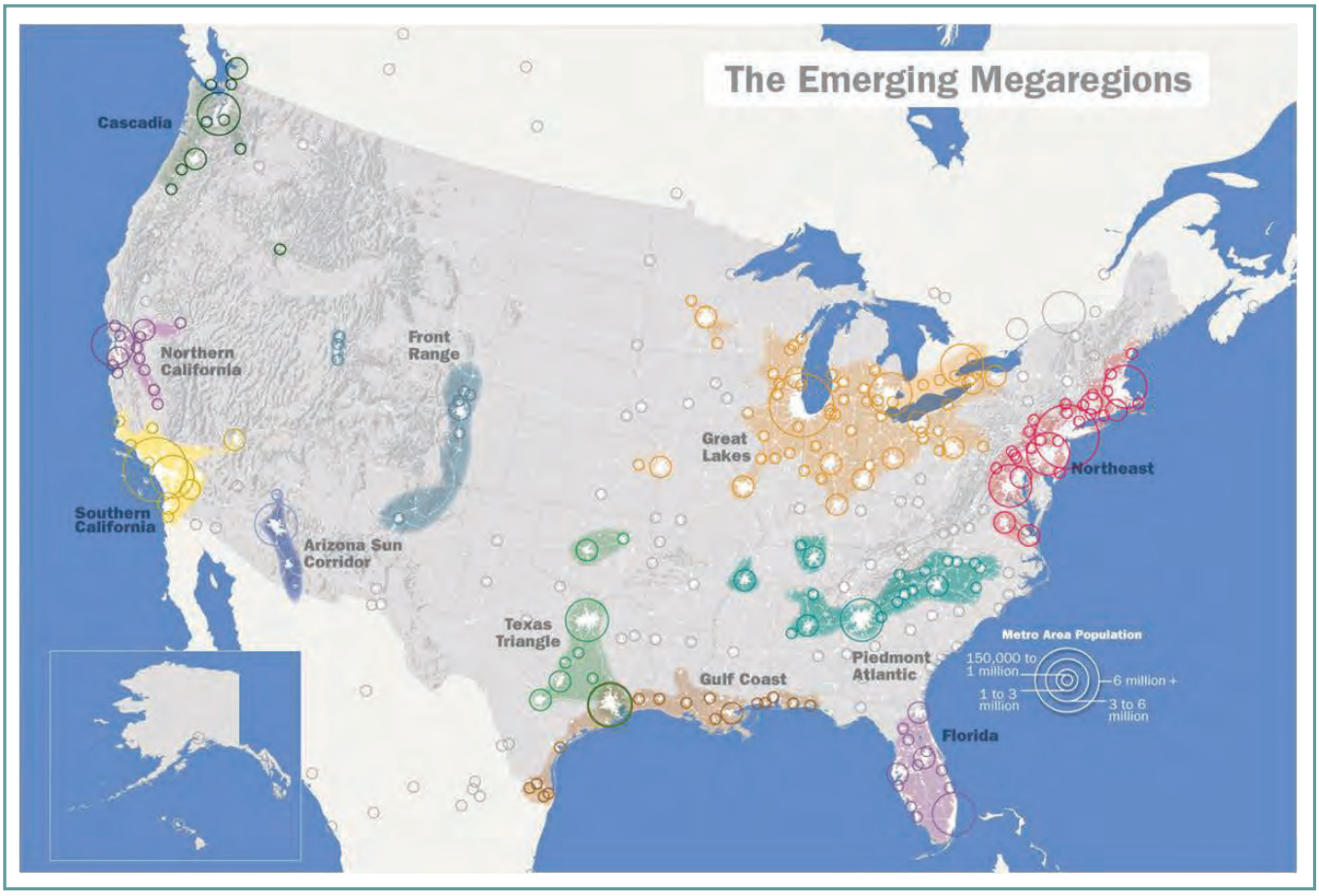
REGIONAL/INTERCITY RAIL
Station Spacing: 20 to 60 miles
Maximum Speed: 110 mph



REGIONAL/INTERCITY RAIL
Station Spacing: 100+ miles
Maximum Speed: 150+ mph

Go to Page 12 for more information on how to submit your comments!

THE Phoenix to Tucson area is regionally and nationally significant...

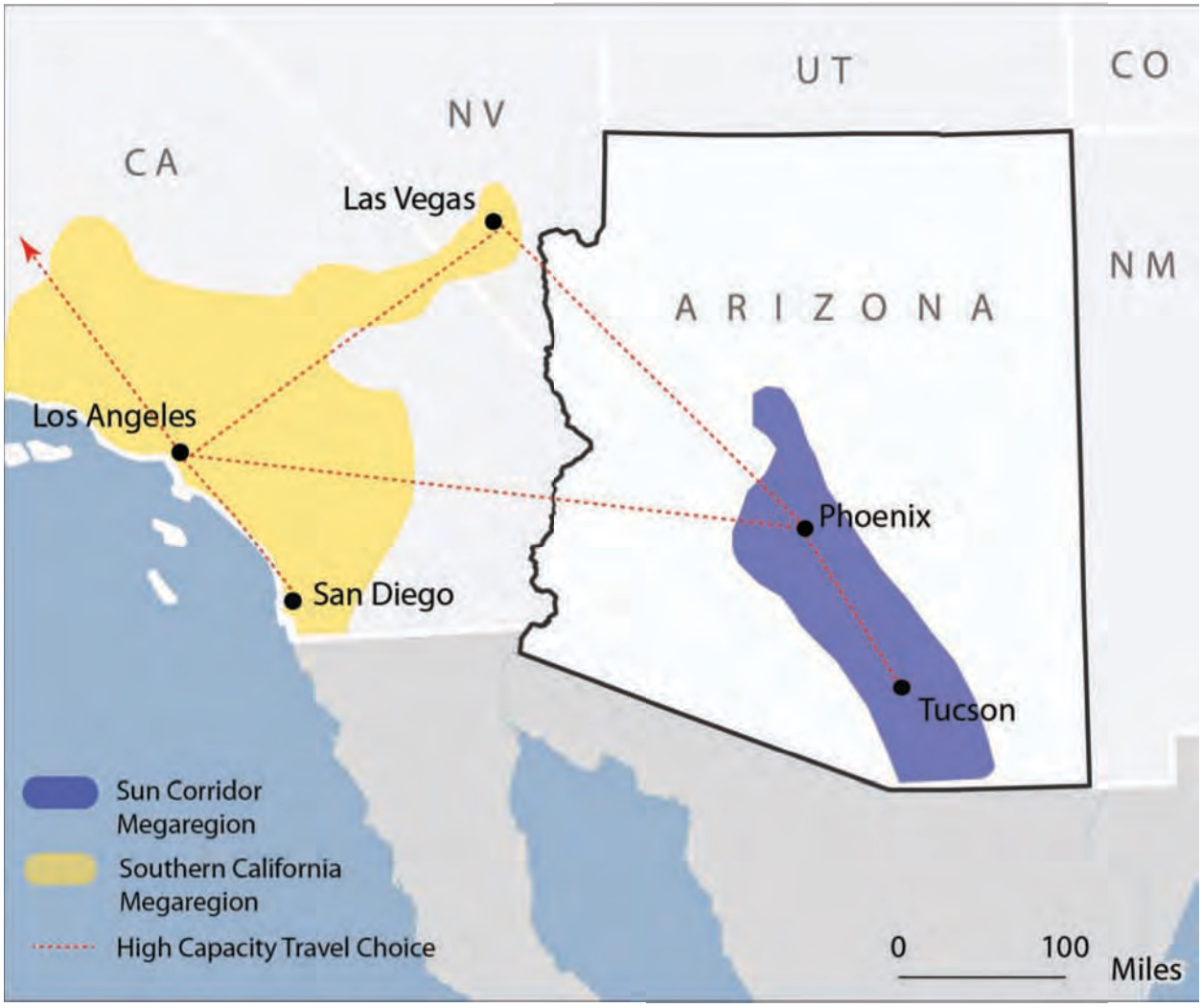


Source: Regional Plan Association (2005)

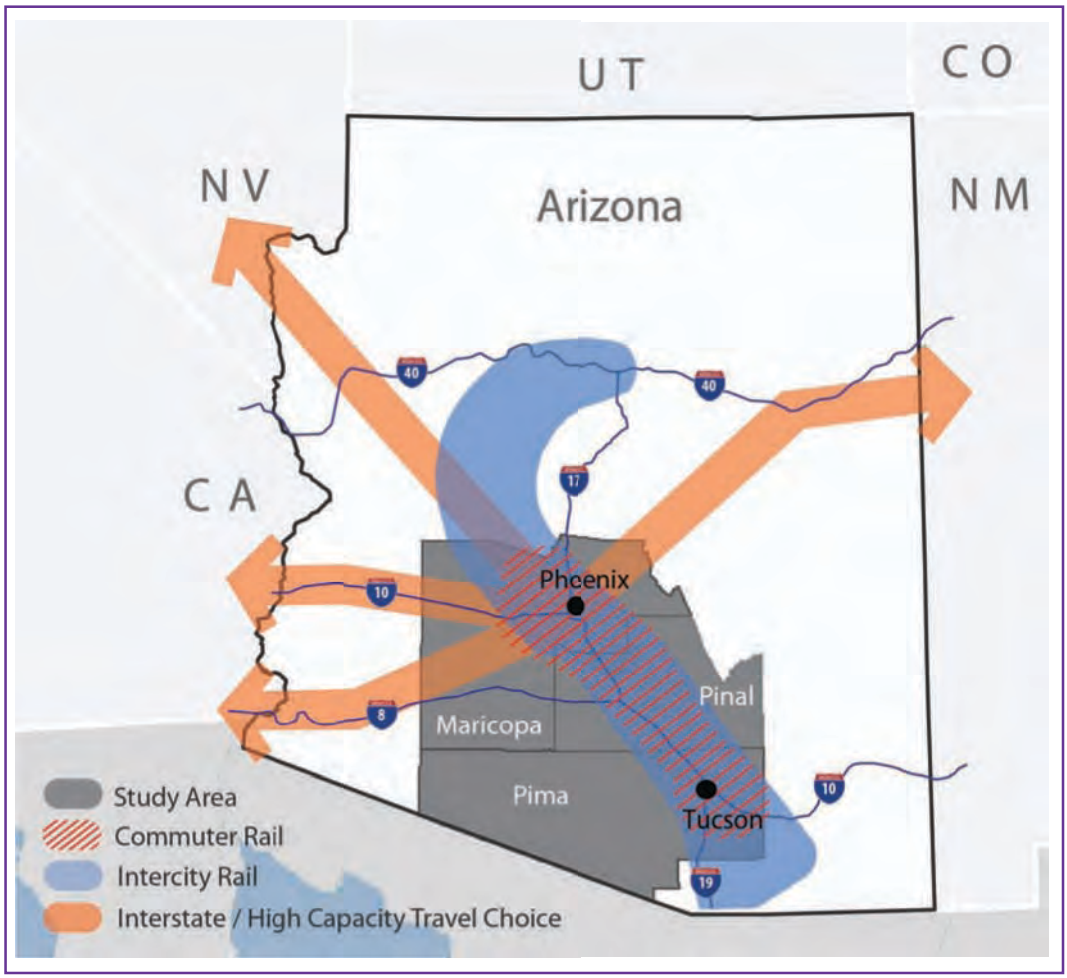
> "As metropolitan regions continued to expand throughout the second half of the 20th century their boundaries began to blur, creating a new scale of geography now known as the megaregion. Interlocking economic systems, shared natural resources and ecosystems, and common transportation systems link these population centers together. Most of the nation's rapid population growth, and an even larger share of its economic expansion, is expected to occur in 10 or more emerging megaregions: large networks of metropolitan regions, each megaregion covering thousands of square miles and located in every part of the country."
>
> *--- www.america2050.org*

...and our connection to Nevada and Southern California is vital.

The ADOT Intercity Rail Study is a necessary step in the development process. Connecting Phoenix to Tucson with high capacity travel choices creates mobility options in the Sun Corridor and connects to the larger regional and national networks.



THE vision is to enhance mobility by providing travel choices connecting Arizona communities to each other and to other states.



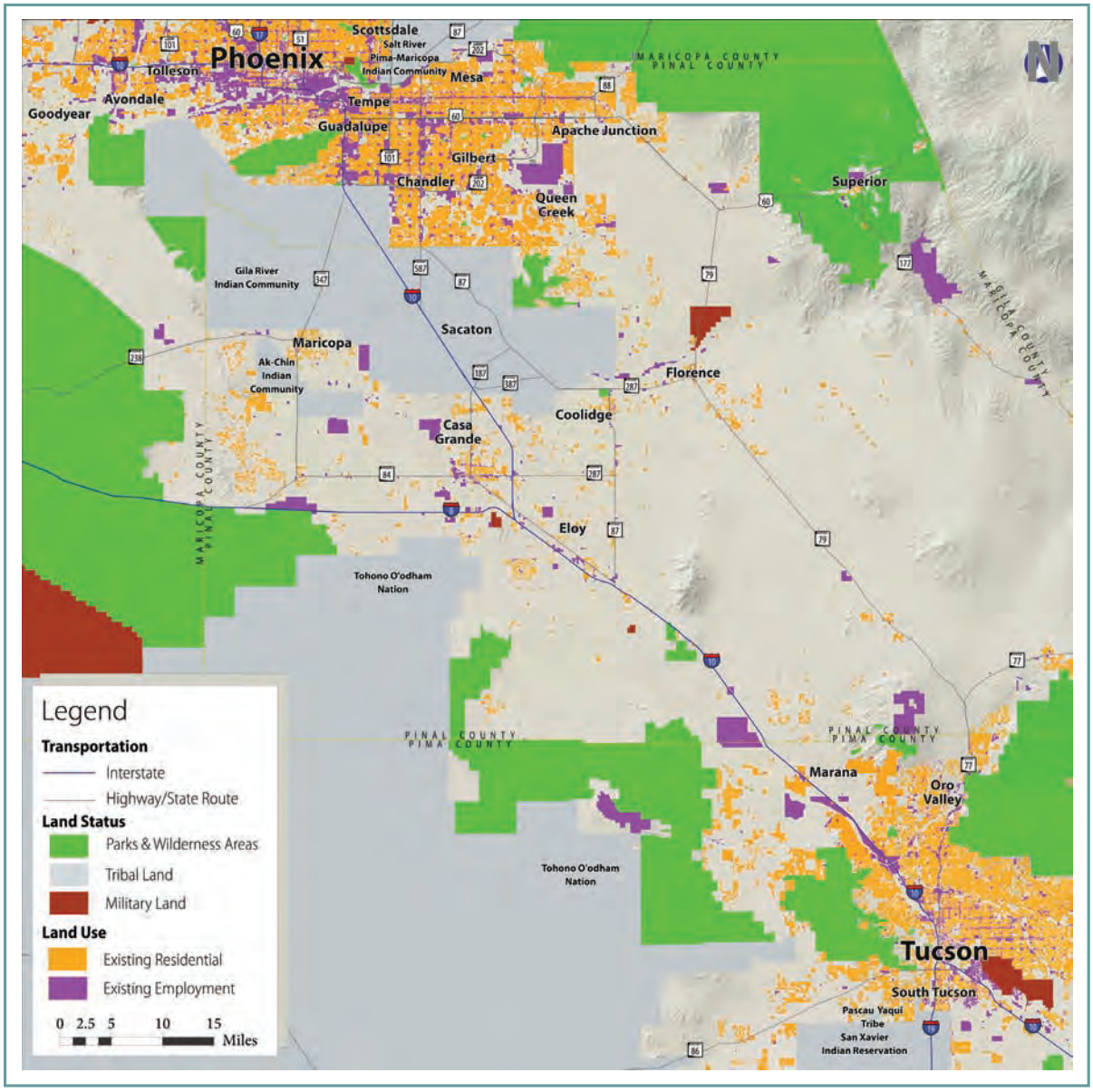
In 2008 and 2009, ADOT worked with communities around the state to develop "Building a Quality Arizona..." a vision for our transportation system 50 years into the future, leading to development of a State Rail Plan.

Talk of intercity rail began years ago, and there are limitless ideas of where a rail line could go. We will start from these previous concepts. There could be more after we hear from you.

Go to Page 12 for more information on how to submit your comments!



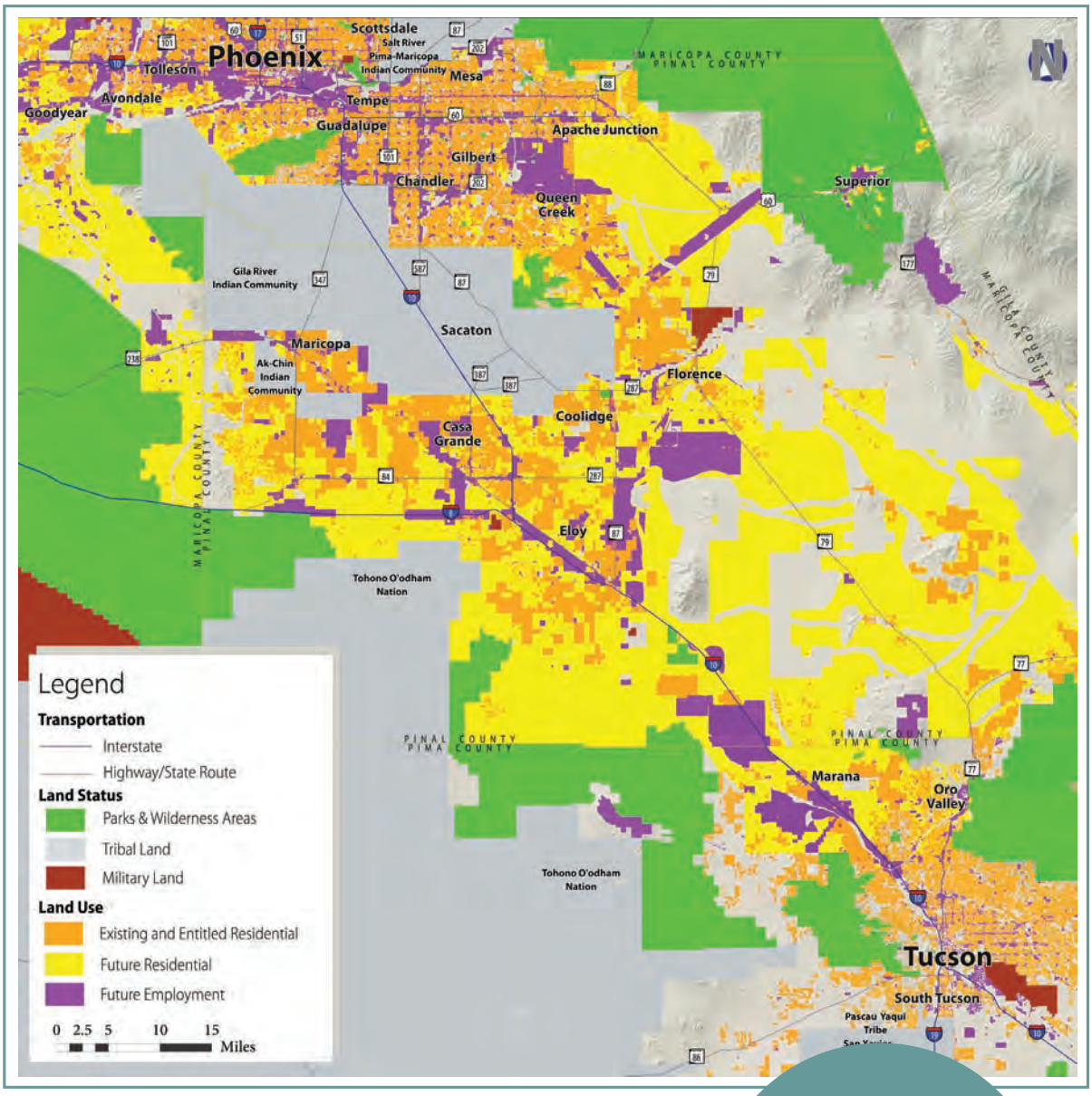
WHERE PEOPLE LIVE AND WORK TODAY



Between now and build-out, residential will double and employment will triple in the corridor, as shown in these maps.

Entitled residential development is also shown for reference (orange color), depicting preliminary residential projects that have the requisite approvals to build.

WHERE PEOPLE WILL LIVE AND WORK IN THE FUTURE

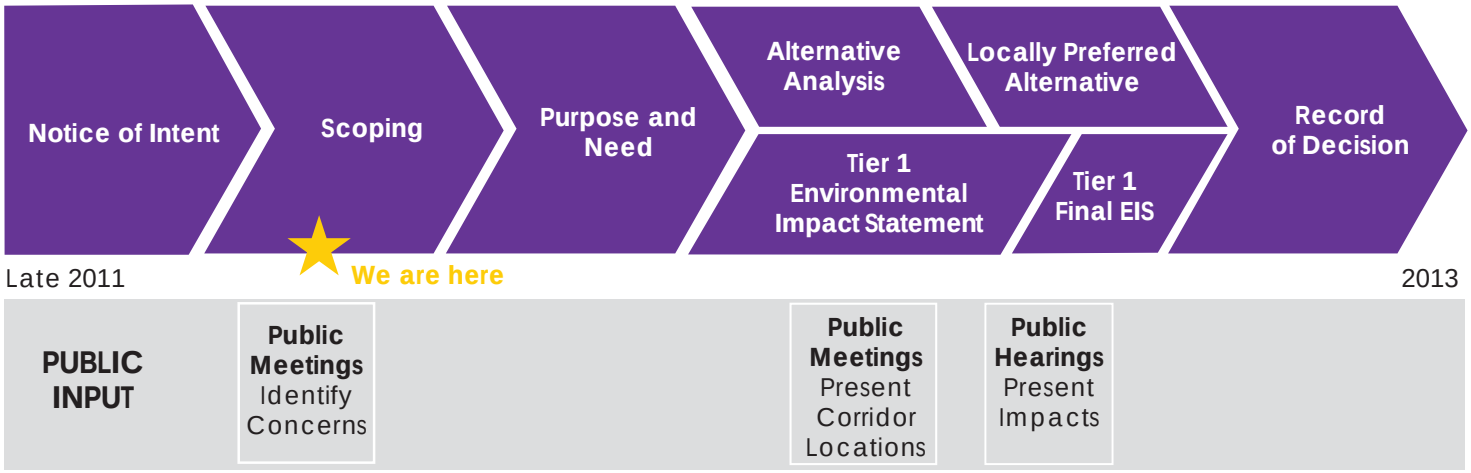


How can high capacity travel choices fit into this future residential and employment vision?

Go to Page 12 for more information on how to submit your comments!

STUDY PROCESS

The Federal Railroad Administration, Federal Transit Administration, and Arizona Department of Transportation are preparing an Alternatives Analysis and Tier 1 Environmental Impact Statement (EIS) to study the implementation of passenger rail service between Tucson and Phoenix. The graphic below outlines the study process.



This study is a required step if a new travel option is to be implemented. Implementation depends on funding for construction and operation, which is not available at this time.

ENVIRONMENTAL CONSIDERATIONS

One of the purposes of an Environmental Impact Statement (EIS) is to identify and analyze elements of the natural, built, and social environment that may be affected by a proposed action or project. For a Tier 1 EIS such as the one being prepared for the Arizona Intercity Rail Study, analysts will assess the potential range of impacts that could occur in each corridor being considered. More detailed study will be completed at a later stage.

The study team has begun collecting existing data, and already has identified areas of concern pertinent to the environmental categories identified below.

Are there other aspects of the environment that should be analyzed in the EIS?

This current scoping period is the best time for you to provide feedback to be included in the techincal analysis.

- Archaeological and Historic Sites
- Vegetation and Wildlife
- Air and Water Quality
- Noise and Vibration
- Energy and Utilities
- Hazardous Materials
- Water Resources
- Land Use
- Population and Employment
- Environmental Justice / Title VI
- Economics
- Social Conditions - Community Impact Assessment
- Recreational Lands and Facilities
- Geology
- Visual Resources and Views
- Floodplains
- Farmlands
- Indirect and Cumulative Impacts
- Temporary Construction Impacts



In this study, let's explore future options for travel between Phoenix and Tucson!

1 Participate Online (October 7 - November 14)

at www.azdot.gov/intercityrail

2 Order a Do-It-Yourself Participation Kit

To request a kit, call 855.250.7245 (toll-free) or email intercityrail@azdot.gov.

3 Visit Us In Person

A list of all open houses and events is available at www.azdot.gov/intercityrail.

Contact Us

Plesase submit your comments through **November 14, 2011.**

Mail: ADOT Intercity Rail Study
c/o KDA Creative
4545 E. Shea Blvd. Ste 210
Phoenix, AZ 85028

Email: intercityrail@azdot.gov
Phone: 855.250.7245 (toll-free)
Fax: 602.368.9645

@ArizonaDOT
www.facebook.com/AZDOT
http://adotblog.blogspot.com

Appendix H: Scoping Comment Form

Comment Form



ADOT | INTERCITY RAIL STUDY

www.azdot.gov/intercityrail

Thank you for providing your input! Please return comments using the included postage paid envelope by **November 14, 2011**.

Home ZIP _____

Work ZIP _____

How might a new high-capacity travel choice between Phoenix and Tucson affect you?

_____

_____

_____

_____

How might a new high-capacity travel choice affect your community?

_____

_____

_____

_____

How might a new high-capacity travel choice affect your environment? A list of environmental considerations is provided on page 4 of this survey.

_____

_____

_____

_____

What would be your preferred travel choice between Phoenix and Tucson?

- ☐ Personal Vehicle
- ☐ Bus
- ☐ Bike
- ☐ Train
- ☐ Air

Do you travel between Phoenix and Tucson?

- ☐ Yes
- ☐ No

If yes, why?

- ☐ Work
- ☐ Play
- ☐ School
- ☐ Shop
- ☐ Recreate
- ☐ Other _____

What is your typical destination? (Please be specific, provide cross streets or general vicinity)

_____

_____

_____

_____

How often do you make this trip?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ A few times a month
- ☐ A few times a year
- ☐ Other _____

How could your trip be improved?

_____

_____

_____

_____

Return this survey by **November 14, 2011** by one of the following:

1) Use the provided postage paid envelope.

2) Mail to: ADOT Intercity Rail Study
c/o KDA Creative
4545 E. Shea Blvd. Ste. 210
Phoenix, AZ 85028

3) Fax to: 602.368.9645

Please continue to pages 3 & 4 and provide additional input on maps!

PREVIOUS STUDY CORRIDORS



This map shows corridors that were identified in previous studies where new high capacity travel options could be located. We will use these corridors, and any new ideas generated by YOU, as a starting points, and refine corridors from there.

Are there ideas that make more sense than others? Do you have any other ideas? Anything missing?

ENVIRONMENTAL CONSIDERATIONS

Archaeological and Historic Sites
Vegetation and Wildlife
Air and Water Quality
Noise and Vibration
Energy and Utilities
Hazardous Materials
Water Resources
Land Use
Population and Employment
Environmental Justice / Title VI
Economics
Social Conditions - Community Impact Assessment
Recreational Lands and Facilities
Geology
Visual Resources and Views
Floodplains
Farmlands
Indirect and Cumulative Impacts
Temporary Construction Impacts








Listed above are environmental elements that we will study when considering a new high-capacity travel option.

Are there any other environmental concerns?

Appendix I: Scoping Event Exhibits

Visit Us In Person

Open Houses & Events

Maricopa County

October 11
Burton Barr Library*
Auditorium
1221 N. Central Ave.
Phoenix, AZ 85004
3 pm - 7 pm

October 12
Arizona State University
Campus Mall
1151 South Forest Avenue
Tempe, AZ 85287
10 am - 2 pm

October 24
Chandler Downtown Library*
Copper Room
22 S. Delaware St.
Chandler, AZ 85225
3 pm - 7 pm

November 1
Mesa Main Library*
Saguaro Room
64 East First Street
Mesa, AZ 85201
3 pm - 6:30 pm

Pinal County

October 18
Town of Florence*
Town Hall
775 North Main Street
Florence, AZ 85132
3 pm - 7 pm

October 19
Central Arizona College*
Signal Peak Campus
Room M101
8470 North Overfield Road
Coolidge, AZ 85128
3 pm - 7 pm

October 25
City of Eloy*
Council Chambers
628 North Main Street
Eloy, AZ 85131
3 pm - 7 pm

October 27
City of Casa Grande*
Council Chambers
510 East Florence Boulevard
Casa Grande, AZ 85122
3 pm - 7 pm

Pima County

October 7
University of Arizona
Main Campus Mall
1303 E. University Boulevard
Tucson, AZ 85719
11 am - 2 pm

October 8
2nd Saturdays Downtown
44 N. Stone Avenue
Tucson, AZ 85701
6 pm - 9 pm

October 13
Pima Community College*
Northwest Campus
7600 N. Shannon Road
Tucson, AZ 85709
3 pm - 7pm

October 14-16
Tucson Meet Yourself Event
Pima County Plaza
Surrounding 130 W. Congress
Tucson, AZ 85701
Oct. 14: 11 am - 1 pm
& 3 pm - 7pm
Oct. 15: 3 pm - 7 pm
Oct. 16: 2 pm - 6 pm

* For open houses, persons with a disability may request a reasonable accommodation such as a sign language interpreter by contacting Kristin Bornstein at 602-368-9644 or email at kristin@kdacreative.com. Requests should be made as early as possible to allow time to arrange the accommodation.



ADOT | INTERCITY RAIL STUDY

Order a Do-It-Yourself Participation Kit

To request a kit, call 855.250.7245 (toll-free) or email intercityrail@azdot.gov.

ADOT | INTERCITY RAIL STUDY

Participate Online

at www.azdot.gov/intercityrail

(October 7 - November 14)



ADOT | INTERCITY RAIL STUDY

ENVIRONMENTAL CONSIDERATIONS

Archaeological and Historic Sites

Vegetation and Wildlife

Air and Water Quality

Noise and Vibration

Energy and Utilities

Hazardous Materials

Water Resources

Land Use

Population and Employment

Environmental Justice / Title VI

Economics

Social Conditions - Community Impact Assessment

Recreational Lands and Facilities

Geology

Visual Resources and Views

Floodplains

Farmlands

Indirect and Cumulative Impacts

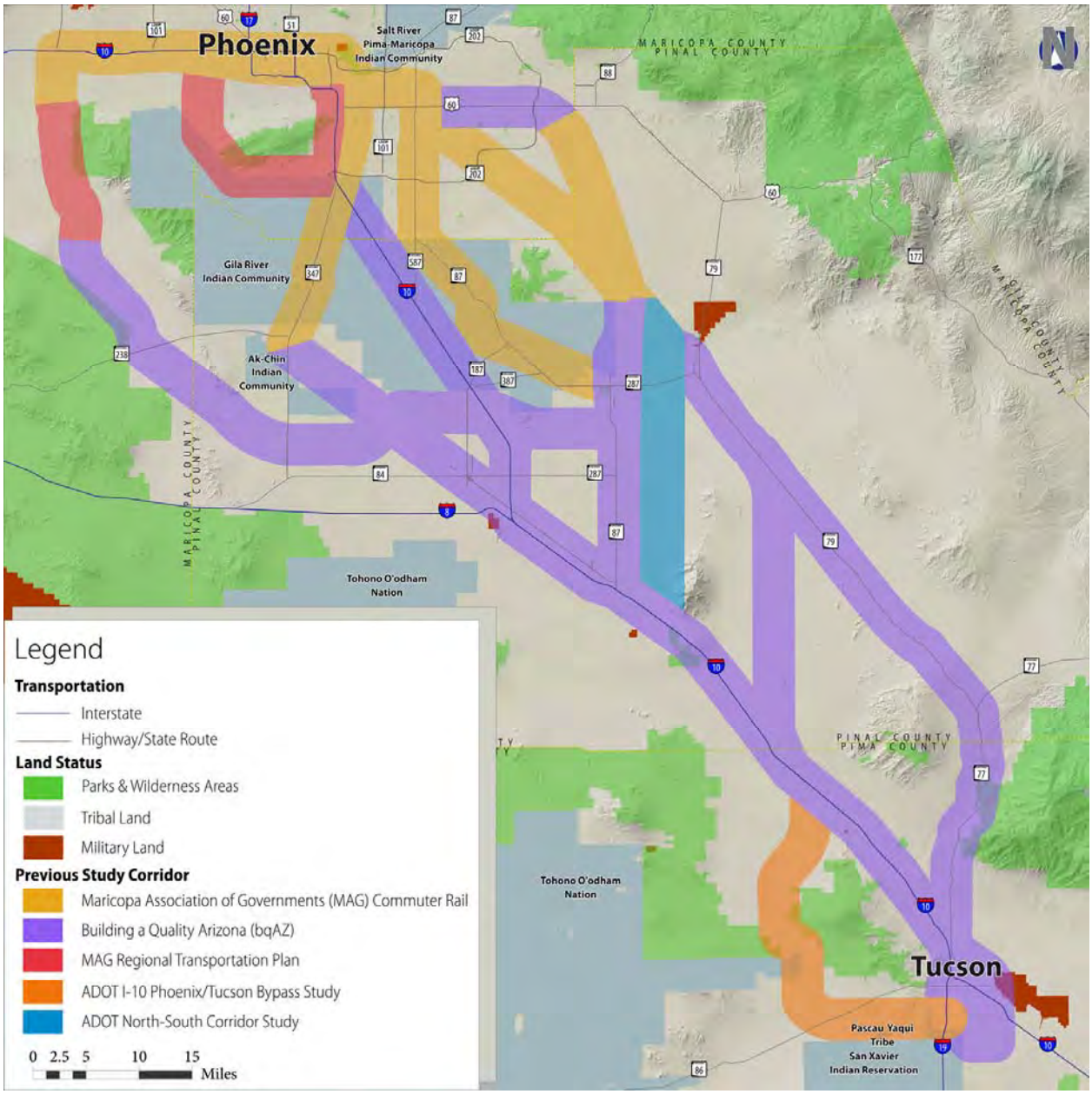
Temporary Construction Impacts

Are there other aspects of the environment that should be analyzed in the EIS?

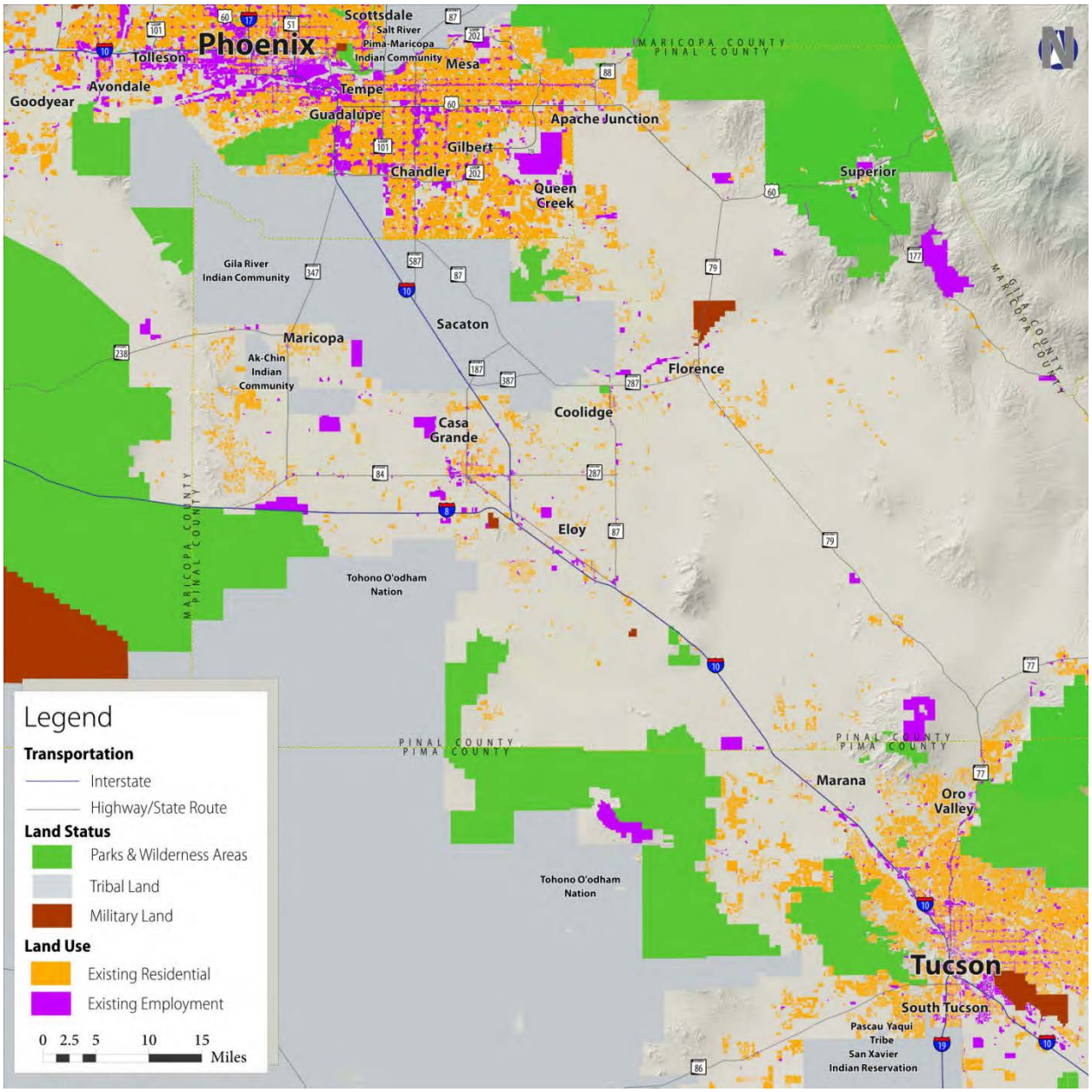
This current scoping period is the best time for you to provide feedback to be included in the techincal analysis.



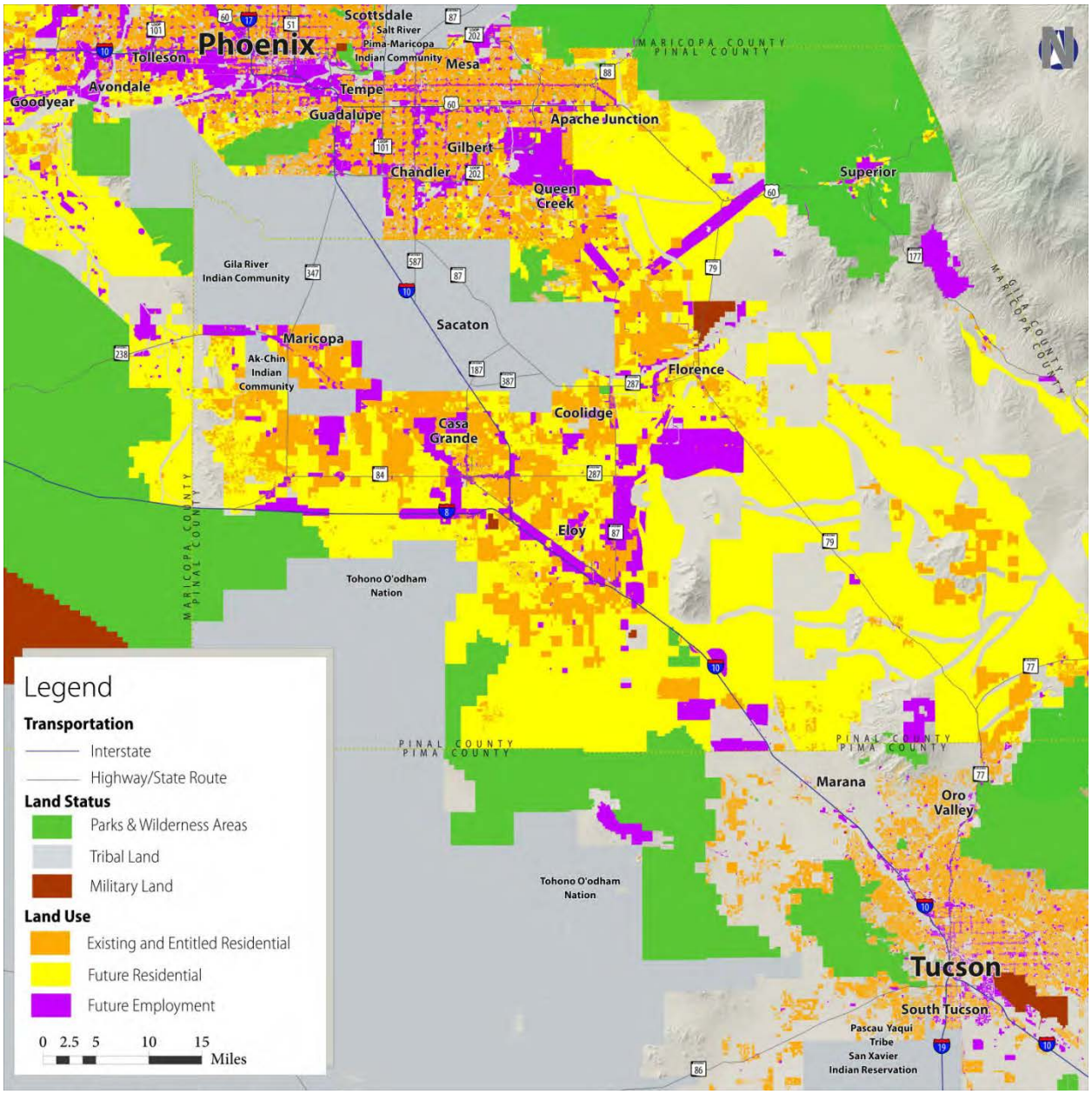
Previous Study Corridors Board



Where People Live and Work Today



Where People Will Live and Work in the Future

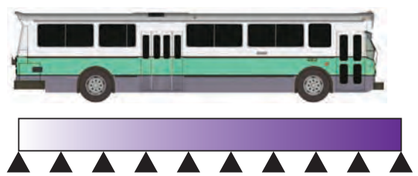


Add your voice!

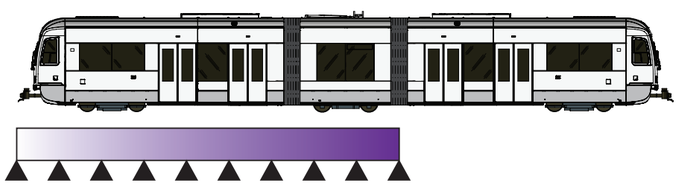


ADOT | INTERCITY RAIL STUDY

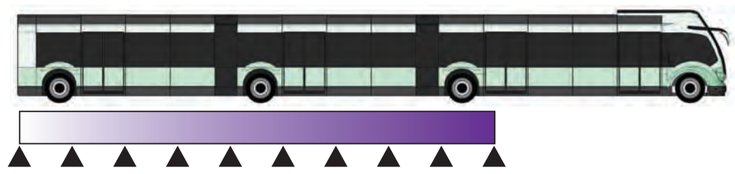
LOCAL TRANSIT SERVICES



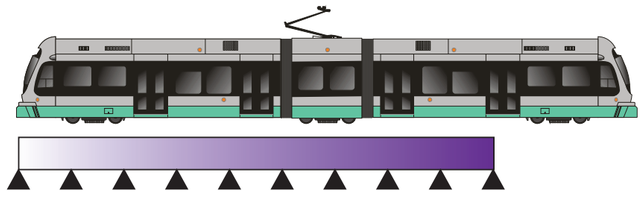
LOCAL BUS
Station Spacing: 2 to 4 blocks
Maximum Speed: 45 mph



STREET CAR
Station Spacing: 2 to 4 blocks
Maximum Speed: 45 mph



BUS RAPID TRANSIT (BRT)
Station Spacing: ½ to 1 mile
Maximum Speed: 45-65 mph



LIGHT RAIL
Station Spacing: ½ to 1 mile
Maximum Speed: 65 mph



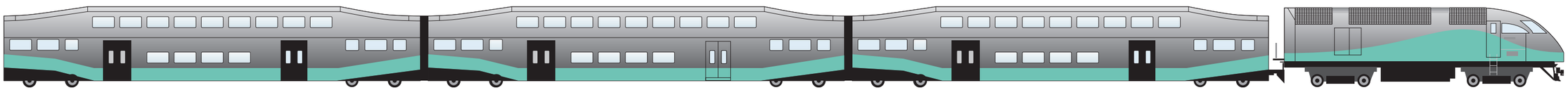
ADOT | INTERCITY RAIL STUDY

COMMUTER SERVICES



EXPRESS BUS

Station Spacing: Limited stops at origin/destination points
Maximum Speed: 65 mph



COMMUTER RAIL

Station Spacing: 5 to 10 miles
Maximum Speed: 79 mph



ADOT | INTERCITY RAIL STUDY

REGIONAL / INTERCITY SERVICES



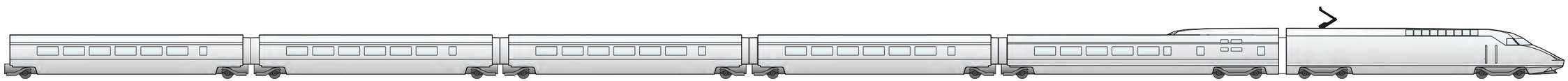
INTERCITY BUS

Station Spacing: Towns and Cities
Maximum Speed: 75 mph



REGIONAL/INTERCITY RAIL

Station Spacing: 20 to 60 miles
Maximum Speed: 110 mph



INTERREGIONAL/INTERCITY RAIL

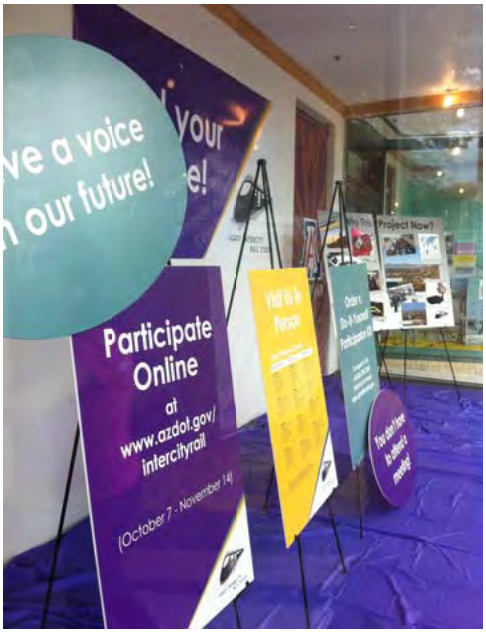
Station Spacing: 100+ miles
Maximum Speed: 150+ mph

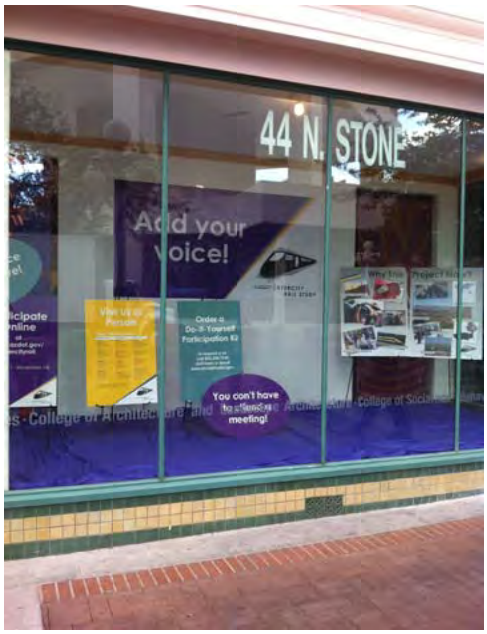
ADOT | INTERCITY RAIL STUDY

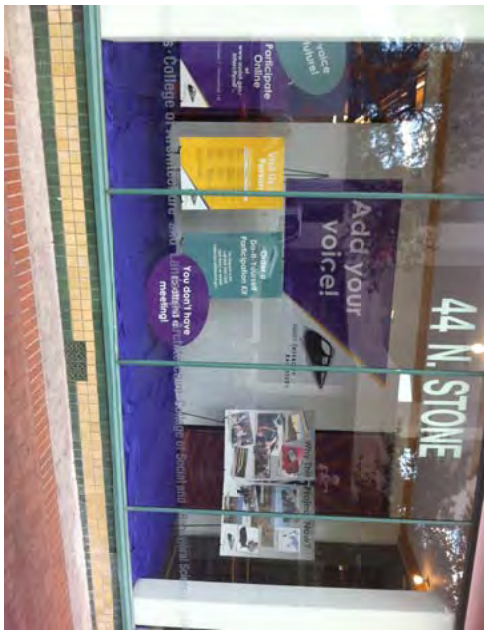
Appendix J: Photographs from Scoping Events


Here are some ideas from previous studies! Any others?
Previous Study Corridors


Here are some ideas from previous studies! Any others?
Continue the discussion!


Participate Online
at
www.azdot.gov/intercityrail
(October 7 - November 14)


44 N. STONE
Add your voice!
You can't have to attend a meeting!


44 N. STONE
Add your voice!
You don't have meeting!






Previous Study Corridors
the Drachman Institute

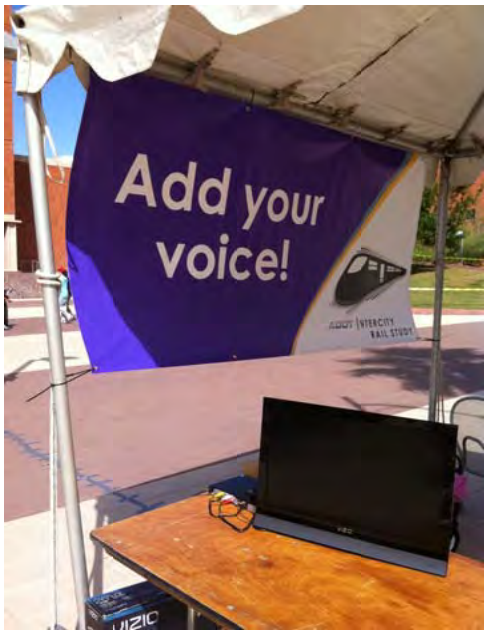











Add your voice!

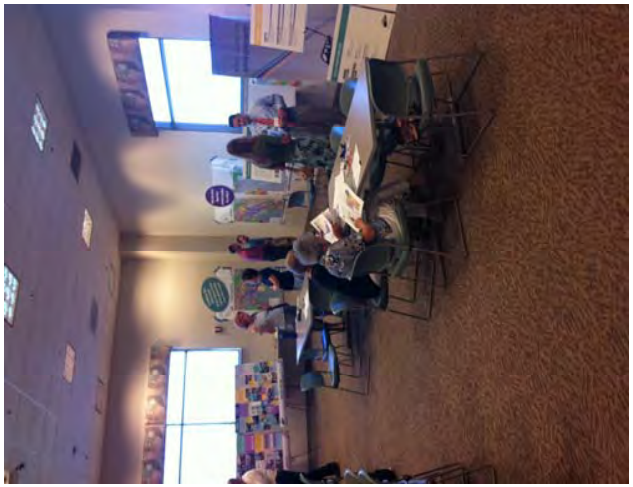


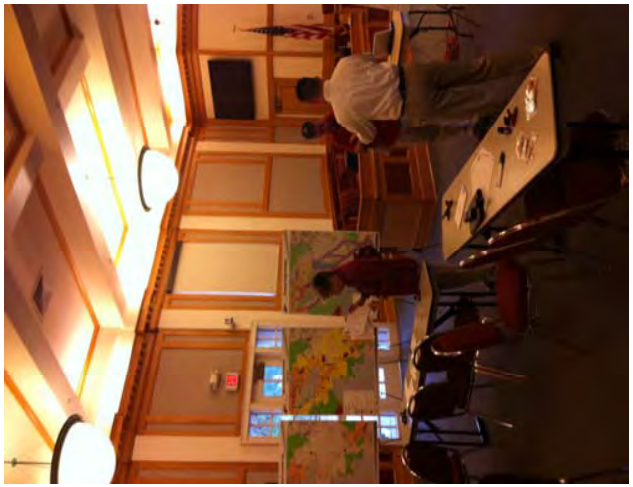







LOCAL TRANSIT SERVICES


















Add your
voice!

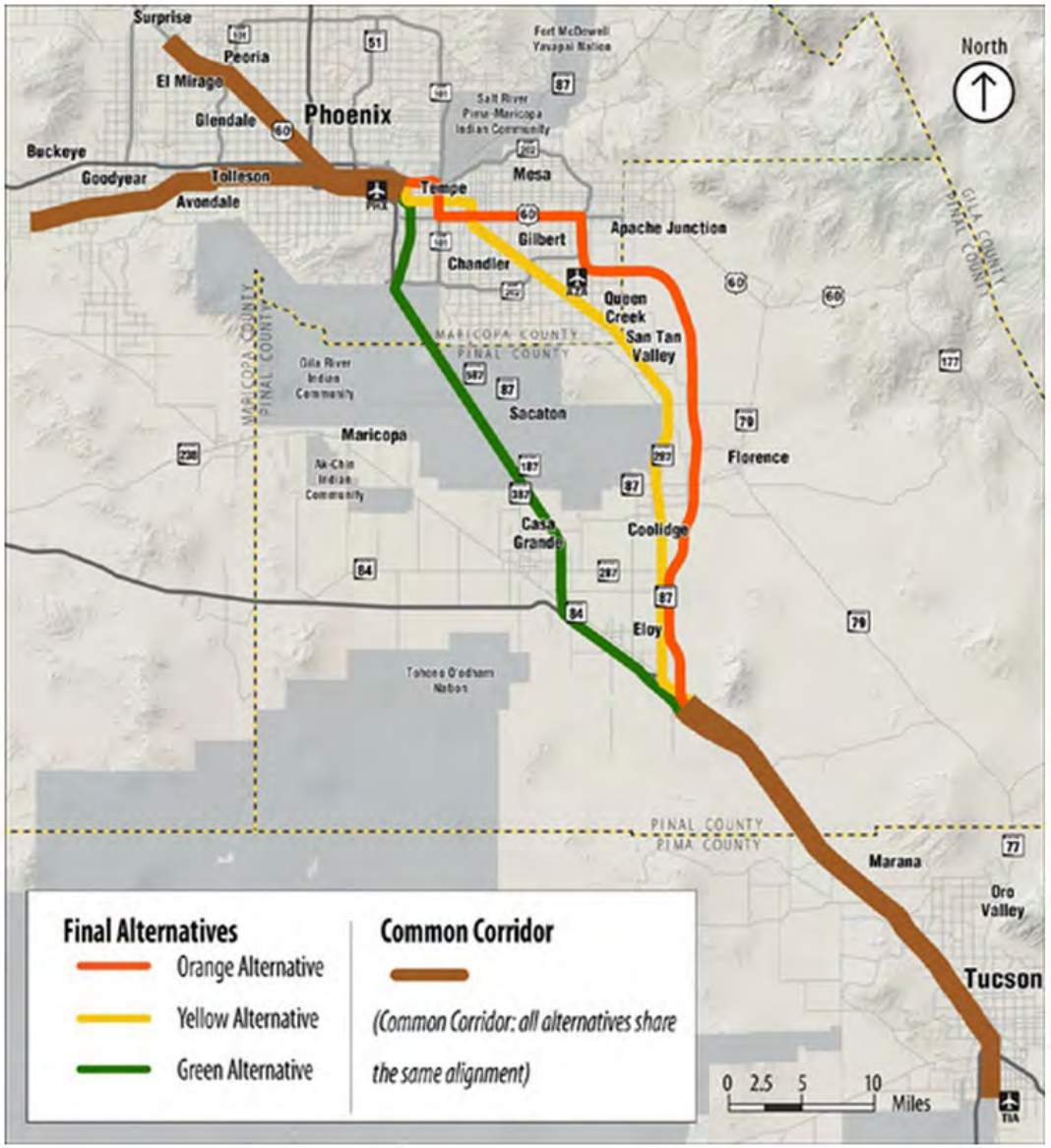
Preliminary Analysis on ADOT Rail Study Public Survey

Andisheh Ranjbari
Yi-Chang Chiu, Ph.D.
Xiaoyu Zhu, Ph.D.

Dept of Civil Engineering and Engineering Mechanics
University of Arizona
April 2014

azengineering

The 3 Alternatives



Confidential Internal Discussions Only

Basic Statistics

Choice Alternative		
Green	491	29.31%
Orange	367	21.91%
Yellow	809	48.30%
Blank	8	0.48%
Total		1675

Order				
G	O	Y	Count	%
1	2	3	209	12.48%
1	3	2	282	16.84%
2	1	3	84	5.01%
2	3	1	182	10.87%
3	1	2	282	16.84%
3	2	1	625	37.31%
Blank			11	0.66%
Total			1675	

Basic Statistics

PolicyQ1		
Fastest overall travel time	489	80.30%
Limit cost of construction	120	19.70%

PolicyQ2		
Limits service disruptions and maintains schedule reliability	494	80.98%
Limits impacts to private property	116	19.02%

PolicyQ3		
Limiting the cost of the trip	488	75.54%
Limiting the cost of construction	158	24.46%

PolicyQ4		
Limits service disruptions and maintains schedule reliability	554	85.23%
Limits the cost of a trip	96	14.77%

PolicyQ5		
Limiting cost of construction	217	54.11%
Limiting impacts to private property	184	45.89%

PolicyQ6		
Limits cost of trip	153	38.15%
Provides fastest overall travel time	248	61.85%

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Importance of Decision Variables

Five decision variables were included in the survey:

- Overall travel time
- Cost of construction
- Schedule reliability
- Cost of the trip
- Impacts to private property

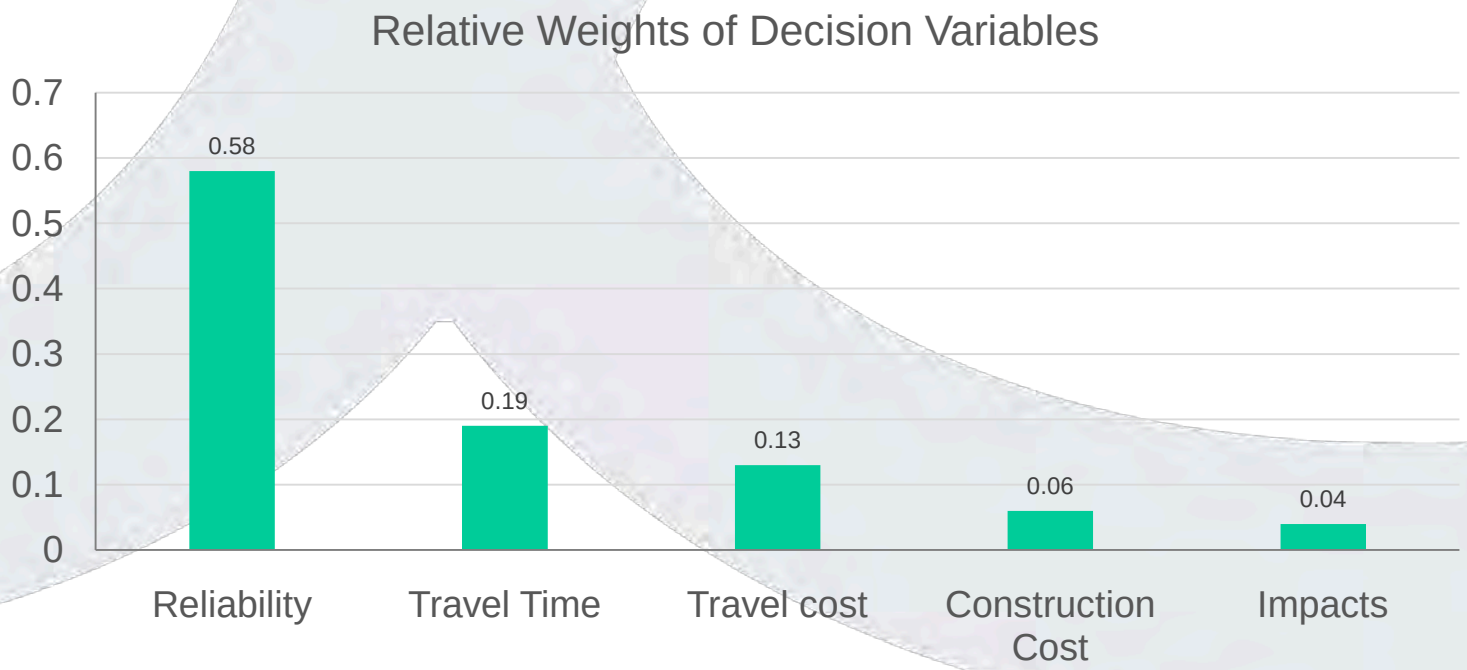
Pair-wise Comparisons Table

	Reliability	Travel Time	Travel Cost	Construction Cost	Impacts
Reliability	1	3.52	5.77	18.17	4.26
Travel Time	0.28	1	1.62	4.08	4.68
Travel Cost	0.17	0.6	1	3.09	3.66
Construction Cost	0.06	0.25	0.32	1	1.17
Impacts	0.23	0.21	0.27	0.85	1

Analysis of Decision Variables

The relative importance of decision variables was calculated by the AHP (Analytic Hierarchical Process) method:

Reliability	Travel Time	Travel Cost	Construction Cost	Impacts
0.58	0.19	0.13	0.06	0.04



Analysis Results

Ordered Logit Model used for analysis.

	Estimate	Std.	t-value	Pr(>|t|)
Orange:(intercept)	-1.142526	0.96485	0.236354	
Yellow:(intercept)	-0.684609	0.911793	0.4527502	
Orange:factor(OrgCounty)2	0.014521	0.179166	0.9354046	
Yellow:factor(OrgCounty)2	-0.154283	0.199715	0.4398093	
Orange:factor(OrgCounty)3	-0.91385	0.159871	1.09E-08	***
Yellow:factor(OrgCounty)3	-1.427495	0.175989	4.44E-16	***
Orange:factor(DestCounty)2	-0.117933	0.237579	0.6196162	
Yellow:factor(DestCounty)2	-0.228731	0.251134	0.3624034	
Orange:factor(DestCounty)3	-0.562321	0.159908	0.0004372	***
Yellow:factor(DestCounty)3	-0.777569	0.17725	1.15E-05	***

	Estimate	Std.	t-value	Pr(>|t|)
Orange:(intercept)	0.423545	0.060677	2.94E-12	***
Yellow:(intercept)	0.813433	0.06346	2.2E-16	***
Orange:I(Purpose==3)	-0.325526	0.151495	0.031653	*
Yellow:I(Purpose==3)	-0.097421	0.154062	0.527159	
Orange:I(Purpose==1)	0.20932	0.111301	0.060018	.
Yellow:I(Purpose==1)	0.335578	0.117611	0.004327	**

Analysis Results

	Estimate	Std.	t-value	Pr(>|t|)
Orange:(intercept)	-0.549925	0.559841	0.325958	
Yellow:(intercept)	-0.021611	0.527875	0.967344	
Orange:factor(EgressMode)1	0.988854	0.564777	0.079968	.
Yellow:factor(EgressMode)1	0.828505	0.533443	0.120393	
Orange:factor(EgressMode)2	0.979569	0.58216	0.092444	.
Yellow:factor(EgressMode)2	1.098062	0.554528	0.047684	*
Orange:factor(EgressMode)3	0.789351	0.568175	0.164749	
Yellow:factor(EgressMode)3	0.623426	0.53732	0.245947	
Orange:factor(EgressMode)4	1.187819	0.570178	0.037229	*
Yellow:factor(EgressMode)4	1.226748	0.540599	0.023254	*
Orange:factor(EgressMode)5	1.326741	0.597877	0.026481	*
Yellow:factor(EgressMode)5	1.561424	0.575413	0.006656	**

	Estimate	Std.	t-value	Pr(>|t|)
Orange:factor(PolicyQ1)1	1.040191	0.771281	0.177448	
Yellow:factor(PolicyQ1)1	1.287954	0.721026	0.074054	.
Orange:factor(PolicyQ1)2	1.192276	0.788477	0.130502	
Yellow:factor(PolicyQ1)2	1.75033	0.74178	0.018293	*
Orange:factor(PolicyQ4)1	1.060612	0.770751	0.1687979	
Yellow:factor(PolicyQ4)1	1.508699	0.720803	0.036342	*
Orange:factor(PolicyQ4)2	1.138805	0.792202	0.1505707	
Yellow:factor(PolicyQ4)2	1.382575	0.74521	0.0635559	.
Orange:factor(PolicyQ6)1	1.244139	0.782643	0.1119105	
Yellow:factor(PolicyQ6)1	1.557094	0.734816	0.0340883	*
Orange:factor(PolicyQ6)2	0.904423	0.775717	0.2436475	
Yellow:factor(PolicyQ6)2	1.059408	0.726411	0.1447266	

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Preliminary Interpretations

Origin/Destination stations:

- ✓ People traveling from Casa Grande liked Green.
- ✓ People traveling from Pinal county (mostly San Tan Valley, Coolidge and Florence) and also in Gilbert and Queen Creek liked Yellow, and then Orange. Similar result found for people going to San Tan Valley, Gilbert and Queen Creek.
- ✓ People with origin/destination in Goodyear and people with destination in Chandler liked Green.
- ✓ People going to Mesa or PHX-Mesa Gateway Airport liked Orange.

Interpretation of the Analysis Results

Access/Egress mode, Trip Purpose, Time, No. of Parties:

- ✓ Access mode is not an important factor, but people with egress mode of Walk/Bicycle liked Yellow and Orange. People with egress mode Bus also liked Yellow the most.
- ✓ People with Trip Purpose of Airport Connection liked Green, and those with Trip Purpose of Business liked Yellow and then Orange.
- ✓ Time and No. of Parties are not important.

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Interpretation of the Analysis Results

Policy Questions:

- ✓ People who cared about cost of construction rather than travel time, liked Yellow.
- ✓ People who cared about impacts to private property rather than reliability, liked Orange.
- ✓ People who cared about reliability rather than travel cost, liked Yellow and then Orange.
- ✓ People who cared about travel time more than travel cost, liked Green.

PASSENGER RAIL CORRIDOR STUDY
Tucson to Phoenix

Passenger Rail Corridor Study
Tucson to Phoenix

SAFETEA-LU
SECTION 6002 COORDINATION PLAN

Submitted by:

Arizona Department of Transportation
Multimodal Planning Division
206 S. 17th Avenue, Mail Drop 310B
Phoenix, AZ 85007

Submitted to:

Federal Transit Administration
Federal Rail Administration

Version 1.0 | April 5, 2011



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I. Purpose of the SAFETEA-LU Section 6002 Coordination Plan

Section 6002 of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that a project's lead agencies establish a plan for coordinating public and agency participation during the environmental review process. Section 6002 applies to all projects for which an Environmental Impact Statement (EIS) is prepared.

The purposes of the SAFETEA-LU Section 6002 Coordination Plan (Coordination Plan) are to facilitate and document the lead agencies' structured interaction with the public and other agencies, as well as inform the public and other agencies of how that interaction will be accomplished. The Coordination Plan is meant to promote an efficient and streamlined environmental review process and project management through coordination, scheduling, and early resolution of issues. The Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA), as joint lead federal agencies, and the Arizona Department of Transportation (ADOT), as project sponsor, have prepared this Coordination Plan to accompany the Tier I EIS, Alternatives Analysis and Service Development Plan that will be developed for the implementation of passenger rail service between Tucson and Phoenix, Arizona (Figure 1).

FRA, FTA, and ADOT have solicited comments from the public and interested agencies regarding the purpose and need for the proposed action, project alternatives, methods to be used in evaluating the project alternatives, and the level of detail required in the analysis of each project alternative. This Coordination Plan describes the roles of the lead agency, project sponsor, and the cooperating and participating agencies. It establishes the timeline for agency review and comment on such items as the purpose and need, the range of alternatives, and the Tier I EIS, and it establishes the public involvement procedures that will be used to inform the community about the project. The Coordination Plan will be updated as needed over the course of the project to reflect any changes in content that may be required. In this Coordination Plan, the FRA, FTA, and ADOT have included a Tribal Coordination Plan specific to this project to guide coordination with the various Tribes that have an interest in this project.

This information is also available to all interested parties on the project website at:
http://www.azdot.gov/passengerrail/

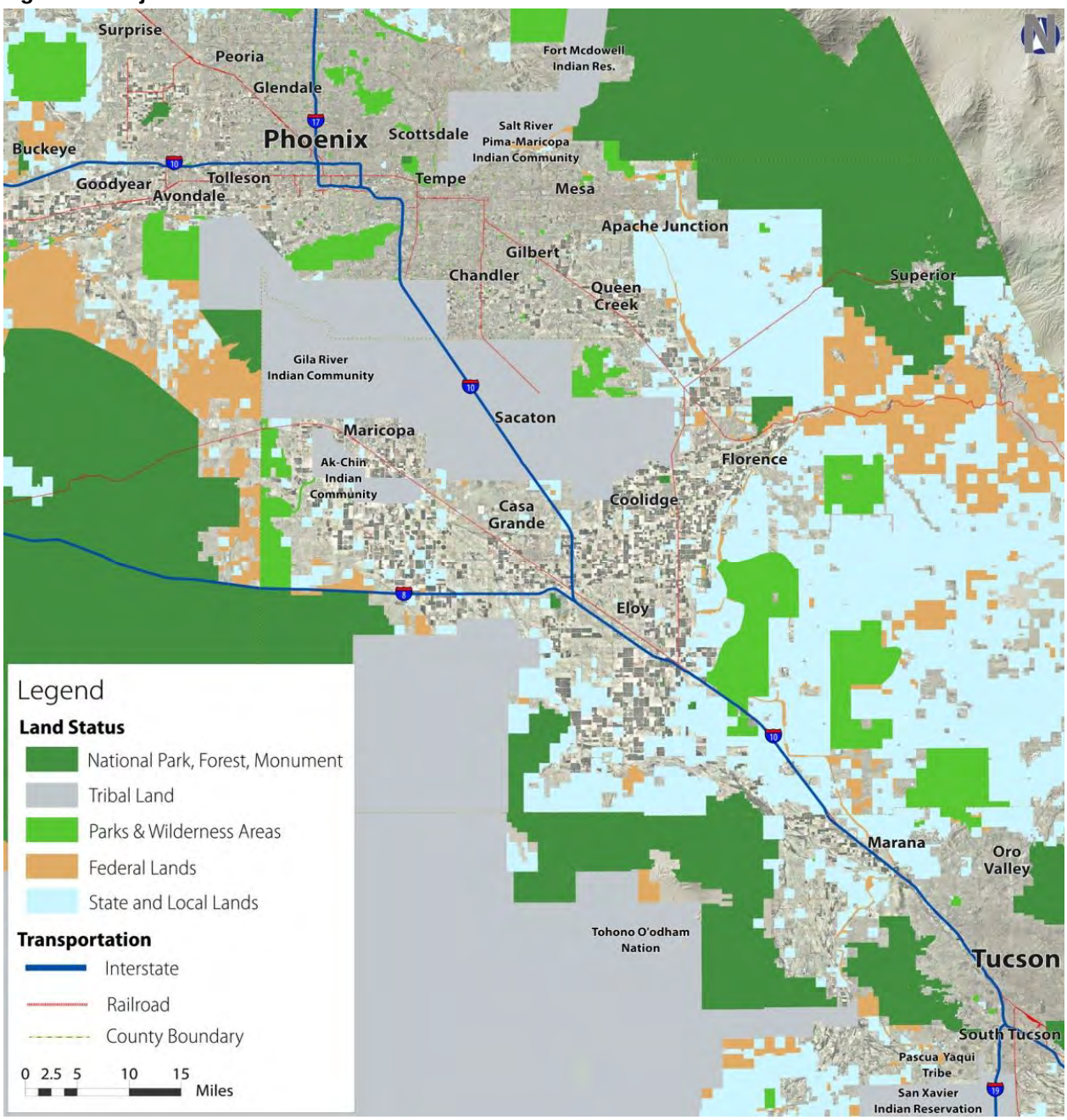
II. Project Description and Scope

The implementation of a high-capacity transportation option is proposed between Tucson and Phoenix, Arizona to provide for existing and future local and regional travel demands. ADOT is developing an environmental document in accordance with the National Environmental Policy Act of 1969 (NEPA) process, FRA procedural requirements, and FTA guidance for environmental review. The resulting document, a Tier I EIS, will address the effects on the environment from a high-capacity facility totaling about 120 miles in length between these two cities.

III. Tier I EIS

A Tier I EIS analyzes, at a general level, the natural, built, and social environment that may be affected in each corridor being considered. A Tier I EIS identifies project impacts in the corridors so they can be compared against each other. Once a preferred corridor is chosen, a Tier 2 EIS will be completed as segments of the project are programmed for construction. A Tier 2 EIS not only identifies specific impacts, but shows how impacts will be mitigated, clearing a project for construction.

Figure 1: Project Location



Through the NEPA process, the project team will develop a range of alternative alignments, in addition to a No Action Alternative, that will satisfy the purpose and need in accordance with NEPA. The build alternatives will include stations as well as maintenance and operations facilities if needed. The study area extends beyond the westernmost and easternmost conceptual alignments and, because the project is intended to link the two largest population centers in the state, the study area also encompasses the urban centers of Tucson and Phoenix.

Alternative alignments will be identified as part of the Alternatives Analysis and each will undergo multidisciplinary consideration, leading to a reasonable set of alternatives to study in detail in the Tier I EIS. The environmental analyses will focus on the required infrastructure improvements needed to implement a high-capacity transportation option within the project limits either along existing highway or rail lines, on a new alignment, or a combination of both. The Tier I EIS will be coordinated with the appropriate level of conceptual engineering and community involvement tasks.

IV. Project History

Alternative modes of travel, including passenger rail service between Tucson and Phoenix, have been a topic of discussion at the state government level for nearly 20 years, but over the past five years, ADOT has engaged their districts, the Tribal governments, and all nine of the state's MPOs and COGs in a collaborative long-range transportation planning effort titled "Building a Quality Arizona" (bqAZ). The process began with four separate Regional Framework studies covering the entire state, except for the portions within MAG's and PAG's long-range planning areas. Each regional team prepared three alternative 2050 scenarios, which ADOT used, along with input from MAG and PAG, to develop three corresponding statewide scenarios. After an evaluation process, a Recommended Statewide Scenario emerged, with input from stakeholders, the public, and elected officials, all of which played a critical role in its development and refinement.

Working at the statewide, regional, and local levels, the bqAZ team developed a broad array of interim planning reports to feed into the Statewide Long-Range Transportation Plan. Several of these reports recommended further examination of passenger rail service between Tucson and Phoenix, including the following:

- 2050 Statewide Transportation Planning Framework
- Statewide Rail Framework Study
- Arizona State Rail Plan
- MAG Regional Transit Framework Study
- MAG Central Phoenix Framework Study
- MAG Regional Transportation Plan
- PAG Regional Transportation Plan

V. Project Purpose and Need

Purpose of the Proposed Action

The purpose of the proposed action is to serve as a critical contribution to correcting identified future system capacity deficiencies, limitations in modal choice of travel, and a growing unpredictability and inefficiency in the transportation system.

In satisfying the purpose for the proposed action, the transportation solution also can achieve the following objectives:

- Increase efficient access to employment opportunities and activity centers in Maricopa, Pima, and Pinal counties;
- Provide reliable travel times and safe travel in a congested environment, as forecasted in several previous studies;
- Recommend an alignment(s) and technology to connect the suburban and rural areas located adjacent to and between the Tucson and Phoenix metropolitan areas; and
- Facilitate continued development of a comprehensive, multimodal and inter-connected regional/multi-regional transportation network that offers effective mobility choices for current and future needs, ensuring better connectivity to other systems beyond the Tucson to Phoenix corridor.

Need for the Proposed Action

There is a clearly demonstrated need in the Corridor for a major transportation facility to address existing and anticipated unpredictability and inefficiencies in the transportation system, limitations in modal choice of travel, and future system capacity deficiencies. This need can be evidenced from the following:

- Limitations of currently available transportation modes: The transportation modes available for travel between Tucson and Phoenix are private auto, common carrier (bus), limited commercial air service, and ridesharing. The vast majority of commuter, regional, and intercity travel utilizes Interstate 10, the only major roadway connecting the two metropolitan areas. Expanding the opportunities for travel between and within the metropolitan areas is a critical need given the reliance on a single mode and a single primary roadway.
- Population and Employment Growth: Statewide, Arizona's population is projected to more than double in the next 40 years, from 6.4 million to 16 million, with most of the increase in the Sun Corridor. By 2050, the area between Tucson to Phoenix will be characterized by dense employment and population centers in and around the Tucson and Phoenix metropolitan areas and similar population and employment centers throughout Pinal County.

- Mobility Limitations and Travel Time Increases: Mobility between the Tucson and Phoenix metropolitan areas and within the urban areas is negatively impacted by growing congestion within the Corridor. Despite recent widening of sections of Interstate 10 in the study area, the construction of new transit and roadway facilities, increasing and broadening durations of severe congestion and failing operation occur frequently and are expected to worsen as the population and employment in the corridor grow. Future expansion of Interstate 10 and the construction of an additional North-South Corridor freeway as well as additional transit improvements will be insufficient to accommodate the forecasted travel demand in the corridor. For example, the duration of a trip from Tucson to Phoenix—which now takes approximately 105 minutes under free-flow conditions—could increase to over 5 hours by 2050[1]. Travel times within the urban areas are also expected to worsen substantially during that period as employment fills the corridor in the existing metro regions and extends into Pinal County.

VI. Agency Roles and Responsibilities

SAFETEA-LU requires the identification of lead, cooperating, and participating agencies in association with the development of a Tier I EIS.

Federal Joint Lead Agencies

The FRA and FTA are the U.S. Department of Transportation (DOT) lead agencies responsible for NEPA analysis, management of the SAFETEA-LU Section 6002 process, and independent review of the Tier I EIS. The FRA and FTA will ensure that the project sponsor (ADOT) complies with all commitments in the Tier I Record of Decision (ROD) and that the Tier I EIS is appropriately supplemented if changes in the project become necessary.

Project Sponsor

ADOT is the local lead agency and project sponsor. The project sponsor shares in the responsibility to manage the SAFETEA-LU Section 6002 process, prepare the Tier I EIS, and provide opportunities for public and participating/cooperating agency involvement.

Cooperating Agencies

A cooperating agency is defined as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment" (40 C.F.R. § 1508.5). A State, regional or local agency of similar qualifications, or a Native American Tribal Government when the effects are on lands of tribal interest, may, by agreement with the lead agencies, become a cooperating agency. "A cooperating agency may adopt without re-circulating an EIS of a lead agency when, after an independent review of the statement, the cooperating agency

[1] This assumes I-10 has been widened to 5 lanes in each direction and the North-South Corridor has been built

concludes that its comments and suggestions have been satisfied" (40 C.F.R. § 1506.3). The roles and responsibilities of cooperating agencies include the following:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, project alternatives, methodologies, and the level of detail for the analysis of project alternatives.
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Cooperating agencies may also participate in the issue resolution process.
- Identifying, as early as practicable, any issues that could substantially delay or prevent the granting of permits or other approvals needed for the project.
- Sharing information that may be useful to the lead agencies and other cooperating and participating agencies.
- Making support staff available for meetings and sharing of expertise upon FRA/FTA request as appropriate.
- Participating in the scoping process. The scoping process will be designed so that agencies that have interest in the project as a result of initial scoping activities are invited to participate and still have an opportunity for involvement.
- Providing meaningful and timely input on unresolved issues.

Participating Agencies

All federal, state, tribal, regional, or local governmental agencies that may have an interest in the project are invited to serve as participating agencies. The roles and responsibilities of these agencies include the following:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, project alternatives, methodologies, and the level of detail for the analysis of project alternatives.
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies may also participate in the issue resolution process.
- Participating in the scoping process. The scoping process will be designed so that agencies that have interest in the project as a result of initial scoping activities are invited to participate and still have an opportunity for involvement.
- Providing meaningful and timely input on unresolved issues.

Stakeholders

Stakeholders include organizations with an interest in the project, but who do not qualify as cooperating or participating agencies. It usually includes private or public interests with a potential role in the project, but with limited or specialized influence over its conduct.

Given the planning level of impact identification and analysis associated with this Tier I EIS, the lead and sponsoring agencies have only identified the Federal Highway Administration (FHWA) as a cooperating agency at this stage of the Arizona Passenger Rail Corridor Study. An agency may request that its status change from participating to cooperating at any time during the study, as issues are identified that require that agency to play a larger role in the study. These changes would be made to the table below and logged in the Coordination Plan's revision history.

The list of lead, sponsor, and participating agencies, along with stakeholders, is provided in Table 1.

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
Federal Railroad Administration (FRA)		Kyle Gradinger Transportation Industry Analyst 202-493-6191 Andréa E. Martin Environmental Protection Specialist 202-493-6201	1200 New Jersey Avenue SE Mail Stop 20 Washington, DC 20590 kyle.gradinger@dot.gov andrea.martin@dot.gov	Joint Lead Agency
Federal Transit Administration (FTA)		Alexander Smith Community Planner Region 9 415-744-3133 Amy Zaref Environmental Protection Specialist 202-641-8050	201 Mission Street Suite 1650 San Francisco, CA 94105 alexander.smith@dot.gov amy.zaref@dot.gov	Joint Lead Agency
Arizona Department of Transportation (ADOT)		Michael Kies, Project Manager, Multimodal Planning Division 602-712-8140 Joanie Cady Environmental Planner 602-712-8633	206 S. 17th Avenue MD 310B Phoenix, AZ 85007 mkies@adot.gov 1611 W. Jackson Street MD EM02 Phoenix, AZ 85007 jcady@azdot.gov	Project Sponsor

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
Arizona Air National Guard		Brigadier General Michael Colangelo Commander 602-302-9321	3200 E. Old Tower Road Phoenix, AZ	Participating Agency
Arizona Corporation Commission		Brian Lehman Railroad Section Safety Supervisor 602-262-5601	2200 N. Central Avenue Suite 300 Phoenix, AZ 85004 blehman@azcc.gov	Participating Agency
Arizona Department of Corrections		Charles Ryan Director 602-542-5497	1601 W. Jefferson Phoenix, AZ 85007 directoroffice@azcorrections.gov	Participating Agency
Arizona Department of Environmental Quality		Kurt Maurer Deputy Director 602-771-4500	1110 W. Washington Street Phoenix, AZ 85007 kem@azdeq.gov	Participating Agency
Arizona Department of Housing		Cindy Coen Assistant Deputy Director, Programs	1110 W. Washington Street Suite 310, Phoenix, AZ 85007 Cindy.Coen@azhousing.gov	Participating Agency
Arizona Department of Public Safety		Robert Halliday, Director 602-223-2464	2102 W. Encanto Boulevard Phoenix, AZ 85009 rhalliday@azdps.gov	Participating Agency
Arizona Game and Fish Department		Chip Young Project Evaluation Specialist 623-236-7486	5000 W. Carefree Highway Phoenix, AZ 85086 cyoung@azgfd.gov	Participating Agency
Arizona State Land Department		Michelle Green Project Manager, Real Estate Division Planning 602-364-2502 Tim Bolton Principal Planner 520-209-4263	1616 W. Adams Phoenix, AZ 85007 mgreen@land.az.gov 177 N. Church Street Suite 1104 Tucson, AZ 85701 tbolton@land.az.gov	Participating Agency
Arizona State Parks		Renée Bahl Director	1300 W. Washington Street Phoenix, AZ 85007 rbahl@azstateparks.gov	Participating Agency

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
Arizona State University		Neil Calfee Director of University Real Estate Development	P.O. Box 874204 Tempe, AZ 85287 neil.calfee@asu.edu	Stakeholder
Burlington, Northern, and Santa Fe Railroad (BNSF)		Cathy Norris Executive Director, Government Affairs	P.O. Box 630317 Littleton, CO 80163 cathy.norris@bnsf.com	Stakeholder
Center for Desert Archaeology		Andy Lauernzi 520-882-6946 ext. 14	300 N. Ash Alley Tucson, AZ 85701 alaurenzi@cdarc.org	Stakeholder
Central Arizona Association of Governments		Brian Tapp Executive Director 480-474-9300 Bill Leister Transportation Manager 520-827-1021	1075 S. Idaho Road Suite 300 Apache Junction, AZ 85219 btapp@caagcentral.org 1075 S. Idaho Road Suite 300 Apache Junction, AZ 85219 bleister@caagcentral.org	Participating Agency
Central Arizona Project		Thomas Curry Environmental Compliance Supervisor 623-869-2353	P.O. Box 43020 Phoenix, AZ 85080-3020 tcurry@cap-az.com	Participating Agency
City of Apache Junction		George Hoffman City Manager, 480-474-5095	300 E. Superstition Boulevard Apache Junction, AZ 85119 ghoffman@ajcity.net	Participating Agency
City of Avondale		Tracy Stevens Manager, Planning Div. Kristen Sexton Transit Coordinator 623-333-1000	11465 W. Civic Center Drive Avondale, AZ 85323 tstevens@avondale.org 11465 W. Civic Center Drive Avondale, AZ 85323 ksexton@avondale.org	Participating Agency
City of Casa Grande		Jim Thompson City Manager 520-421-8637	City Hall, 510 E. Florence Blvd., Casa Grande, AZ 85122 ptice@casagrandeaz.gov	Participating Agency

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
City of Chandler		Pat McDermott Planning/Community Development Director, 480-782-2210	Transportation & Development 215 E. Buffalo Street Chandler, AZ 85225 Patrick.mcdermott@chandleraz.gov	Participating Agency
City of Coolidge		C. Alton Bruce Growth Management Director 520-723-6075	131 W. Pinkley Avenue Coolidge, AZ 85228 abruce@coolidgeaz.com	Participating Agency
City of El Mirage		José Macias 623-972-8116	12145 NW Grand Avenue El Mirage, AZ 85335 jmacias@cityofelmirage.org	Participating Agency
City of Eloy		Ruth Osuna City Manager 520-466-9201	628 N. Main Street Eloy, AZ 85131 rosuna@ci.eloy.az.us	Participating Agency
City of Flagstaff		Mark Landsiedel Community Development Director 928-213-2605	211 W. Aspen Avenue Flagstaff, AZ 86001 mlandsiede@flagstaffaz.gov	Stakeholder
City of Fountain Hills		Paul Mood Development Services Director 480-816-5129	16705 E. Avenue of the Fountains Fountain Hills, AZ 85268 pmood@fh.az.gov	Stakeholder
City of Glendale		Matt Dudley Planning Manager 623-930-3507	5850 W. Glendale Avenue Glendale, AZ 85301 mdudley@glendaleaz.com	Participating Agency
City of Litchfield Park		Diane Landis Councilmember	214 W. Wigwam Boulevard Litchfield Park, AZ 85340 dlandis@litchfield-park.org	Participating Agency
City of Maricopa		Kellee Kelley Transit Coordinator 520-316-6828	45145 W. Madison Avenue P.O. Box 610 Maricopa, AZ 85139 kellee.kelley@maricopa-az.gov	Participating Agency
City of Mesa		Christopher J. Brady City Manager 480-644-2066 John Wesley, AICP Planning Director, 480-644-2181	P.O. Box 1466 Mesa, AZ 85211-1466 commanager@mesaaz.gov P.O. Box 1466 Mesa, AZ 85211-1466 john.wesley@mesaaz.gov	Participating Agency

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Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
City of Nogales		George Lineiro Director Planning and Zoning 520-285–5747	1450 N. Hohokam Drive Nogales, AZ 85621 glineiro@nogalesaz.gov	Stakeholder
City of Paradise Valley		Eva Cutro Community Development Director 480-348-3522	6401 E Lincoln Drive Paradise Valley, AZ 85253-4399 ecutro@paradisevalleyaz.gov	Stakeholder
City of Peoria		Susan Daluddung Deputy City Manager 623-773-7300	8401 W. Monroe Street Peoria, AZ 85345 susan.daluddung@peoriaaz.gov	Participating Agency
City of Phoenix		Debra Stark Planning Director 602-262-6284 Chris Andres Planner Aviation Dept.	Phoenix City Hall 200 W. Washington Street Phoenix, AZ 85003 debra.stark@phoenix.gov 3400 E. Sky Harbor Boulevard Suite 3300 Phoenix, AZ 85034 chris.andres@phoenix.gov eric.buskirk@phoenix.gov	Participating Agency
City of Scottsdale		David Richert City Manager 480-312-2800	3939 N. Drinkwater Boulevard Scottsdale, AZ 85251 drichert@ScottsdaleAZ.gov	Stakeholder
City of South Tucson		Enrique Serna City Manager 520-792-2424	1601 S. 6th Avenue South Tucson, AZ 85713 eserna@southtucson.org	Participating Agency
City of Surprise		Karen Savage Senior Transportation Planner 623-222-6132	16000 N. Civic Center Plaza Surprise, AZ 85374 karen.savage@surpriseaz.gov	Participating Agency
City of Tempe		Jeff Kulaga Assistant City Manager	31 East Fifth Street Tempe, AZ 85281 jeff_kulaga@tempe.gov	Participating Agency
City of Tolleson		Reyes Medrano, Jr. City Manager 623-936-7111	9555 W. Van Buren Street Tolleson, AZ 85353 rmedrano@tollesonaz.org	Participating Agency

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
City of Tucson		Richard Miranda Acting City Manager 520-791-4204 Tom Fisher Proj. Mgr., Tucson DOT 520-837-6752	255 W. Alameda Street Tucson, AZ 85701 stephanie.brooks@tucsonaz.gov 201 N. Stone Ave. 6th Floor Tucson, AZ 85701 tom.fisher@tucsonaz.gov	Participating Agency
Community of Sun City		Paul Hermann Executive Director 623-977-5000	16824 N. 99th Avenue Sun City, AZ 85351 scvc@suncityaz.org	Stakeholder
Environmental Protection Agency (EPA)		Clifton Meek Life Scientist Region 9 415-972-3370 415-947-8026 fax	Environmental Review Office Transportation Team 75 Hawthorne St. CED-2 San Francisco, CA 94105 meek.clifton@epa.gov	Participating Agency
Federal Aviation Administration (FAA)		William C. Withycombe Western-Pacific Region Regional Administrator 310-725-3550 Phillip Thornton Phoenix Coordinator	P.O. Box 92007 Los Angeles, CA 90009-2007 3800 E. Sky Harbor Boulevard Phoenix, AZ 85034-4486 phillip.thornton@faa.gov	Participating Agency
Federal Highway Administration (FHWA)		Karla Petty Division Administrator Rebecca Swiecki Environmental Reviewer	4000 N. Central Avenue Suite 1500 Phoenix, AZ 85012 karla.petty@dot.gov rebecca.swiecki@dot.gov	Cooperating Agency
Green Valley Community Coordinating Council		Stan Riddle President 520-648-1936	101-18 South La Cañada Green Valley, AZ 85614 info@gvccc.org	Stakeholder
Laveen Community Council		Krag Klages President	P.O. Box 488 Laveen, AZ 85339 council@laveen.org	Participating Agency
Maricopa Association of Governments		Eileen Yazzie Transportation Programming Manager 602-452-5058	302 N. 1st Avenue Suite 300 Phoenix, AZ 85003 eyazzie@azmag.gov	Participating Agency

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Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
Maricopa County Department of Public Health		Vincent Lopez Injury Prevention Health Educator 602-526-0218	4041 N. Central Avenue Suite 700 Phoenix, AZ 85012 vincentlopez@mail.maricopa.gov	Stakeholder
Maricopa County Department of Transportation		Tim Oliver Systems Planning Branch Manager 602-506-3994	2901 W. Durango Street Phoenix, AZ 85009 timoliver@mail.maricopa.gov	Participating Agency
Maricopa County Flood Control District		Valerie Swick Project Manager 602-506-2929	2901 W. Durango St. Phoenix, AZ 85009 vas@mail.maricopa.gov	Participating Agency
National Park Service		Christine Lehnertz Regional Director Pacific West Region 415-623-2100	333 Bush Street, Suite 500 San Francisco, CA 94104-2828 Chris_Lehnertz@nps.gov	Participating Agency
National Railroad Passenger Corporation (AMTRAK)		Jonathan Hutchinson Senior Director Corridor Development 510-238-2671 Peter Gariepy Senior Analyst State Partnerships 510-238-4847	530 Water St., 5th Floor Oakland, CA 94607 hutchij@amtrak.com peter.gariepy@amtrak.com	Participating Agency
Natural Resource Conservation Service		David McKay State Conservationist 602-280-8810	230 N. 1st Avenue Suite 503 Phoenix, AZ 85003 david.mckay@az.nrcs.usda.gov	Participating Agency
Phoenix-Mesa (Williams) Gateway Airport		Casey Denny Deputy Director Walter Fix Proj. Coordinator Business Development 480-998-7709	5835 S. Sossaman Road Mesa, AZ 85212 cdenny@phxmesagateway.org 5835 S. Sossaman Road Mesa, AZ 85212 wfix@phxmesagateway.org	Participating Agency
Pima Association of Governments		Jeremy Papuga Transit Planning Operations Manager	177 N. Church Avenue Suite 405 Tucson, AZ 85701 jpapuga@pagnet.org	Participating Agency

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
Pima County		Arlan Colton Planning Director	201 N. Stone 2nd Floor Tucson, AZ 85701 arlan.colton@dsd.pima.gov	Participating Agency
Pinal County		Fritz Behring County Manager	P.O. Box 827 Florence, AZ 85132 fritz.behring@pinalcountyaz.gov	Participating Agency
Salt River Project		Richard Hayslip Associate General Manager 602-236-6699	1521 N. Project Drive Tempe, AZ 85281-1298	Participating Agency
Sun Tran Tucson		Mary McLain Assistant General Manager	4220 S. Park Avenue Tucson, AZ 85714 mary.mclain@tucsonaz.gov	Participating Agency
Town of Benson		Mark Fenn Mayor 520-586-2245 ext. 2019	P.O. Box 2223 Benson, AZ ggomez@cityofbenson.com	Stakeholder
Town of Florence		Himanshu Patel Town Manager 520-868-7500	775 N. Main St. P.O. Box 2670, Florence, AZ 85132 himanshu.patel@florenceaz.gov	Participating Agency
Town of Gilbert		Patrick Banger Town Manager 480-503-6864	90 E Civic Center Drive, Gilbert, AZ 85296 patrick.banger@gilbertaz.gov	Participating Agency
Town of Guadalupe		Bill Hernandez Town Manager 480-505-5367	9241 S. Avenida Del Yaqui, Guadalupe, AZ 85283 rmarellano@guadalupeaz.org	Participating Agency
Town of Marana		Gilbert Davidson Town Manager 520-382-1908	11555 W. Civic Center Drive Marana, AZ 85653 gdavidson@marana.com	Participating Agency
Town of Oro Valley		Greg Caton Interim Town Manager 520-229-4725	11000 N. La Cañada Drive Oro Valley, AZ 85737 gcaton@orovalleyaz.gov	Participating Agency
Town of Queen Creek		Tom Condit Development Services Director 480-358-3901	22350 S. Ellsworth Road Queen Creek, AZ 85142 tom.condit@queencreek.org	Participating Agency
Town of Sahuarita		Farhad Moghimi Town Engineer/ Pub.Wks 520-822-8852	375 W. Sahuarita Center Way Sahuarita, AZ 85629 fmoghimi@ci.sahuarita.az.us	Stakeholder

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
Town of Youngtown		Mark Hannah Proj/Prog/Grants Mgr. 623-933-8286	12030 Clubhouse Square Youngtown, AZ 85363 mhannah@youngtownaz.org	Participating Agency
Tucson Airport Authority		Jordan Feld Director of Planning	7005 S. Plumber Avenue Tucson, AZ 85756 jfeld@tucsonairport.org	Participating Agency
Tucson Department of Transportation		Tom Fisher Project Manager	149 N. Stone Avenue Tucson, AZ 85726 tom.fisher@tucsonaz.gov	Participating Agency
U.S. Army Corps of Engineers (USACE)		Sallie McGuire Chief, AZ Branch Regulatory Division 602-458-9297 Kathleen Tucker Environmental Planner 602-230-6956	3636 North Central Avenue Suite 900 Phoenix, AZ 85012 Sallie.McGuire@usace.army.mil Kathleen.A.Tucker@usace.army.mil	Participating Agency
U.S. Bureau of Indian Affairs		Bob Maxwell Regional Transportation Planner, Western Regional Office Cecilia Martinez Superintendent, Pima Agency	P.O. Box 10 Phoenix, AZ 85001 bob.maxwell@bia.gov P.O. Box 8 Sacaton, AZ 85247 cecilia.martinez@bia.gov	Participating Agency
U.S. Bureau of Land Management		Jim Kenna State Director	1 N. Central Avenue Suite 800 Phoenix, AZ 85004 jim_kenna@blm.gov	Participating Agency
U.S. Bureau of Reclamation		Lorri Gray-Lee Regional Director	P.O. Box 61470 Boulder City, NV 89006 lgray@usbr.gov	Participating Agency
U.S. Fish and Wildlife Service (USFWS)		Debra Bills Asst. Field Supv. for Central Arizona 602-242-0210 Jean Calhoun Asst. Field Supv. for Southern Arizona 520-670-6144	2321 W. Royal Palm Road Suite 103 Phoenix, AZ 85021 Debra_Bills@fws.gov 201 N. Bonita Avenue Suite 141 Tucson, AZ 85745 Jean_Calhoun@fws.gov	Participating Agency

Table 1: Lead, Sponsor, and Participating Agencies and Project Stakeholders for the Arizona Passenger Rail Corridor Study Tier I EIS

Agency Name	Status	Contact Person/ Title/Phone	Address and e-mail	Proposed Role*
U.S. Forest Service: Coronado National Forest		Jim Upchurch Forest Supervisor	300 W. Congress Street, Tucson, AZ 85701jupchurch01@fs.fed.us	Participating Agency
Union Pacific Railroad		Zoë Richmond, Director of Public Affairs	1301 E. Harrison Street Phoenix, AZ 85034 zrichmond@up.com	Stakeholder
University of Arizona		Jaime Gutierrez VP External Relations 520-621-1501	P.O. Box 210158 Tucson, AZ 85721 jaimeg@email.arizona.edu	Stakeholder
Valley Metro Regional Public Transportation Authority (RPTA)		Stuart Boggs, Transit Planning Manager	101 N. 1st Avenue Suite 1300 Phoenix, AZ 85003 sboggs@valleymetro.org	Participating Agency
Western Area Power Administration		Matthew Blevins NEPA Document Mgr. Corporate Svcs. Office 800-336-7288 John Holt Desert Southwest Region 602-605-2592	P.O. Box 281213, Lakewood, CO 80228-8213 blevins@wapa.gov P.O. Box 6457 Phoenix, AZ 85005 holt@wapa.gov	Participating Agency

*Agency and group roles will be determined by each organization's response to the cooperating/participating agency invitation letters they receive.

VII. Agency Coordination, Community Involvement, and Scheduling

The lead agencies and project sponsor are responsible for preparation of the Tier I EIS, including coordination of agency and public involvement. Table 2 summarizes the activities and anticipated schedule for key coordination points of the study process, which will include scoping, development of the purpose and need, and an initial alternatives screening. Anticipated completion timeframes are indicated in the schedule at the end of this document. Comment periods, where applicable, may be altered upon agreement by the FRA, FTA, ADOT. The lead agencies and project sponsor have agreed to work cooperatively to identify and resolve issues that could delay the completion of the environmental review process.

Issues Resolution

When different agencies coordinate on a project, individual agency mission statements and directives sometimes are in conflict with one another. In the event of a minor disagreement among agencies on a project-related issue, the lead and sponsoring agencies may, after due consideration of the concerns of the participating agencies, decide to proceed without resorting to any dispute resolution process. When there is disagreement on important issues of concern, the lead agencies may decide that the most effective approach would be to reconcile the disagreement in a formal or informal manner.

A more serious dispute may need to be escalated to a higher level. This requires taking into consideration the time required to assemble and present information to the higher-level decision makers, and the time needed for negotiations to take place. The FRA, FTA, and ADOT will establish specific timelines and specify the consequences of deadlines being missed. Missed deadlines may involve referrals to yet higher-level decision makers. Figure 2 illustrates the Issue Resolution Process established in SAFETEA-LU.

All agencies will be notified of the availability of draft and final Tier I EIS documents and given appropriate comment opportunities (see Table 2). The lead and sponsoring agencies will also coordinate with agencies on completion of necessary permits following the Tier I ROD, if appropriate.

Coordination Plan

Participating agencies will be given 30 days to review and comment on the draft Coordination Plan. Following the comment period, the Coordination Plan will be revised and submitted to the FRA and FTA for approval. A project website is available to the public at http://www.azdot.gov/passengerrail/. The primary contact person designated for public involvement (PI) is Kristin Bornstein.

Revisions to the Coordination Plan

If any dates specified in the Coordination Plan are moved forward in the schedule (to an earlier date), concurrence will be sought from the affected cooperating agencies, if any are identified. Following concurrence, a revised Coordination Plan will be issued. The modified Coordination Plan will be identified by a modification number and date. Changes in cooperating or participating agencies will be made as necessary. The public will be informed of modifications to the Coordination Plan by posting the modified Coordination Plan to the project website.

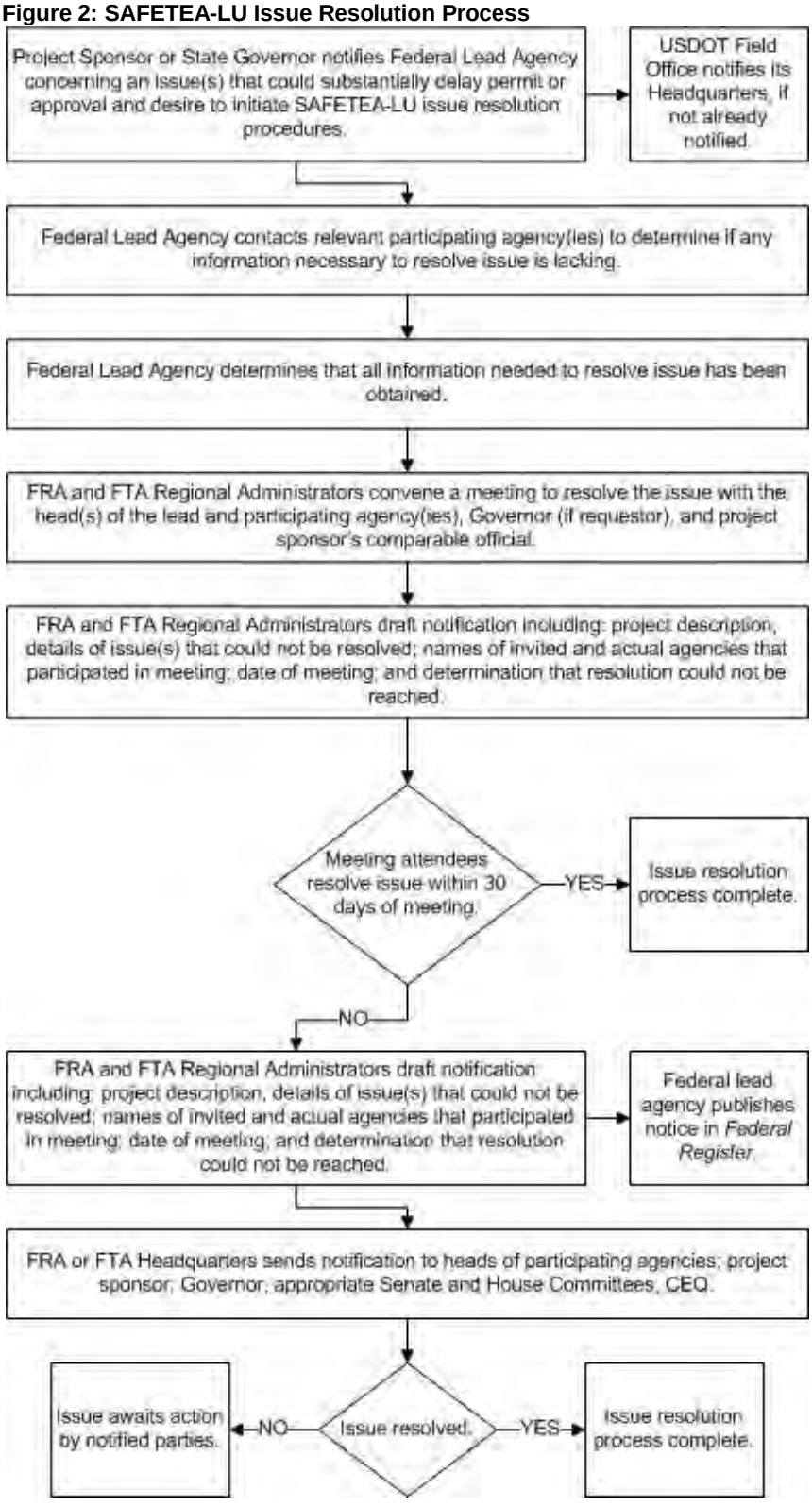
Table 2: Summary of Project Deliverables, Participant Activities, and Results.

Deliverable	Content	Participants	Actions	Results
Project Initiation Package	Project history and preliminary purpose and need data	Project sponsor	ADOT submits draft package for FRA/FTA review	FRA and FTA accepts package and authorizes ADOT to prepare NOI and initiate a Tier I EIS
Notice of Intent (NOI)	Project description, scoping information, and contact information	Project sponsor	FRA and FTA review and approve NOI	NOI published in *Federal Register*
SAFETEA-LU Section 6002 and Tribal Coordination Plan	Project description , draft purpose and need, agency roles and responsibilities, agency coordination process, project schedule, agency contact information, and the community involvement plan	Lead agencies and project sponsor Cooperating and Participating agencies	FRA, FTA, and ADOT draft SAFETEA-LU Section 6002 Coordination Plan Comment on draft plan	SAFETEA-LU Section 6002 and Tribal Coordination Plan acceptance
Scoping Report	Project description (i.e. scope, history, purpose and need, range of alternatives) and summary of preliminary issue identification	Lead agencies and project sponsor	Invite agencies to participate; review and approve report	Agency and public scoping materials; approved Scoping Report
	Agency scoping materials and meeting summary	Lead, cooperating, and participating agencies; stakeholders	Meeting participation	Agency scoping comments

Deliverable	Content	Participants	Actions	Results
	Public scoping materials and meeting summaries	Public	Meeting participation; submit on-line comments	Public scoping comments
Draft Tier I EIS	• Project purpose and need • Description of alternatives retained and not retained; identification of preferred alternative (if possible) • Affected environment description • Impacts assessment • Summary of agency & public outreach	Lead agencies and project sponsor	Develop draft Tier I EIS and publish Notice of Availability (NOA)	Draft Tier I EIS comment summary
		Cooperating agencies	Provide comments on draft Tier I EIS prior to NOA	
		Lead agencies	Legal review of draft Tier I EIS prior to NOA	
		All agencies	Provide comments on draft Tier I EIS within 45 days of NOA	
		Public	Provide comments on draft Tier I EIS within 45 days of NOA	
Final Tier I EIS	Revised alternatives discussion and impact analysis based on comments, as needed; summary of substantive public hearing comments and how addressed; identification of and rationale for the recommended alternative	Lead agencies and project sponsor	Develop final Tier I EIS	Publish NOA in *Federal Register* and distribute Final Tier I EIS for comment
		Cooperating agencies	Provide comments on final Tier I EIS	
		All agencies	Provide comments within 30 days of NOA	

Deliverable	Content	Participants	Actions	Results
		Public	Provide comments within 30 days of NOA	
Tier I Record of Decision (ROD)	Summary of Final Tier I EIS comments; identification and description of selected alternative; explanation of rationale for selection	Lead agencies, project sponsor, and EPA	Develop Tier I ROD	Tier I ROD published in *Federal Register*

Figure 2: SAFETEA-LU Issue Resolution Process



Note: Where two steps are not separated by a "yes" or "no" decision diamond, both steps must be taken.

VIII. Tribal Coordination

A Tribal Coordination Plan has also been developed to encourage early and continuing coordination with Tribal representatives whose communities and cultural sites might be affected by the project as well as ensure that Tribal input will be incorporated into the decision-making process. The Tribal Coordination Plan identifies the Tribes with ancestral claims or interests in the study area with whom the FRA and FTA will consult. The four Southern Tribes are the most directly affected in the APRCS study area and, among them, the Gila River and Ak-Chin communities.

The following presents the approach for establishing and maintaining general project coordination with Tribal representatives and community members during preparation of the Tier I EIS pursuant to NEPA and Section 6002 of SAFETEA-LU. The Tribal Coordination Plan does not include formal Section 106 Consultation, which will be undertaken at the project-specific Tier 2 level.

The goals of the Tribal Coordination Plan are to:

- Engage in an open exchange of information about the project, its potential impacts, and appropriate mitigation; and
- Avoid, protect, and/or restore significant natural and cultural resources.

The FRA, FTA, and ADOT responsibilities regarding coordination with Tribal representatives, department staff, and community members pursuant to NEPA and Section 6002 of SAFETEA-LU are a separate process from the Section 106 consultation described above. Key project coordination points are provided below, including which agency is responsible for activities during that coordination point, the information required at each coordination point, and who is responsible for disseminating that information.

Lead Agencies

As noted earlier in the Coordination Plan, the FRA and FTA are the lead agencies in the NEPA review process. Each agency is also responsible for providing opportunities to Tribal representatives and community members to identify issues and concerns during project scoping as well as provide input to the development and evaluation of alternatives. ADOT, as project sponsor, will assist the FRA and FTA in implementing the Tribal coordination program.

Agency and Tribal Coordination

The coordination program with Tribal entities, with particular emphasis on the four Southern Tribes and, more specifically, on the Gila River and Ak-Chin Indian Communities which are directly affected by potential alignments, will begin with scoping meetings with Tribal government representatives and community members. This program will begin with a letter from the FTA Administrator to the Tribal leaders

asking them to participate, along with their designated Tribal government department heads, in the coordination meetings regarding the Arizona Passenger Rail Corridor Study. Teleconferences may be substituted, as necessary, for face-to-face meetings to optimize participation opportunities and reduce travel inconveniences. These meetings will be held independent of the typical NEPA scoping meetings with the general public and federal, state, and local agencies to ensure Tribal issues and concerns are identified and addressed. The meetings will be conducted in mutually agreed upon locations, either in a group setting or with each individual Tribe based upon Tribal preferences. General project information will be included in the scoping invitation letter. Summaries of the Tribal scoping meetings will be prepared and made available to all meeting attendees, as well as to key Tribal representatives that were unable to attend.

Subsequent meetings will be scheduled based on Tribal interest on the progress of the project. Recommended attendees for these meetings will include project team members and staff members from the Tribal departments for natural resources, environmental quality, economic development, cultural resources, planning, and/or transportation. Tribes will be encouraged to identify a person or department to serve as the lead contact for coordination efforts. Project updates will be distributed regularly to ensure Tribal awareness of important milestones in project development. Separate meetings will be conducted with community members of each affected district within a Tribal community that is geographically located in the tri-county study area, all of which will be designed to take place within the same general timeframe as public information meetings for the study as it proceeds.

The initial contact information for each Tribe (to the best of our knowledge at this time) regarding general project coordination is provided below (Table 3). Following the response to the invitation letters to participate in the Tier I EIS process, the list of agencies and Tribes will be updated to include only those that elect to participate.

Tribal Coordination Contacts

Initial contacts for general project coordination with Tribal representatives for planning and transportation were identified in ADOT's Tribal Transportation Consultation Process Reference Manual (October 2009) and through coordination with ADOT's Environmental Planning Group Historic Preservation Team (Table 3).

Table 3: Tribal Coordination Contacts for the Arizona Passenger Rail Corridor Study Tier I EIS

Tribe	Contact Person	Address	Email Address	Proposed Role*
Ak-Chin Indian Community	Louis Manuel Jr. Chairman	42507 W. Peters and Nall Road Maricopa, AZ 85138 520-568-1000	Lmanuel@ak-chin.nsn.us	Participating Agency
Chemehuevi Indian Tribe	Charles Wood Chairman	P.O. Box 1976 Havasu Lake, CA 92363 760-858-4301	Chair1cit@yahoo.com	Participating Agency
Cocopah Tribe	Sherry Cordova Chairwoman	County 15th & Avenue G Somerton, AZ 85350 928-627-2102,	cocotcsec@cocopah.com	Participating Agency
Colorado River Indian Tribes	Eldred Enas Chairman	26600 Mohave Road Parker, AZ 85344 928-669-9211	feedback@critonline.com	Participating Agency
Fort McDowell Yavapai Nation	Clinton Pattea President	P.O. Box 17779 Fountain Hills, AZ 85269 480-837-5121	cpattea@ftmcdowell.org	Participating Agency
Fort Mojave Indian Tribe	Timothy Williams Chairman	500 Merriman Avenue Needles, CA 92363 760-629-4591	Timothywilliams@fortmohave.com	Participating Agency
Fort Sill Apache Tribe	Jeff Houser Chairman	Route 2, Box 121 Apache, OK 73006 580-588-2298	jeff@fortsillapache.com	Participating Agency
Fort Yuma-Quechan Tribe	Mike Jackson Sr. President	P.O. Box 1899 Yuma, AZ 85366 760-572-0213	m.jackson@quechantribe.com	Participating Agency
Gila River Indian Community	Gregory Mendoza Governor	P.O. Box 97 Sacaton, AZ 85147 520-562-9841	executivemail@gric.nsn.us	Participating Agency
Havasupai Tribe	Don E. Watahomigie Chairman	P.O. Box 10 Supai, AZ 86435 928-448-2731	htchair@havasupai-nsn.gov	Participating Agency
Hopi Tribe	LeRoy Shingoitewa Chairman	P.O. Box 123 Kykotsmovi, AZ 86039 928-734-3100	Lshingoitewa@hopi.nsn.us	Participating Agency
Hualapai Tribe	Louis Benson Chairwoman	P.O. Box 179 Peach Springs, AZ 86434 928-769-2216	wwhatoname@hualapai-nsn.gov	Participating Agency
Kaibab-Paiute Tribe	Manual Savala Chairman	HC 65 Box 2 Fredonia, AZ 86022 928-643-7245	msavala@kaibabpaiute-nsn.gov	Participating Agency
Mescalero Apache Tribe	Mark Chino Chairman	P.O. Box 227 Mescalero, NM 88340 575-464-4494	mchino@matisp.net	Participating Agency

Table 3: Tribal Coordination Contacts for the Arizona Passenger Rail Corridor Study Tier I EIS

Tribe	Contact Person	Address	Email Address	Proposed Role*
Moapa Band of Paiute Indians	William Anderson Chairman	P.O. Box 340 Moapa, NV 89025 702-865-2787	mbobchair@mvdsl.com	Participating Agency
Moapa Band of Paiute Indians	Deanna Domingo Chairwoman	P.O. Box 340 Moapa, NV 89025 702-865-2081	ddomingo@mvdsl.com	Participating Agency
Navajo Nation	Ben Shelly President	P.O. Drawer 9000 Window Rock, AZ 86515 928-871-6000	gbowman@opvp.org	Participating Agency
Paiute Indian Tribe of Las Vegas	Lucille Campa Chairwoman	One Paiute Drive Las Vegas, NV 89106 702-386-3926	contact@lvpaiute.com	Participating Agency
Paiute Indian Tribe of Utah	Jeanine Borchardt Chairwoman	440 N. Paiute Drive Cedar City, UT 84721 435-586-1112	jeanine.borchardt@ihs.gov	Participating Agency
Pascua Yaqui Tribe	Peter Yucupicio Chairman	7474 S. Camino de Oeste Tucson, AZ 85746 520-883-5000	Peter.S.Yucupicio@pascuayaqui-nsn.gov	Participating Agency
Pueblo of Zuni	Norman C. Cooeyate Governor	P.O. Box 339 Zuni, NM 87327 505-782-4481	ncooey@ashiwi.org	Participating Agency
Salt River Pima-Maricopa Indian Community	Diane Enos President	Route 1, Box 216 10005 E. Osborn Road Scottsdale, AZ 85256 480-362-7400	Diane-enos@srpmic-nsn.gov	Participating Agency
San Carlos Apache Tribe	Terry Rambler Chairman	P.O. Box 0 San Carlos, AZ 85550 928-475-2361	chairman_rambler@sc-apachetribe.com	Participating Agency
San Juan Southern Paiute Tribe	Evelyn James President	P.O. Box 1989 Tuba City, AZ 86045 928-283-4589	sanjuan_paiute_tribe@yahoo.com	Participating Agency
Tohono O'odham Nation	Ned Norris Jr. Chairman	P.O. Box 837 Sells, AZ 85634 520-383-2028	ned.norris@tonation-nsn.gov	Participating Agency
Tonto Apache Indian Community	Ivan Smith Chairman	Town Apache Reservation #30 Payson, AZ 85541 928-474-5000	ismith@tontoapache.org	Participating Agency
Ute Mountain Ute	Gary Hayes Chairman	P.O. Box JJ Towaoc, CO 81334 970-565-3751, ext. 727	ghayes@utemountain.org	Participating Agency
White Mountain Apache Tribe	Ronnie Lupe Chairman	P.O. Box 1150 Whiteriver, AZ 85941 928-338-4346	rlupe@wmat.us	Participating Agency

Table 3: Tribal Coordination Contacts for the Arizona Passenger Rail Corridor Study Tier I EIS

Tribe	Contact Person	Address	Email Address	Proposed Role*
Yavapai-Apache Nation	David Kwail President	2400 W. Datsi Street Camp Verde, AZ 86322 928-567-3649	knightpipe@yan-tribe.org	Participating Agency
Yavapai-Prescott Tribe	Ernest Jones Sr. President	530 E. Merritt Street Prescott, AZ 86301 928-445-8790	ejones@ypit.com	Participating Agency

Coordination

Expressions of interest in the project by interested and participating Tribes will be addressed by the FRA, FTA, and ADOT. Those expressions may range from requests to participate in the alternatives development process and requests for the opportunity to comment on environmental documents, interests in participating in pedestrian ground surveys, and descriptions of use areas or sites. This coordination may include holding meetings, providing information at specific points during preparation of the EIS, and/or providing a notice of availability of public meetings and documents.

Participating agencies, which includes Tribal representatives, will be invited to take part in various workshops during the course of the APRCS. To ensure Tribal participation, separate workshops will be planned and conducted with Tribal leaders and designated department heads on the development and evaluation of alternatives and the methodologies proposed for assessing impacts to resources on Tribal lands. Similarly, information meetings in the Tribal communities through which the proposed project may pass will be scheduled as a separate component of the overall agency and public outreach program.

IX. Project Schedule and Documentation

This section includes the key milestones and decision-making deadlines for each agency approval. Additional details regarding the project, the environmental process, public and agency coordination goals and approach, and public outreach tools can be found in the Project Coordination and Public Involvement Plans located at: http://www.azdot.gov/passengerrail/.

Documentation and Coordination Protocol

In keeping with FRA and FTA policies and procedures, documentation and record keeping are fundamental elements of the process. The Tier I EIS will be a comprehensive public document that provides sufficient evidence of analysis supporting environmental findings. All information must be catalogued in a central location, including supporting records and materials used or generated during EIS preparation, summaries of stakeholder meetings, written comments received, and records related to interagency, intergovernmental and Tribal coordination.

An open and timely communication flow is essential in keeping a large-scale EIS project on track and to inform communities of recent project developments. The communications protocol would be a means of distributing project information consistently to appropriate representatives via a record of conversation form, meeting summary, or another agreed upon format developed to document coordination for the administrative record.

Range of Alternatives Technical Memorandum

Passenger Rail Corridor Study
Tucson to Phoenix

RANGE OF ALTERNATIVES TECHNICAL MEMORANDUM

Submitted by:

Arizona Department of Transportation
Multimodal Planning Division
206 S. 17th Avenue, Mail Drop 310B
Phoenix, AZ 85007

Submitted to:

Federal Transit Administration
Federal Rail Administration

Version 1.0 | April 4, 2012

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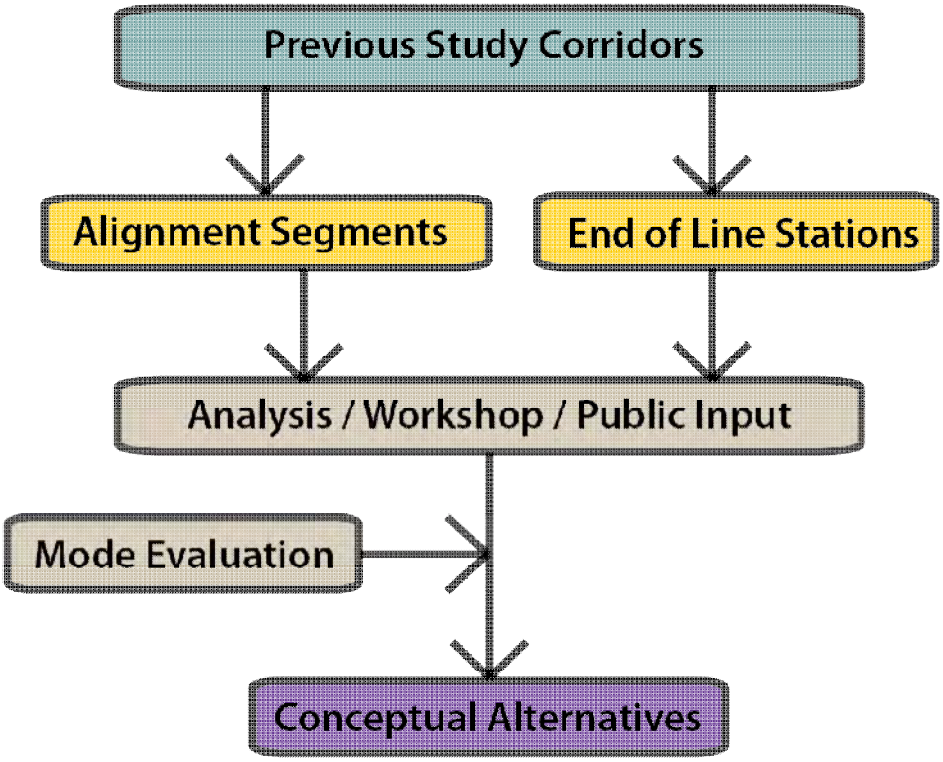
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1.0 Introduction

The "Range of Alternatives" (ROA) for the Arizona Department of Transportation (ADOT) Passenger Rail Corridor Study (APRCS) consists of all reasonable routes, station locations and modes that will be evaluated as part of the study. This memorandum describes the process carried out to develop the initial range of alternatives, details the components of an alternative including alignment segments and stations, summarizes the stakeholder input gained from an interactive ROA workshop and the public scoping process and presents the initial screening results and subsequent bundled conceptual alternatives.

An alternative consists of two system hubs connected by a specific route.
The objective of this phase of the study was to consider all unique alignment segments and, upon assessing their contribution to the project's goals, to combine them into bundled alternatives consisting of alignment, stations and modes. The initial segments utilized in the ROA process were identified based on previous planning initiatives and corridor studies conducted throughout the APRCS study area. The locations of possible system hubs, which in turn define the ends of the study system, were determined from land use and socioeconomic information, as well as agency and public scoping input. The overall process is illustrated in Figure 1.

Figure 1: Range of Alternatives Process



2.0 Previous Study Corridors

All alignment segments used in developing the initial ROA are based on efforts of previous studies. These studies include state-wide transportation plans by ADOT, major corridor studies, as well as transit studies and regional transportation programs of the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), and Pinal County. Although many studies have evaluated the corridors represented by these segments, the main sources used to develop the initial APRCS segments were the following:

- ADOT Statewide Transportation Planning Framework Study (bqAZ)
- ADOT North-South Corridor Study
- ADOT I-10 Phoenix / Tucson Bypass Study
- MAG Commuter Rail System Study
- MAG Regional Transportation Program (RTP)
- PAG Regional Transportation Program (RTP)
- Pinal County Comprehensive Plan

These previous study corridors are shown graphically in Figure 2 and Figure 3.

Figure 2: Previous Study Corridors (Northern Study Area)

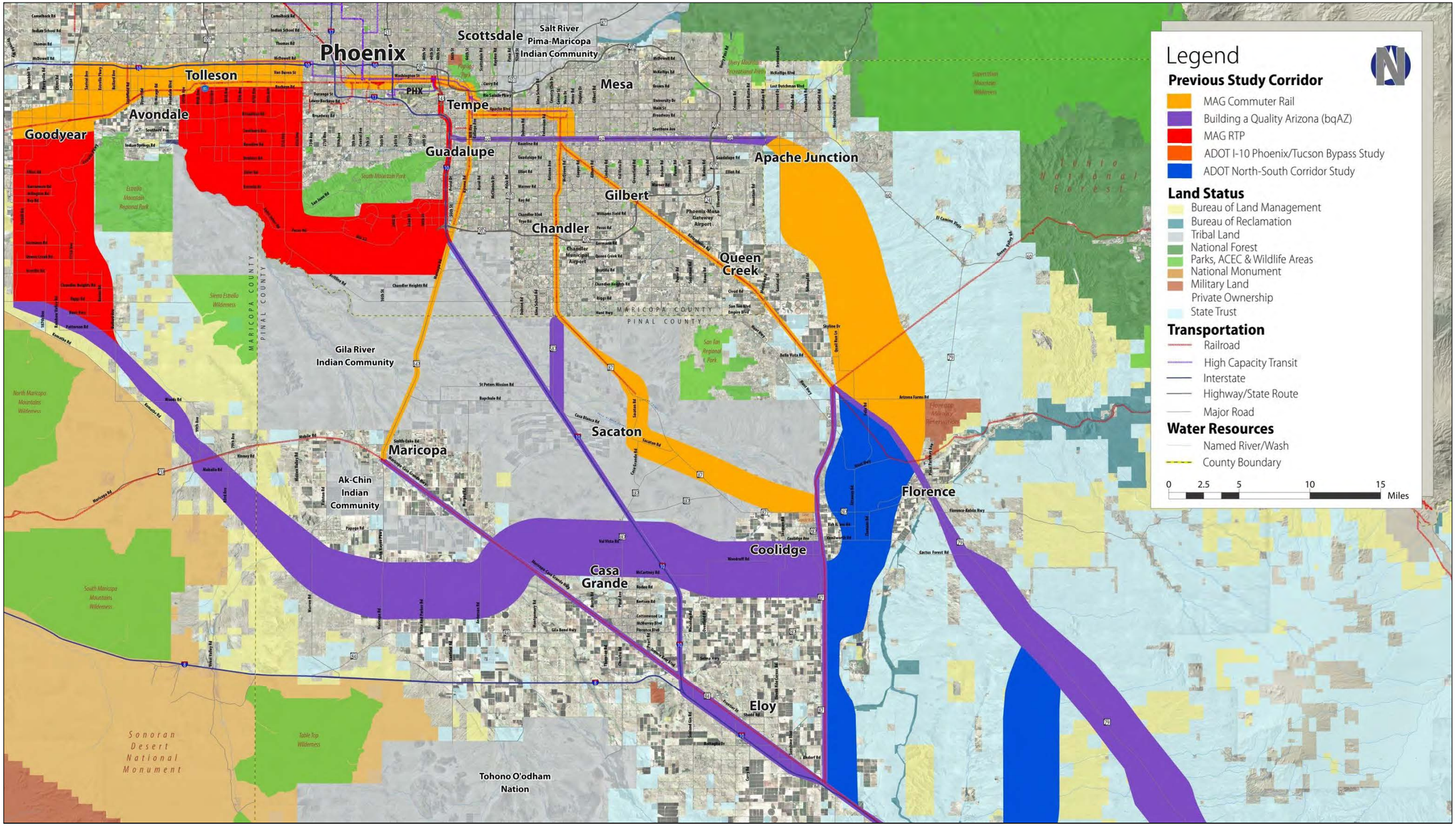
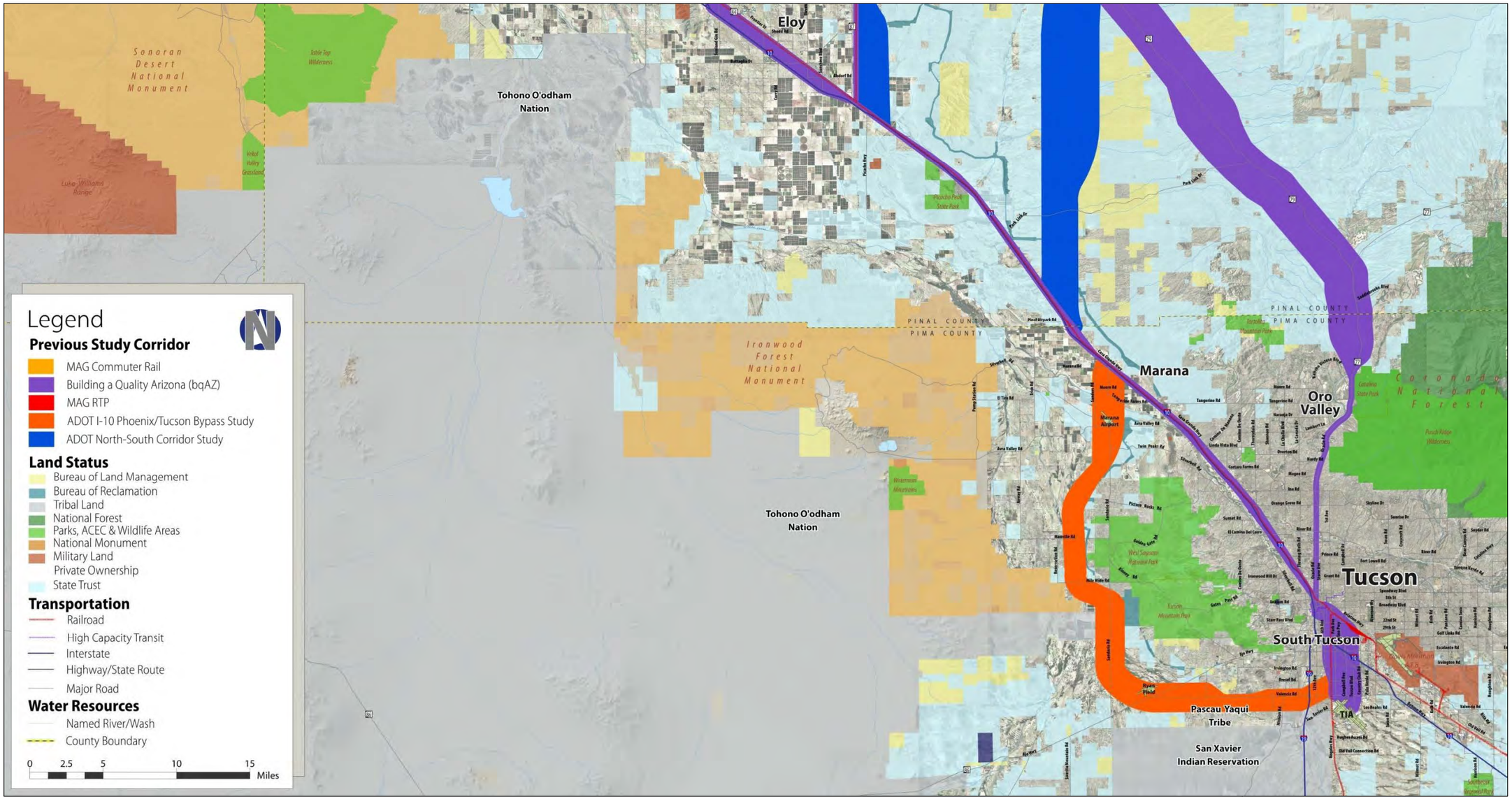


Figure 3: Previous Study Corridors (Southern Study Area)



3.0 Alternatives

The alternatives to be evaluated in the study will reflect those that best meet the Purpose and Need. While not required in an Alternatives Analysis, a No-Build and a Baseline Alternative are required as part of the Tier I EIS process. With that in mind, the federally mandated alternatives are identified now and will be further refined once the Tier I EIS is completed later in the project.

3.1 No-Build Alternative

A No-Build Alternative is required by NEPA to be part of the study process. It includes all transportation facilities and services programmed for implementation within the APRCS study area. This alternative includes roadway and highway improvements identified in the Transportation Improvement Programs (TIPs) of the MAG, Central Arizona Association of Governments (CAAG), and PAG, but no additional significant improvements. Programmed improvements include:

- Interstate 10: Construction of local express lanes between 32nd Street and Loop 202.
- Interstate 10: Roadway widening from four to six general purpose lanes and the addition of an HOV lane from Loop 202 to Riggs Road.
- Interstate 10: Roadway widening and lane additions between Florence Boulevard and State Route 87.
- Interstate 10: Roadway widening from six to eight lanes between Ina Road and Prince Road.
- Interstate 19: Roadway widening from four to eight lanes between San Xavier Road and Interstate 10.
- State Route 77: Roadway widening from four to six lanes between Tangerine Road and the Pima County line.
- Maricopa-Casa Grande Highway: Roadway widening from two to four lanes between State Route 84 and State Route 347.

3.2 Baseline Alternative

A Baseline Alternative includes all programmed transportation facilities and service improvements included in the No-Build Alternative, as well as transportation system management (TSM) enhancements. TSM would include relatively low-cost safety, operational, and capacity enhancements to the existing transportation system. This alternative would not include a major guideway investment and would represent a less-capital intensive improvement strategy to address project goals within the study area. The Baseline Alternative would be mainly focused on increased bus service and selected facility improvements, and serves as the basis of performance comparison in the Federal Transportation Administration's (FTA) "New Starts" grant process.

3.3 Alignment Segments

Forty-three separate alignment segments were identified based on the transportation plans and corridor studies discussed in Section 2.0. The individual segments can be combined to form 151 unique alignments connecting the Tucson and Phoenix metropolitan areas. The segments fall within various county and local government jurisdictions, as well as different types of land ownership classifications including tribal land, State Trust land, and property controlled by the Bureau of Reclamation (BOR) and the Bureau of Land Management (BLM). The segments vary in length from 1.5 miles to 69.1 miles, and also vary in width from a narrow one- quarter mile corridor to a swath over 5 miles wide. Where possible, segments follow an existing or planned transportation corridor such as the Interstate 10 right-of-way, a Union Pacific (UP) Railroad alignment, or alignment options for the concurrent North-South Corridor Study. All alignment segments are shown in Figure 4 and Figure 5 and described in the following section.

Figure 4: Alignment Segments (Northern Study Area)

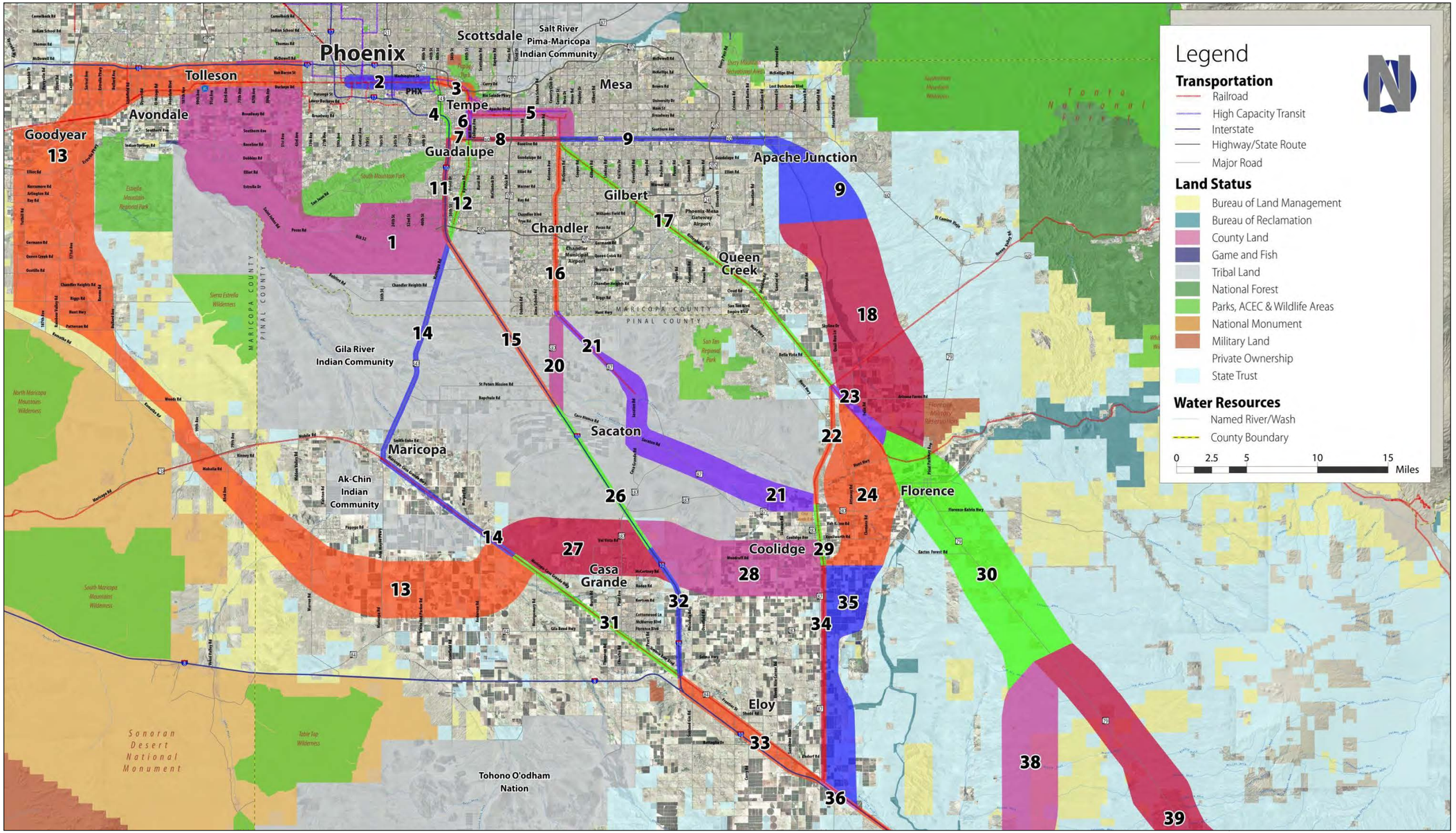
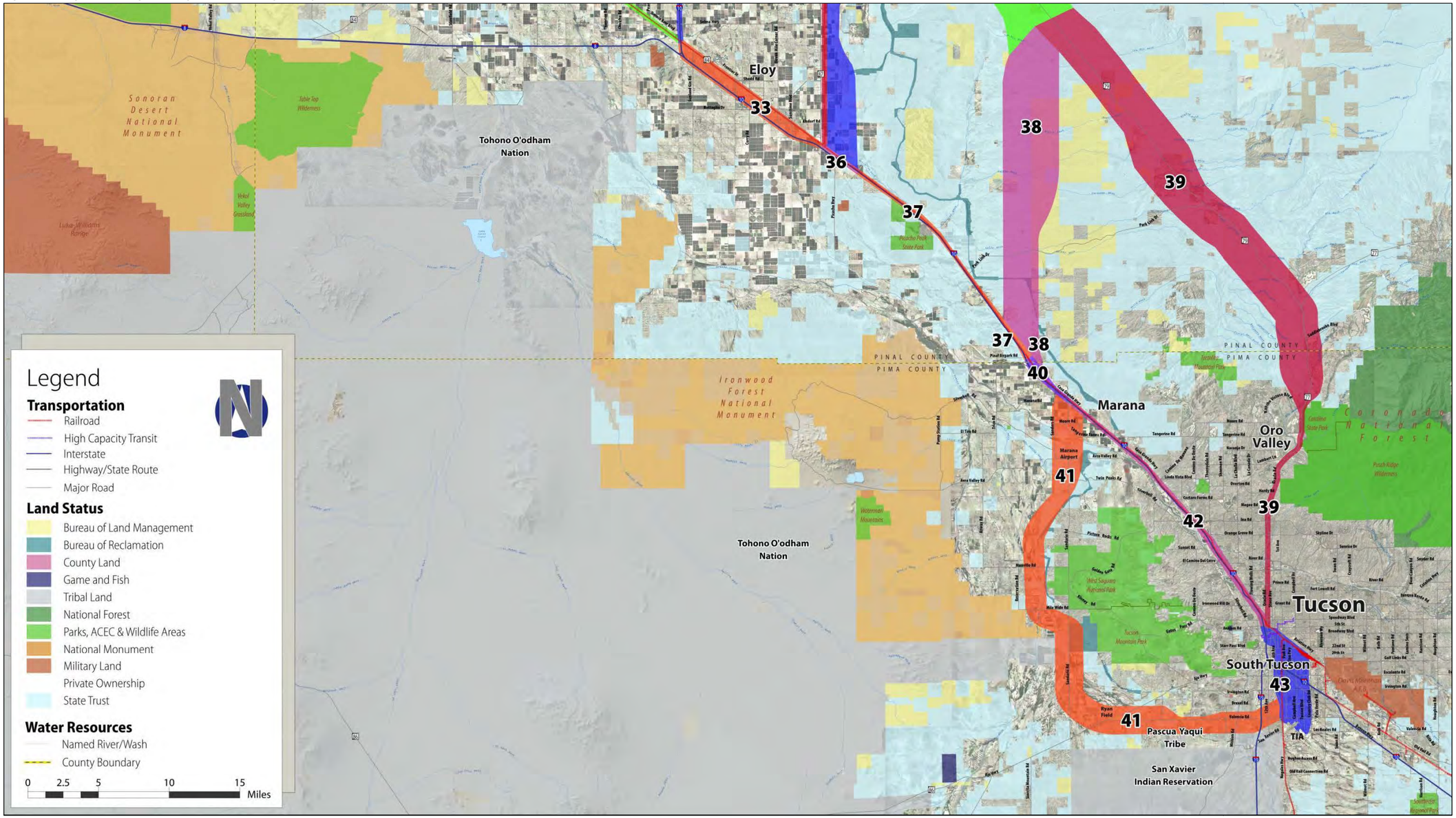


Figure 5: Alignment Segments (Southern Study Area)



3.3.1 Maricopa County Alignment Segments

Sixteen alignment segments fall within Maricopa County. The length of the alignment segments within Maricopa County ranges from 1.5 miles (Segment 7) to 69.1 miles (Segment 13). The 16 segments provide potential access to major features such as Downtown Phoenix, PHX Sky Harbor, Tempe / Arizona State University, as well as Chandler and the Gila River Indian Community. Table 1 provides a breakdown of each Maricopa County alignment segment and describes adjacent jurisdictions, land ownership, other existing or planned transportation alignments within the segment, as well as previous studies that have evaluated that segment.

Table 1: Maricopa County Alternative Segments Summary

Alignment Segment	Length (Miles)	Adjacent Jurisdictions	Land Status	Major Features	Existing/Planned Alignment	Previous Study
1	28.7	Phoenix; Avondale; Gila River Indian Community	Tribal Land	South and west of South Mountain; Wild Horse Pass	SR 202	SR 202 Corridor
2	5.9	Phoenix	Private	Downtown Phoenix; PHX Sky Harbor	UP Rail	MAG Commuter Rail
3	3.9	Phoenix; Tempe	Private	Downtown Tempe	UP Rail	MAG Commuter Rail
4	4.4	Phoenix, Tempe	Private	PHX Sky Harbor	I-10; SR 143	I-10 Widening
5	8.3	Tempe; Mesa	Private	ASU	UP Rail; Metro LR	MAG Commuter Rail; Mesa Extension
6	2.2	Tempe	Private	Downtown Tempe	UP Rail	MAG Commuter Rail
7	1.5	Phoenix; Tempe	Private	Downtown Phoenix	US 60	bqAZ
8	6.0	Tempe; Mesa	Private	None	US 60	bqAZ
9	23.5	Mesa; Apache Junction	State Trust	None	US 60	bqAZ; Superstition Vistas Report
11	7.5	Phoenix, Tempe, Chandler	Private	East of South Mountain Park	I-10	I-10 Widening
12	7.4	Tempe; Chandler	Private	W. Chandler Blvd CBD*; Wild Horse Pass	UP Rail; Tempe Branch	MAG Commuter Rail
13	69.1	Goodyear	BLM	None	Future Interstate	Hassayampa Framework Study
14	27.7	Gila River Indian Community; Maricopa; Ak-Chin Indian Community; Casa Grande	Tribal Land	Downtown Maricopa; Wild Horse Pass	SR 347; Maricopa-Casa Grande Freeway	bqAZ
15	13.9	Gila River Indian Community	Tribal Land	Wild Horse Pass	I-10	I-10 Widening; bqAZ
16	12.3	Chandler; Gilbert	Private	Downtown Chandler	Chandler Branch; UP Rail	MAG Commuter Rail
17	26.3	Gilbert; Mesa; Queen Creek	Private	None	South-East Branch; UP Rail	MAG Commuter Rail

*Central Business District

3.3.2 Pinal County Alignment Segments

Nineteen alignment segments are located within Pinal County. The segments vary in length from 3.1 miles (Segment 36) to 28.3 miles (Segment 19). The Pinal County segments provide potential access to Downtown Florence, Coolidge, Casa Grande, Eloy, Sacaton, and the Central Arizona Community College. Table 2 provides a breakdown of each Pinal County segment and describes adjacent jurisdictions, land ownership, other existing or planned transportation alignments within the segment, as well as previous studies related to that segment.

Table 2: Pinal County Alternative Segments Summary

Alignment Segment	Length (Miles)	Adjacent Jurisdictions	Land Status	Major Features	Existing/Planned Alignment	Previous Study
18	15.0	Queen Creek, Florence	Private	None	North-South Corridor	North-South Corridor Study
20	6.7	Gila River Indian Community	Tribal Land	None	SR 587	bqAZ
21	25.1	Gila River Indian Community	Tribal Land	None	UP Rail Alignment; SR 87	bqAZ
22	9.1	Florence; Gila River Indian Community	State Trust; Tribal Land	None	UP Rail Alignment	bqAZ
23	5.0	Florence	Private	None	UP Rail Alignment	bqAZ
24	10.4	Florence	Private	None	North-South Corridor	bqAZ
26	12.1	Gila River Indian Community; Casa Grande	Tribal Land; State Trust	None	I-10	I-10 Widening; bqAZ
27	9.8	Casa Grande	Private	None	Future Interstate	Hassayampa Framework Study
28	12.6	Coolidge	Private	Central Arizona College	Future Interstate	Hassayampa Framework Study
29	3.8	Gila River Indian Community; Coolidge	Tribal Land	Downtown Coolidge	UP Rail Alignment	bqAZ
30	8.0	Florence	State Trust	Downtown Florence	SR 79	Superstition Scenarios Report
31	14.7	Casa Grande	Private	Downtown Casa Grande	UP Rail Alignment	bqAZ
32	9.8	Casa Grande	Private	None	I-10	I-10 Widening; bqAZ
33	12.5	Casa Grande; Eloy	Private	Downtown Eloy	I-10; UP Rail Alignment	bqAZ
34	15.4	Coolidge; Eloy	Private	None	UP Rail Alignment	bqAZ
35	17.8	Coolidge	State Trust; BOR	None	North-South Corridor	North-South Corridor Study
36	3.1	None	State Trust	None	I-10; UP Rail Alignment	bqAZ
37	18.3	None	State Trust	None	I-10; UP Rail Alignment	bqAZ
38	23.8	Marana	State Trust; BLM	None	East North-South Corridor	North-South Corridor Study

3.3.3 Pima County Alignment Segments

Five alignment segments fall within Pima County. The segments vary in length from 3.9 miles (Segment 40) to 50.9 miles (Segment 39). The segments within Pima County provide access to Marana, Oro Valley, Downtown Tucson, and the Tucson International Airport (TIA). Table 3 provides a breakdown of each Pima County segment and describes adjacent jurisdictions, land ownership, other existing or planned transportation alignments within the segment, as well as related previous studies.

Table 3: Pima County Alternative Segments Summary

Alignment Segment	Length (Miles)	Adjacent Jurisdictions	Land Status	Major Features	Existing/Planned Alignment	Previous Study
39	50.9	Oro Valley; Tucson	State Trust; BLM	West of Coronado National Forest; Downtown Tucson	SR 79; SR 77	bqAZ
40	3.9	Marana	Private	Marana	I-10; UP Rail	bqAZ
41	38.5	Marana; Tucson	State Trust; BOR	West of Saguaro National Park; Downtown Marana	None	PAG RTP I-10 Bypass
42	21.2	Marana; Tucson	Private	Marana; Downtown Tucson	I-10; UP Rail	bqAZ
43	6.8	Tucson; San Xavier Indian Reservation	Private	Downtown Tucson	I-10, I-19, UP Rail Alignment	bqAZ

3.4 Stations

Thirty-eight potential station locations were identified as part of the ROA process. The locations of these potential stations are based on data collection, assessment of existing and future conditions, previous studies, and stakeholder and agency input workshops which are described in Sections 4.0 and 5.0 of this document.

Section 3.4.1 describes the different station types used to create Bundled Alternatives. All potential station locations are described by county in Sections 3.4.2 through 3.4.4.

3.4.1 Station Types

Stations will be paired with segments to create Bundled Alternatives. Different types of stations – System Hub, Regional, and Local -- are proposed according to service characteristics, land use and urban form. An overview of these station types and service characteristics is provided below. Subsequent work tasks will describe the land use and urban form characteristics of each station type in more detail.

System Hub Stations

System hubs serve as an end-of-line station of the passenger rail corridor for both Intercity and Commuter Rail service. Only a select group of locations were identified as potential system hubs. These include Downtown Phoenix, Tempe/ASU, PHX Sky Harbor, Downtown Tucson, and TIA.

Intermediate Stations

Intermediate stations include both regional stations and local stations, as described below.

Regional Stations – Serve Intercity and Commuter Rail service and function as major intermediate stations. Regional stations will have multiple access options, transit supportive land use policies and will be transportation gathering centers for the corridor. The location of the regional stations was determined by considering anticipated travel characteristics and agency and public preferences related to how intercity travel is likely to evolve over time. In general, regional stations are located at downtown locations, a central location in the corridor to aid in gathering and distributing trips, at major commercial airports, and at the edge of the urban areas to serve as a collector location for trips traveling to the opposite end of the corridor.

Local Stations – Serve Commuter Rail only. The function of local stations is to help move daily trips efficiently throughout the corridor. Agencies and the public selected locations that represented the most likely candidates to carry daily trips throughout the corridor based on where major activities are located within each community and their proximity to the identified segments.

Figure 6 and Figure 7 show all 38 potential station locations identified throughout the study area.

Figure 6: Potential Stations (Northern Study Area)

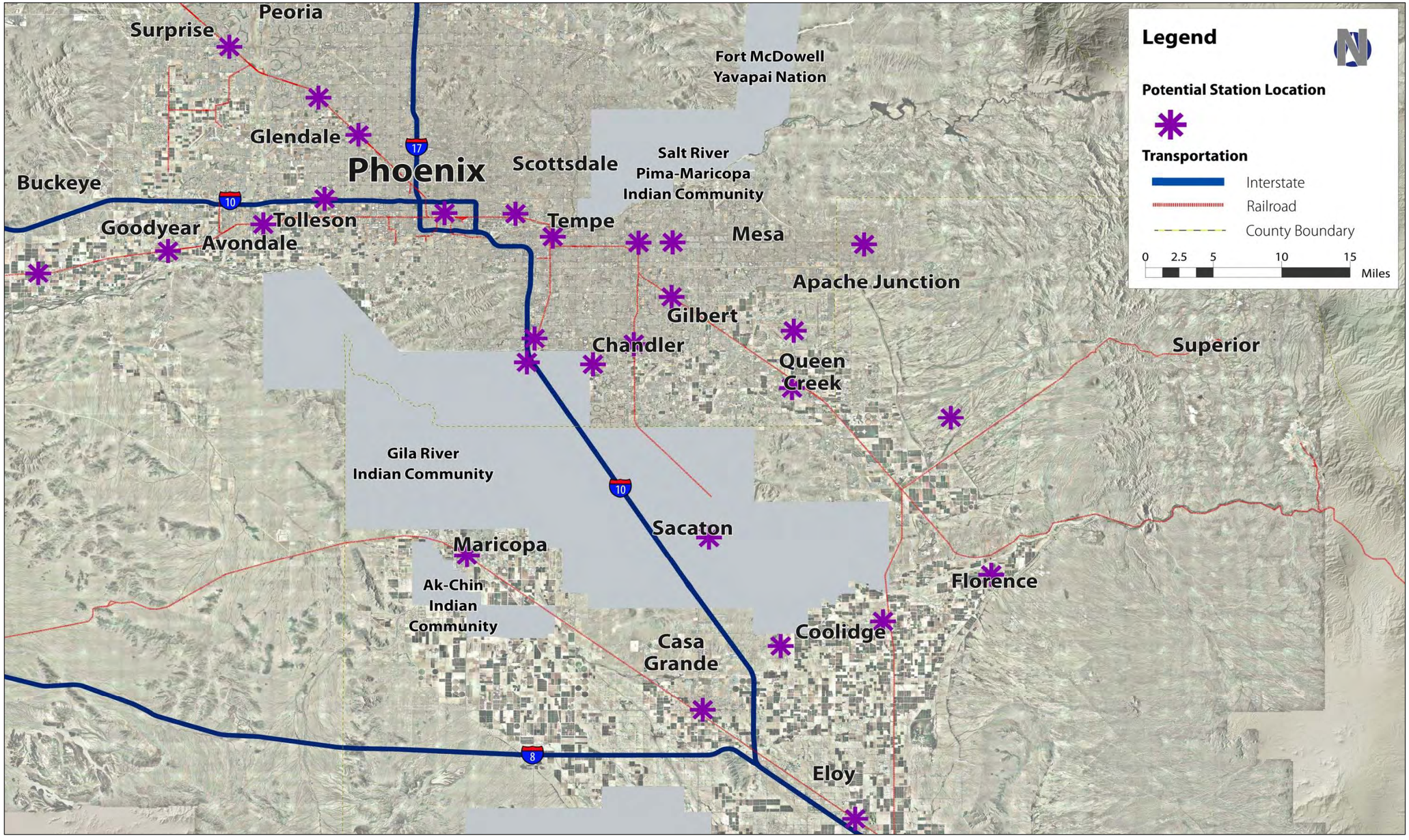
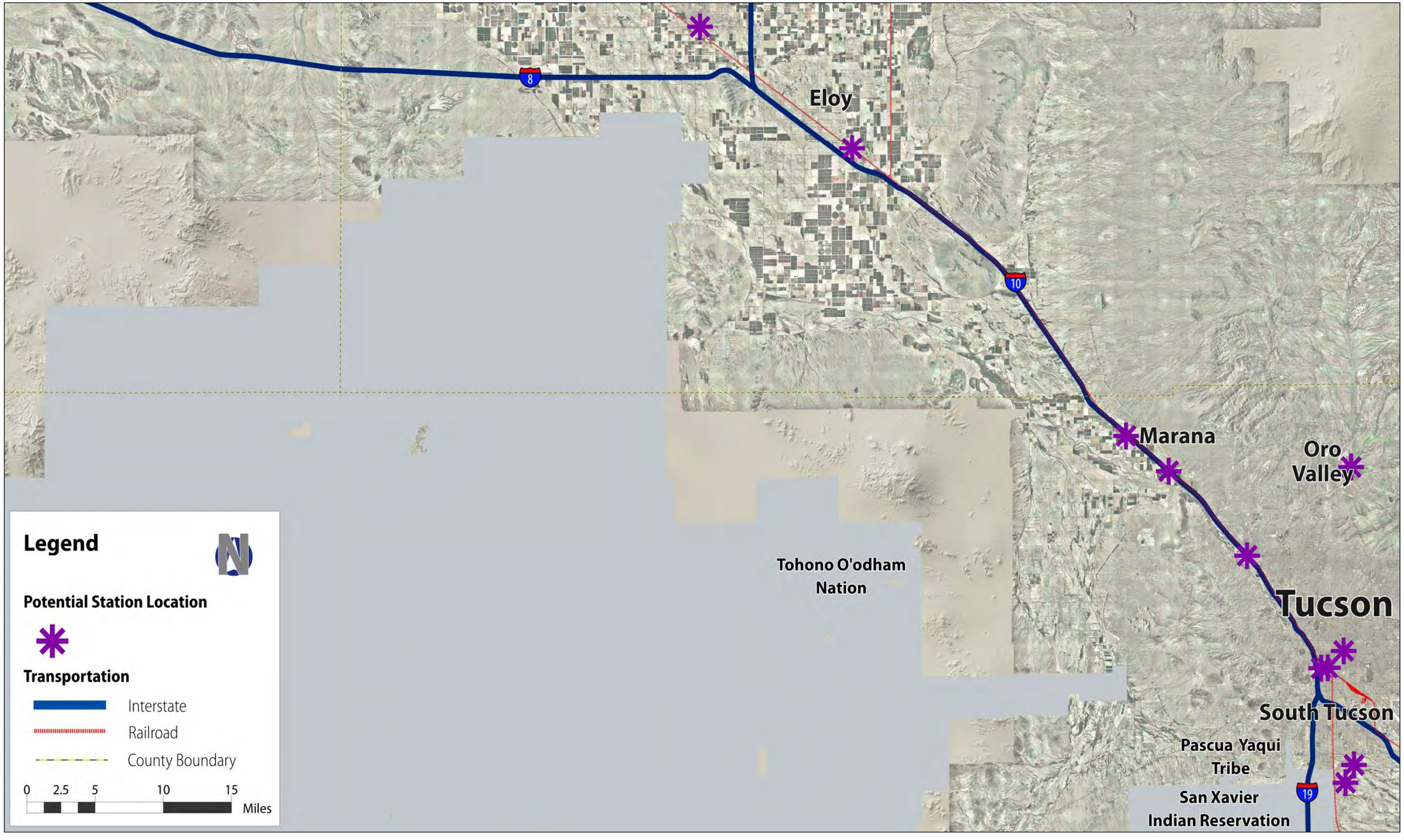


Figure 7: Potential Stations (Southern Study Area)



3.4.2 Maricopa County Stations

Nineteen potential stations have been identified within Maricopa County. Table 4 describes the potential connections that Maricopa County stations have to existing and planned transportation corridors and major activity centers.

Seven locations connect to existing or planned high capacity transit (HCT) systems, including Metro Light Rail, and 16 of the 19 locations are located within illustrative HCT peak corridors described in the MAG RTP. Nine locations also connect to regional bike plan corridors, and eight locations are located adjacent to existing private rail alignments. Major features of the station locations include the MC-85 and US-60 Grand Avenue corridors, along with direct connections to activity centers including the Central Avenue corridor, Downtown Phoenix, ASU, Mill Avenue, Downtown Tempe, Mesa Arts Center, and PHX Sky Harbor.

Table 4: Maricopa County Station Connection Summary

Station	Connects to Planned / Existing HCT	Connects to RTP Illustrative Transit Corridors	Connects to Regional Bike Plan Corridor	Connects to Existing Freight Rail Alignment	Major Features
Avondale	No	Yes	Yes	Yes	MC 85 Corridor
Buckeye	No	Yes	No	Yes	MC 85 Corridor
Chandler	No	Yes	Yes	Yes	Chandler Municipal Center
S. Price Corridor Hi Tech Center	No	No	No	No	Employment Centers
W. Chandler Blvd. CBD	No	Yes	Yes	Yes	SR-202 & I-10 Park-and-Ride
Wild Horse Pass	No	No	No	No	Gila River Indian Community
Gilbert	No	Yes	Yes	Yes	Businesses and entertainment
Glendale	Yes	Yes	No	Yes	US-60 Corridor
Goodyear	No	Yes	No	Yes	MC-85 Corridor
Mesa	No	Yes	Yes	No	Mesa Arts Center / Civic Center
LRT End Station East	Yes	Yes	Yes	No	Downtown Mesa
Phoenix Mesa Gateway Airport	No	No	No	No	Planned Terminal
Peoria	No	Yes	No	No	US-60 Corridor
Downtown Phoenix	Yes	Yes	Yes	No	Businesses and Entertainment
PHX Sky Harbor	Yes	Yes	Yes	No	PHX Sky Harbor Airport
LRT End Station West	Yes	Yes	No	No	I-10 and 79th Avenue
Queen Creek	No	Yes	No	No	Businesses and Entertainment
Surprise	Yes	Yes	No	Yes	US-60 Corridor
Tempe / ASU	Yes	Yes	Yes	No	ASU Businesses and Entertainment

Source: MAG Regional Transportation Plan (2010 Update), MAG Regional Bike Map (2008)

Table 5 describes the demographic characteristics associated with each Maricopa County station, using a 5-mile circular buffer to represent the station's catchment area. Within the 5-mile area around the station, Glendale has the highest population with 473,130 people and Downtown Phoenix has the highest employment with 438,494 people. Downtown Phoenix and Buckeye share the largest low-income populations at 13%. Downtown Phoenix also has the largest population with zero automobile ownership, and LRT End Station West has the largest minority population among the Maricopa County stations.

Table 5: Maricopa County Station Catchment Area Summary

Station	Population Within 5 Mile Buffer	Employment Within 5 Mile Buffer	% Low Income (Under 25k) Within 5 Mile Buffer	% Zero Auto Ownership Within 5 Mile Buffer	% Minority Population Within 5 Mile Buffer
Avondale	146,272	43,648	6%	3%	41%
Buckeye	28,036	5,568	13%	3%	34%
Chandler	268,853	95,790	4%	3%	24%
S. Price Corridor Hi Tech Center	190,551	81,200	4%	3%	26%
W. Chandler Blvd. CBD	160,763	102,779	4%	3%	26%
Wild Horse Pass	102,745	68,327	3%	2%	24%
Gilbert	357,349	116,076	5%	5%	25%
Glendale	473,130	120,298	8%	9%	41%
Goodyear	41,947	8,447	8%	3%	32%
Mesa	354,700	132,374	8%	7%	28%
LRT End Station East	339,922	114,315	7%	6%	25%
Phoenix Mesa Gateway Airport	80,845	10,325	4%	12%	37%
Peoria	298,071	81,514	8%	7%	28%
Downtown Phoenix	361,949	438,494	13%	14%	47%
PHX Sky Harbor	310,313	353,611	12%	2%	17%
LRT End Station West	311,937	76,932	7%	7%	49%
Queen Creek	65,488	7,146	4%	2%	22%
Surprise	176,430	26,855	9%	4%	17%
Tempe / ASU	303,518	308,421	11%	9%	34%

Source: Demographic data originates from the AZ Statewide Model at the Traffic Analysis Zone (TAZ) level, and 2010 US Census

3.4.3 Pinal County Stations

Nine potential stations have been identified within Pinal County. Table 6 describes the potential connections of each station to existing and planned transportation corridors and major activity centers. No locations connect to existing or planned HCT systems, while four locations are located within illustrative HCT corridors described in the Pinal County Multimodal Circulation Plan. Five locations also connect to designated multi-use trail corridors, and five locations are located adjacent to existing private rail alignments. Major features of the station locations include the Interstate 10 and North-South Corridor Study corridors, along with direct connections to the downtown businesses of Apache Junction, Casa Grande, Coolidge, Florence, Maricopa, and Sacaton.

Table 6: Pinal County Station Connection Summary

Station	Connects to Planned / Existing HCT	Connects to Circulation Plan Illustrative Transit Corridors	Connects to Regional Bike Plan Corridor	Connects to Existing Freight Rail Alignment	Major Features
Apache Junction	No	No	Yes	Yes	Downtown Businesses
Casa Grande	No	No	Yes	Yes	Downtown Businesses
Central Arizona College	No	No	No	No	Campus Facilities
Coolidge	No	Yes	No	Yes	Downtown Businesses
Eloy	No	Yes	Yes	Yes	I-10 Corridor
Florence	No	Yes	Yes	No	Downtown Businesses
Maricopa	No	Yes	Yes	Yes	Downtown Businesses
Sacaton	No	No	No	No	Downtown Businesses
Superstition Vistas (Future Activity Center)	No	No	No	No	North-South Study Corridor

Source: Pinal County Comprehensive Plan (2009)

Table 7 describes the demographic characteristics associated with each Pinal County station, using a 5-mile circular buffer to represent the station's catchment area. Within the 5-mile area around the station, Apache Junction has the highest population with 90,645 people, while employment was highest in Casa Grande at 16,123 employees. Sacaton has the largest low-income and minority populations with 12% and 81%, respectively. Coolidge and Casa Grande share the highest zero automobile ownership households within all Pinal County stations.

Table 7: Pinal County Station Catchment Area Summary

Station	Population Within 5 Mile Buffer	Employment Within 5 Mile Buffer	% Low Income (Under 25k) Within 5 Mile Buffer	% Zero Auto Ownership Within 5 Mile Buffer	% Minority Population Within 5 Mile Buffer
Apache Junction	90,645	13,869	9%	6%	12%
Casa Grande	51,020	16,123	8%	8%	32%
Central Arizona College	9,282	1,762	5%	7%	37%
Coolidge	16,077	2,833	9%	8%	38%
Eloy	10,556	1,796	10%	7%	43%
Florence	8,064	4,372	8%	5%	31%
Maricopa	41,555	3,158	9%	4%	36%
Sacaton	3,780	1,527	12%	4%	81%
Superstition Vistas (Future Activity Cetner)	5,666	152	6%	2%	19%

Source: Demographic data originates from the AZ Statewide Model at the Traffic Analysis Zone (TAZ) level, and 2010 US Census

3.4.4 Pima County Stations

Ten potential stations have been identified within Pima County. Table 8 describes the potential connections of these stations to existing and planned transportation corridors and major activity centers. Three Downtown Tucson locations connect to an existing or planned HCT system and eight locations connect to planned transit corridors described in the PAG RTP. The three Downtown Tucson stations connect to a regional bike plan corridor, and five of the total locations are located adjacent to existing private rail. Major features of stations within Pima County include the Interstate 10 and State Route 77 corridors, along with direct connections to major activity centers such as TIA, Downtown Tucson, and the University of Arizona.

Table 8: Southern Station Connections Summary

Station	Connects to Planned / Existing HCT	Connects to RTP Illustrative Transit Corridors	Connects to Regional Bike Plan Corridor	Connects to Existing Freight Rail Alignment	Major Features
Marana (Ina Rd / I-10)	No	Yes	No	Yes	I-10 Corridor
Marana (Marana Rd / Sandario Rd)	No	Yes	No	Yes	I-10 Corridor
Marana (Tangerine Rd / I-10)	No	Yes	No	Yes	I-10 Corridor
Oro Valley	No	Yes	No	No	SR-77 Corridor Commercial Center
Historic Train Depot	Yes	Yes	Yes	Yes	Businesses and Entertainment
Raytheon	No	No	No	No	Employment Center
Rio Nuevo	Yes	Yes	Yes	No	Businesses and Entertainment
Tucson International Airport	No	Yes	No	No	TIA Airport Facilities
University of Arizona	Yes	Yes	Yes	No	Campus Facilities
U of A Research Center	No	No	No	Yes	Employment Center

Source: PAG 2040 Regional Transportation Plan

Table 9 describes the demographic characteristics associated with Pima County stations, using a 5-mile circular buffer to represent the station's catchment area. Within the 5-mile area around the station, Historic Depot has the highest population with 281,495 people and University of Arizona has the highest employment with 186,525 people. All three Downtown Tucson locations share the highest percentage of low income population and zero automobile ownership with 19% and 13%, respectively. The Raytheon station location has the largest percentage of minority population of all Pima County stations with 43%.

Table 9: Southern Station Catchment Area Summary

Station	Population Within 5 Mile Buffer	Employment Within 5 Mile Buffer	% Low Income (Under 25k) Within 5 Mile Buffer	% Zero Auto Ownership Within 5 Mile Buffer	% Minority Population Within 5 Mile Buffer
Marana (Ina Rd / I-10)	4,564	3,867	6%	2%	17%
Marana (Marana Rd / Sandario Rd)	8,730	4,135	7%	3%	17%
Marana (Tangerine Rd / I-10)	17,079	5,182	6%	3%	16%
Oro Valley	39,897	7,152	4%	2%	11%
Historic Depot	281,495	167,558	19%	13%	32%
Raytheon	100,142	40,100	13%	9%	43%
Rio Nuevo	270,865	157,257	19%	13%	33%
Tucson International Airport	113,898	54,520	14%	9%	42%
University of Arizona	277,862	186,525	19%	13%	30%
University of Arizona Research Center	27,458	19,281	7%	3%	24%

Source: Demographic data originates from the AZ Statewide Model at the Traffic Analysis Zone (TAZ) level, and 2010 US Census

3.5 Modes

Three transportation modes were examined to connect Tucson and Phoenix metropolitan areas: bus, rail and air. Personal auto was not considered as a mode in this analysis because it has been and is being addressed as part of other studies within the region, such as the North-South Corridor Study. The characteristics and feasibility of each mode are detailed below.[1]

Bus
Average Cost per Mile: $0.92
CO2 Emissions: 56 g/pass-mile
Energy Use : 749 BTU/pass-mile

Implementation Status: No current plans for exclusive right-of-way for buses between Tucson and Phoenix. There is existing bus service on I-10.

Potential Service Characteristics: Opportunity for stations in many intermediate communities between Tucson and Phoenix, offering a range of connection options.

Rail
Average Cost per Mile: $0.63
CO2 Emissions: 160 g/pass-mile
Energy Use: 1850 BTU/pass-mile

Implementation Status: Rail connection between Tucson and Phoenix identified in State Rail Plan.

Potential Service Characteristics: Opportunity for stations in a limited number of communities between Tucson and Phoenix.

Air
Average Cost per Mile: $16.13
CO2 Emissions: 243 g/pass-mile
Energy Use: 3260 BTU/pass-mile

Implementation Status: No current plans for expansion of air service between Tucson and Phoenix.

Potential Service Characteristics: Limited to stations in Mesa, Phoenix, and Tucson.

Due to the cost and limited service characteristics of air, only the bus and rail modes were advanced.

[1] Bureau of Transportation Statistics, 2011

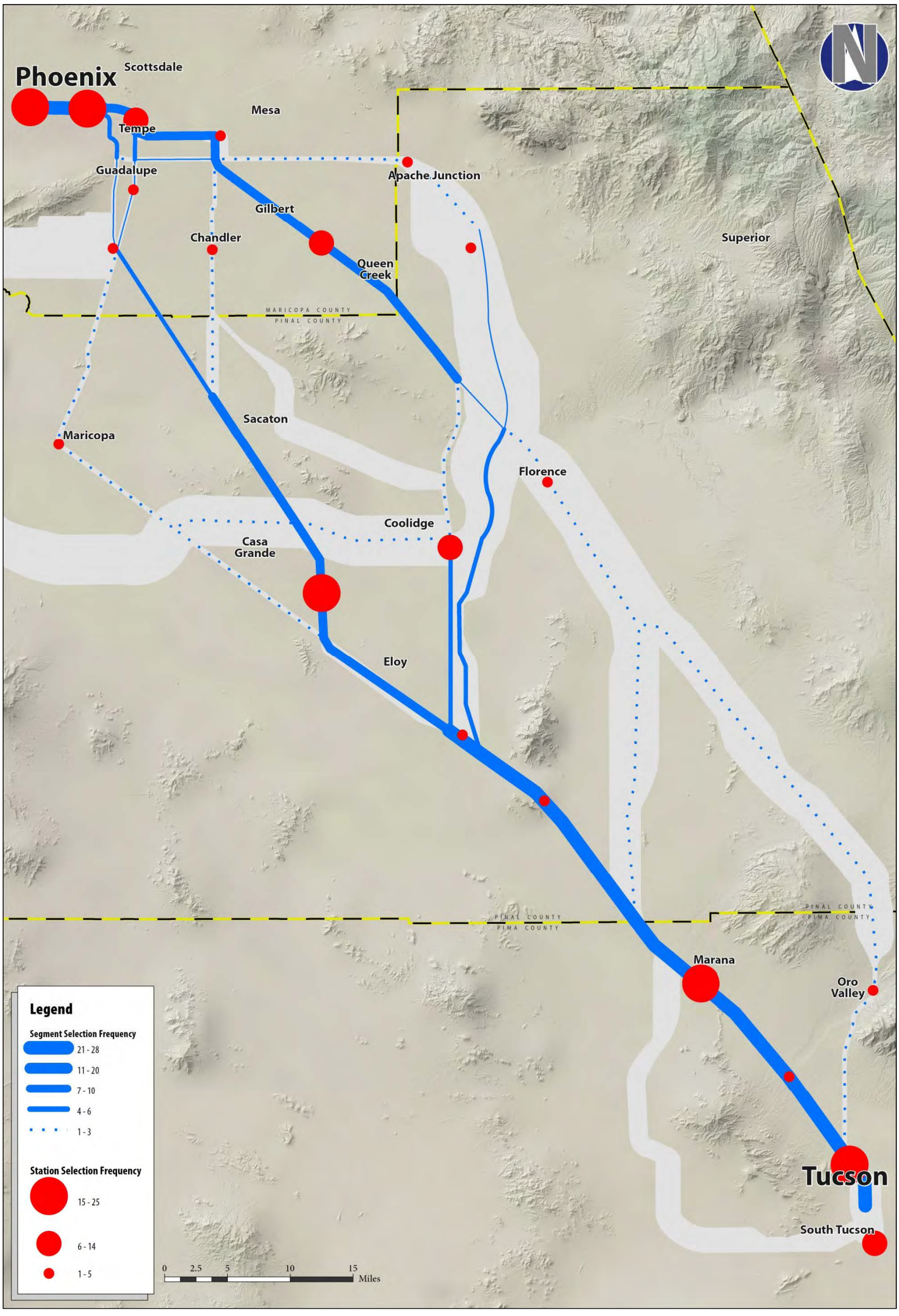
4.0 Community Support Team Meetings – Workshop Summary

In June 2011, three separate Corridor Support Team (CST) meetings were held as part of the Study where agency representatives throughout the corridor were invited to participate in the development of the range of alternatives for this study. The goal of these meetings was to inform stakeholders of the purpose of the study, as well as to gain valuable input that could be utilized throughout the project. The meetings were held at three separate locations: Tucson, Coolidge, and Phoenix, and included several work sessions focusing on different aspects of the study.

A ROA workshop was held as part of each CST meeting. In this session, participants were divided into small groups, and provided with a map of the overall study area which included outlines of the alignment segments identified in previous transportation studies. The groups were asked to identify potential rail alignments and potential station locations using string, stickers, and markers. Groups were also asked to record the overall purpose or goal of each alignment, as well as the type of service (local service or express service) which would best serve that purpose.

This section is a summary of the information gathered from each CST meeting. It also contains breakdowns on the frequency with which specific alignments and station locations were identified by workshop participants. Figure 8 shows the overall total results of the three ROA workshops, including the frequency with which alignment segments and stations were selected.

Figure 8: ROA Workshop Results Summary



4.1 Northern CST

The Northern CST meeting, held in Phoenix, had the highest attendance, with seven separate groups participating in the ROA workshop. These groups identified local service alignments with an average length of 120 miles, and an average travel time of 86 minutes. The participants also located an average of 3.6 stations per alignment. The groups also identified an express service, which would follow the same alignment as local service but with fewer intermediate stops and a faster travel time. The express option had an average of 1.6 stations and average of 71 minutes of travel time. A number of trip purposes or goals were recorded for each potential alternative. The most common of these were:

- Creating a commuter route connected to residential areas;
- Creating connections to future and existing employment centers; and
- Providing connections to airports and future light rail / BRT systems.

The overall results for the Northern CST are summarized in Table 10 and Table 11. These tables summarize the recommendations by the workshop participates, detailing the overall recommended alignment and the number of times a specific station location was desired, respectively.

Table 10: Northern CST Alignment Results Summary

	Local Service	Express Service
Average Distance (miles)	120	120
Average Travel Time (min)	86	71
Average Number of Intermediate Stations	3.6	1.6
Stated Trip Purposes	- Commuter route connected to residential areas - Connections to future and existing employment centers - Modal connections to airports and future light rail / BRT	

Table 11: Northern CST Desired Station Location Summary

Location	Station Type		
	System Hub	Intermediate Station	
		Local Service	Express Service
Downtown Phoenix	9		
PHX Sky Harbor	2	4	3
Tempe/ ASU	1	3	
South Tempe	1		
Chandler		1	
Williams - Gateway		4	1
Wildhorse Pass		1	
Maricopa		2	
Casa Grande		6	1
Florence		2	
Coolidge		3	2
Eloy		2	
Marana		12	
Downtown Tucson	8	1	
Tucson International Airport	5		

In the Northern CST, the most desired system hub locations were Downtown Phoenix and Downtown Tucson. The most desired intermediate stations were PHX Sky Harbor, Tempe/ASU, Williams-Gateway, Casa Grande, and Marana. Phoenix Sky Harbor and Coolidge were the most desired intermediate stations for express service.

Along with specific alignments, station locations, and trip purposes, general comments and observations were sought from participants. In the Northern CST ROA workshop, these general comments included a discussion of how system hubs should be multi-purpose in nature, and should serve different markets for employment and entertainment centers, and offer adequate parking for commuter trips. There was also an emphasis placed on connecting the future alignment to existing and planned transportation infrastructure. Specific examples included Amtrak, proposed streetcars, airports, park-and-ride facilities, and carsharing locations.

Other considerations suggested included working closely with Native American Communities and minimizing harmful impacts on sensitive wildlife areas. Comments also represented the debate of whether the proposed system should consider future growth, or focus on areas with existing population and employment centers.

4.2 Central CST

The Central CST meeting was held in Coolidge, with three groups participating in the ROA workshop. The participants identified several alignment alternatives with an average distance of 128 miles, an average travel time of 94 minutes for local service, and 78 minutes for express service, where the express service would follow the same alignment as local service, but with fewer intermediate stops resulting in a

shorter travel time. The alignments included an average of 3.6 station locations per alternative for local service, and 1.5 for express service. Participants voiced their opinions on various trip purposes, which included:

- A connection to employment and residential centers;
- Serving existing population centers;
- Having the highest overall travel speed;
- Maximizing connections and service area; and
- The service of existing and future employment centers.

The overall results for the Central CST are summarized in Table 12 and Table 13. These tables summarize the recommendations by the workshop participates, detailing the overall recommended alignment and the number of times a specific station location was desired, respectively.

Table 12: Central CST Results Summary

	Local Service	Express Service
Average Distance (miles)	128	128
Average Travel Time (min)	94	78
Average Number of Intermediate Stations	3.6	1.5
Stated Trip Purposes	- Connections to employment and residential centers - Serve existing population - Highest overall speed - Maximize connections - Serve existing and future employment centers	

Table 13: Central CST Desired Station Location Summary

Location	Station Type		
	System Hubs	Intermediate Station	
		Local Service	Express Service
Downtown Phoenix	4		
PHX Sky Harbor	2		
Tempe/ ASU			1
Williams - Gateway		2	
Wildhorse Pass		1	
Apache Junction		1	
Maricopa		1	
Casa Grande		3	1
Coolidge		2	1
Eloy		4	
Marana		6	
Downtown Tucson	4	2	
Tucson International Airport	2		

Downtown Phoenix and Downtown Tucson were the most desired system hub locations for the Central CST. The most desired intermediate stations were Casa Grande, Eloy, and Marana. The intermediate stations identified for express service were Tempe/ASU, Casa Grande, and Coolidge.

Comments received during the Central CST meeting heavily emphasized connecting residential and employment centers. Comments also stated repeatedly that the future system must accommodate both existing and future populations, mentioning the North South Corridor specifically as an opportunity to serve the largest potential future population. However, other discussion focused on the importance of existing populations, going as far as to suggest population percentage within a certain distance of an alignment as an important evaluation criterion.

4.3 Southern CST

The Southern CST meeting was held in Tucson, with four groups participating in the ROA workshop. The participants of Southern CST identified routes with an average distance of 126 miles, and average travel time of 96 minutes for local service, and an average express service travel time of 76 minutes. Local service alignments had an average of 4.8 stations, while express alignments had an average of 1.3. The purposes and goals of Southern CST alignments included:

- The prioritization of commuter service;
- Serving employment centers;
- Serving existing populations;
- Providing opportunities for in-fill development;
- Creating multi-modal connections; and
- The creation of a primarily inter-city system, connecting the edges of urban areas.

The overall results for the Southern CST are summarized in Table 14 and Table 15. These tables summarize the recommendations by the workshop participates, detailing the overall recommended alignment and the number of times a specific station location was desired, respectively.

Table 14: Southern CST Results Summary

	Local Service	Express Service
Average Distance (miles)	126	126
Average Travel Time (min)	96	76
Average Number of Intermediate Stations	4.8	1.3
Stated Trip Purposes	- Commuter service - Connect to edges of urban areas - Primarily inter-city - Serve employment centers - Serve existing population, in-fill development - Multi-modal connectivity	

In the Southern CST the most desired system hub locations were Downtown Phoenix and the Tucson International Airport. The most desired intermediate station locations were PHX Sky Harbor, Casa Grande, Marana, and Downtown Tucson. The intermediate stations identified for express service were Mesa (light rail terminal), Casa Grande, Florence, and Downtown Tucson.

The participants in the Southern CST ROA workshop also offered differing comments regarding whether the future rail system should focus on existing or future populations, repeatedly mentioning the future growth projections along the North South corridor. Other comments included how proposed alignments should avoid conflicts with existing Union Pacific Railroad corridors, and how the TIA provides an important multi-modal connection. The ideas of speed and efficiency were also reiterated, suggesting that too many stops, or too long of an overall travel time would make the system less attractive to travelers.

Table 15: Southern CST Desired Station Location Summary

Location	Station Type		
	System Hub	Intermediate Station	
		Local Service	Express Service
Downtown Phoenix	7		
PHX Sky Harbor	1	3	
Mesa (Center St & Main St)			1
Chandler		1	
Williams - Gateway		2	
Wildhorse Pass		1	
Apache Junction		1	
Casa Grande		3	1
Coolidge		2	
Florence		1	1
Picacho		1	
Marana		5	
Oro Valley		1	
Tangerine Road		1	
Downtown Tucson	3	3	1
Tucson International Airport	5		

4.4 Corridor Selection Frequency

The specific alignments identified in each ROA workshop included a wide range of potential routes and alternatives. However, the majority of the alignments identified fell into a set of existing or planned transportation corridors discussed and analyzed in previous transportation studies within the region. For the purposes of this study, a corridor is a specifically identified linear area which could potentially accommodate a HCT system. These major corridors include:

- The existing Interstate 10 corridor between Tucson and Phoenix;
- The North South Corridor in eastern Pinal County connecting to Interstate 10 near Eloy;
- The Southeast branch of the Union Pacific Railroad (stretching approximately from Florence, through Queen Creek and Gilbert, to Phoenix in the northwest) in conjunction with the Sunset Line or Interstate 10 south of Eloy;
- The UP corridor running north-south through Chandler and connecting to the Sunset Line or Interstate 10 south of Eloy,
- The Maricopa corridor, which utilizes the Maricopa – Casa Grande Highway and State Route 347 connecting to Interstate 10, and
- The corridor following State Route 79 connecting to the UP Southeast Branch or State Route 60.

Table 16 describes the frequency that each of these corridors was chosen for potential intercity rail alignments in each of the ROA workshops. Overall, the Interstate 10 and North South Corridor were identified most often, with the Southeast Branch also receiving high scores. It is important to note that these corridors are not mutually exclusive, and that portions of two or more could be utilized in the same alignment.

Table 16: Corridor Selection Frequency

Corridor	North	Central	South	Total
Interstate 10	5	4	3	12
North South Corridor	6	3	3	12
Southeast Branch	6	3	2	11
Chandler	1		2	3
Maricopa	1	1		2
State Route 79			1	1

4.5 Potential Station Location Selection Frequency

The potential station locations identified in the three ROA workshops varied. However, some station locations were chosen more often than others. Table 17 below shows a breakdown of each potential station location, and the frequency with which it was chosen throughout the ROA workshop process. The totals listed in the table include system hubs, intermediate stations for local service, and intermediate stations for express service. It is important to note that these locations are broad generalized areas, and should not be interpreted as specific sites or properties.

Table 17: Total Station Location Selection Frequency

Location	Station Type		
	System Hub	Intermediate Station	
		Local Service	Express Service
Downtown Phoenix	20		
PHX Sky Harbor	5	7	3
Tempe/ ASU	1	3	1
Mesa (Center St & Main St)			1
South Tempe	1		
Chandler		2	
Williams - Gateway		8	1
Wildhorse Pass		3	
Apache Junction		2	
Maricopa		3	
Casa Grande		12	3
Coolidge		6	4
Florence		3	1
Eloy		6	
Picacho State Park		1	
Marana		23	
Oro Valley		1	
Tangerine Road		1	
Downtown Tucson	15	6	1
Tucson International Airport	12		

In total, among all ROA workshops, Downtown Phoenix, Downtown Tucson, and the Tucson International Airport were the most desirable system hub locations. The most desired intermediate stations for local service were PHX Sky Harbor, Williams-Gateway, Casa Grande, Coolidge, Eloy, Marana, and Downtown Tucson. The intermediate stations desired for express service were PHX Sky Harbor, Casa Grande, and Coolidge.

5.0 Scoping

Public scoping was conducted between October 7th and November 1st, 2011. During the scoping process the project team conducted 12 scoping events throughout the study area and received feedback on the project. Details of the scoping process are detailed in the *Scoping Report*.

No additional routing options or potential stations were identified during scoping. Participants confirmed the proposed potential stations and alignments to be examined as part of this study process.

6.0 Initial Screening

The initial screening process was conducted evaluating the route locations, stations and service types. The screening of route alignments focused on the potential route locations using detailed analysis parameters in the categories of infringement on sensitive environments, length, potential ridership, institutional considerations, existing transportation uses, and compatibility with local land use plans. The screening of potential station locations was conducted for both commuter and intercity station locations using analysis parameters related to potential transportation connections and travel markets.

The screening process is detailed in the *Initial Screening Working Paper*.

7.0 Bundled Alternatives

Stations and alignments were combined to create bundled alternatives based on results of initial screening. The bundled alternatives, described below, connect Tucson and the Phoenix area with various system hub locations throughout each region. The alignments follow the segments previously identified with stations connecting the core areas of existing and future population and employment centers.

The bundled alternatives include the following:

- I-10 HOV/Busway - utilize exclusive guideway and HOV improvements on I-10 to provide bus service connecting Tucson to Phoenix.
- UP - utilize the existing UP rail corridor between Tucson to Phoenix.
- I-10 - utilize the I-10 corridor between Tucson and Phoenix.
- North-South/UP Southeast Branch – utilize the I-10 corridor to the new North South Corridor, connecting to the UP Southeast Branch into Phoenix.
- I-10/UP Chandler Branch - utilize either the I-10 or UP Sunset Line right of way between Tucson and Casa Grande, north to Sacaton to connect to the UP Chandler Branch.
- Central Pinal/Eastern Maricopa - utilize the I-10 corridor to the new North South Corridor, connecting to the US 60 corridor.
- Western Pinal/UP Tempe Branch - utilize either the I-10 or UP Sunset Line right of way between Tucson and Casa Grande, traverse west to connect to the City of Maricopa and then north to the UP Tempe Branch, ending in Downtown Tempe.

The bundled alternatives will be refined in the Alternatives Analysis process.

8.0 Next Steps

The ROA process introduces all possible route alignments and system hub locations that have been evaluated as part of the APRCS study process. The information from the ROA process will be utilized in the Alternatives Analysis.

Section 4(f) and 6(f) Resources Appendix

Section 4(f) and 6(f) Resources Appendix

The resources listed in the following tables are shown on Maps 1-91 of the *Corridor Aerial Atlas Appendix.*

Table F-1. 6(f) Resources in the Corridor Alternatives

Name of Resource	Type of Resource	Jurisdiction or Owner
Southern Hub to Eloy – Yellow and Orange Corridor Alternatives		
Santa Cruz River Park	Park – county and city	Tucson P&R/ Pima NRPR
Armory Park (previously Military Plaza Park) and Senior Center	Park – city	Tucson P&R
Menlo Park	Park – city	Tucson P&R
David G. Herrera and Ramon Quiroz Park (previously Oury Park)	Park – city	Tucson P&R
Catalina Park	Park – city	Tucson P&R
El Rio Golf Course	Recreation Area – public golf course	Tucson P&R
Francisco Elias Esquer Park	Park – city	Tucson P&R
Manuel Valenzuela Alvarez Park	Park – city	Tucson P&R
Juhan Park	Park – city	Tucson P&R
Silverbell Municipal Golf Course	Recreation Area – public golf course	Tucson P&R
Jacobs Park	Park – city	Tucson P&R
Flowing Wells High School Tennis Courts	Recreation Area – school	Tucson P&R
Flowing Wells Park	Park – county	Pima NRPR
Wildwood Neighborhood Park	Park – county	Pima NRPR
Denny Dunn Neighborhood Park	Park – county	Pima NRPR
Orna Mae Harn District Park (formerly Marana Park)	Park – city	Marana P&R
Picacho Peak State Park	Park – state	Arizona State Parks
Eloy to Northern Hub – Yellow Alternative		
East Park	Park – city	Coolidge P&R

Table F-1. 6(f) Resources in the Corridor Alternatives

Name of Resource	Type of Resource	Jurisdiction or Owner
Kleinman Park and Softball Fields	Park – city	Mesa P&R
Escalante Park	Park – city	Tempe RS
Alegre Park	Park – city	Tempe RS
Selleh Park	Park – city	Tempe RS
Meyer Park	Park – city	Tempe RS
Hudson Park	Park – city	Tempe RS
Clark Park	Park – city	Tempe RS
Papago Park	Park – city	Phoenix P&R
Papago Municipal Golf Course	Recreation Area – public golf course	Phoenix P&R
Nuestro Park	Park – city	Phoenix P&R
Central Park	Park – city	Phoenix P&R
Eloy to Northern Hub – Orange Alternative		
Augusta Ranch Park	Park – city	Mesa P&R
Kingsborough Park	Park – city	Mesa P&R
Emerald Park	Park – city	Mesa P&R
Sherwood Park	Park – city	Mesa P&R
Dobson Ranch Golf Course	Recreation Area – public golf course	Mesa P&R
Rotary Park	Park – city	Tempe RS
Selleh Park	Park – city	Tempe RS
Alegre Park	Park – city	Tempe RS
Escalante Park	Park – city	Tempe RS
Riverview Softball Complex/Soccer Field	Recreation Area – athletic fields	Mesa P&R
Papago Park	Park – city	Phoenix P&R
Papago Municipal Golf Course	Recreation Area – public golf course	Phoenix P&R

Table F-1. 6(f) Resources in the Corridor Alternatives

Name of Resource	Type of Resource	Jurisdiction or Owner
Nuestro Park	Park – city	Phoenix P&R
Central Park	Park – city	Phoenix P&R

Source: Arizona State Parks, 2013; National Park Service, 2013a.

[a] During Tier 2 additional research would be conducted on "consolidated" or group 6(f) Land and Water Conservation Fund grants

Table F-2. Wildlife/Waterfowl Refuges in the Study Corridors

Name of Resource	Type of Resource[a]	Jurisdiction or Owner
Southern Hub to Eloy – Yellow and Orange Alternatives		
Sweetwater Wetlands Park	Urban park	Tucson Water Department
Floodprone Land Acquisition Program (FLAP) Properties	Land acquired for species protection	Pima County Regional Flood Control District
Wal-Mart Conservation Easement	Conservation easement for species protection	Pima NRPR
DOT Section 7	Land acquired for species protection	Pima County
Cortaro-Hartman	Land acquired for species protection	Pima County
Open Space Bond Acquisition	Land acquired for species protection and wildlife connectivity	Pima County
Hartman Vistas (two parcels)	Natural, undisturbed open space; land acquired for species protection	Marana P&R
Los Morteros Conservation Area[b]	Cultural resources conservation area managed as open space	Pima County
Eloy to Northern Hub – Yellow Alternative		
Riparian Preserve at Neely Ranch	Refuge	Gilbert P&R
Lo Piano Bosque Habitat	Refuge	Tempe RS
Hayden Butte Preserve	Refuge	Tempe RS
Eloy to Northern Hub – Orange Alternative		
Lo Piano Bosque Habitat	Refuge	Tempe RS

Table F-2. Wildlife/Waterfowl Refuges in the Study Corridors

Name of Resource	Type of Resource[a]	Jurisdiction or Owner
Source: Pima County 2013b. Notes: [a] Coordination will be required during Tier 2 with officials with jurisdiction over these resources to determine the local, county, or state significance and confirm the primary purpose of identified refuges and lands acquired for species and habitat protection. [b] Los Morteros is not foremost a wildlife refuge, nor is it listed on the NRHP. However, it does have qualities (publicly accessible open space and probable NRHP eligibility under criterion A or C) that could potentially qualify it for Section 4(f) protection pending coordination with Pima County during Tier 2.		

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Southern Hub to Eloy – Yellow and Orange Alternatives		
Juan Bautista de Anza National Historic Trail	Designated Historic Corridor	National Park Service
Barazza-Aviation Urban Pathway Extension (planned)	Recreation Area – trail	Tucson P&R
Pima County Enhanced Corridors, Greenways, Trails, Trailheads, and Paths (approximately 45 existing and planned resources)	Recreation Area – trails	Pima County NRPR
The Loop	Recreation Area – trails	Pima County NRPR
Verdugo Park	Park – city	Tucson P&R
Santa Rosa Park	Park – city	Tucson P&R
El Paso & Southwestern Greenway (planned)	Recreation Area – trail	Tucson P&R
Mission Gardens (part of the Tucson Origins Heritage Park)	Park – city	Tucson P&R / Rio Nuevo Multipurpose Facilities District Board
Parque de Orlando y Diego Mendoza (18th & Convent Mini Park)	Park – city	Tucson P&R
Jardin de Caesar Chavez (previously Five Points Park)	Park – city	Tucson P&R
Rosendo S. Perez Park	Park – city	Tucson P&R
Parque de San Cosmê	Park – city	Tucson P&R
Library Park	Park – county	Pima County Public Library
La Placita Park/La Placita Gazebo	Park – city	Tucson P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Veinte De Agosto Park	Park – city	Tucson P&R
Sunset Park	Park – city	Tucson P&R
El Presidio Plaza	Park – city	Tucson P&R
Jacome Plaza	Park – city	Tucson P&R
Presidio San Agustîn Del Tucson	Park – city	Tucson P&R
Iron Horse Park	Park – city	Tucson P&R
Arroyo Chico Linear Park (planned)	Park – city	Tucson P&R
Garden of Gethsemane	Park – city	Tucson P&R
Bonita Park	Park – city	Tucson P&R
Gateway Park	Park – city	Tucson P&R
Alene Dunlap Smith Garden (sculpture garden)	Park – city	Tucson P&R
Dunbar School Park (previously John Spring Junior High School)	Park – city	Tucson P&R / Dunbar Coalition
Estevan Park	Park – city	Tucson P&R
De Anza Park	Park – city	Tucson P&R
Manzo Elementary School	Recreation Area – school	Tucson Unified School District
Riverview Park	Park – city	Tucson P&R
Richey Elementary School	Recreation Area – school	Tucson Unified School District
Pascua Neighborhood Center	Recreation Area – recreation center	Tucson P&R
Miracle Mile Manor Park (planned)	Park – city	Tucson P&R
Jacinto Park	Park – city	Tucson P&R
Nash Elementary School	Recreation Area – school	Amphitheater School District
Christopher Columbus Park	Park – city	Tucson P&R
Palo Verde Park	Park – city	Tucson P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Rillito River Park and Trail	Park – county	Pima County NRPR
Dan Felix Memorial Community Park (includes Pegler Recreation Area)	Park – county	Pima County NRPR
Prickley Pear Park	Park – county	Pima County NRPR
Cañada del Oro River Park and Trail (planned)	Park – county	Pima County NRPR/Marana P&R
Ted Walker Regional Park	Park – county	Pima County NRPR
Mike Jacob Sports Park	Recreation Area – athletic fields	Pima County NRPR
Santa Cruz Multi-use Path and Marana Shared-use Paths (4 segments)	Recreation Area – trails (4 segments)	Marana P&R
Central Arizona Project Trail	Recreation Area – National Recreation Trail	Pima County NRPR/ Bureau of Reclamation
Crossroads at Silverbell District Park	Park – city	Marana P&R
Continental Ranch Neighborhood Park	Park – city	Marana P&R
Cascada District Parks (North and South, planned)	Park – city	Marana P&R
El Rio Neighborhood Park	Park – city	Marana P&R
El Rio Neighborhood Park Expansion (planned)	Park – city	Marana P&R
Rillito Vista Neighborhood Park	Park – county	Pima County NRPR
Rillito Vista Neighborhood Park Expansion (planned)	Park – county	Pima County NRPR
Barnett Linear Park (planned)	Park – city	Marana P&R
San Lucas Community Park	Park – city	Marana P&R
Sanders Grove Community Park (planned)	Park – city	Marana P&R
Multi-Use Trail Corridors at Red Rock and Picacho Peak State Park (3 planned segments)	Recreation Area – trails (3 segments)	Pinal County
Eloy to Northern Hub – Yellow Alternative		
Pinal County Multi-Use Trail Corridors (approximately 12 planned resources)	Recreation Area – trails	Pinal County
HoHoKam Park	Park – city	Coolidge P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Walker Park	Park – city	Coolidge P&R
North Park	Park – city	Coolidge P&R
Coolidge Community Center	Recreation Area – recreation center	Coolidge P&R
Nutt Park	Park – city	Coolidge P&R
San Carlos Park	Park – city	Coolidge P&R
Main Street Park	Park – city	Coolidge P&R
Coolidge Youth Center	Recreation Area – recreation center	Coolidge P&R
Palo Verde Park	Park – city	Coolidge P&R
Kenilworth Sports Complex	Recreation Area – athletic fields	Coolidge P&R
Queen Creek Paths, Trails and Trailheads (approximately 15 existing and planned resources)	Recreation Area – trails	Queen Creek P&R
Frances Brandon Pickett Elementary School	Recreation Area – school	Queen Creek Unified School District
Queen Creek High School	Recreation Area – school	Queen Creek Unified School District
East Park Site (planned)	Park – city	Queen Creek P&R
Founders Park	Park – city	Queen Creek P&R
Jack Barnes Elementary School	Recreation Area – school	Queen Creek Unified School District
Queen Creek Middle School	Recreation Area – school	Queen Creek Unified School District
Gilbert Paths, Trails, Trailheads, and Off-street Bicycle Corridors (approximately 19 existing and planned resources)	Recreation Area – trails	Gilbert P&R
Rittenhouse Basin (planned)	Recreation Area – park	Gilbert P&R
Marathon Trail (planned)	Recreation Area – trail	Gilbert P&R
Williams Field Pool	Recreation Area – swimming pool	Gilbert P&R
Cosmo Dog Park	Park – city	Gilbert P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Crossroads District Park	Park – city	Gilbert P&R
Crossroads District Park Expansion (planned)	Park – city	Gilbert P&R
Santan Vista Trail	Recreation Area – trail	Gilbert P&R
Rodeo Park	Park – city	Gilbert P&R
Maricopa Trail	Recreation Area – trail	Maricopa County P&R
Sun Circle/Maricopa Trails	Recreation Area – trail	Maricopa County P&R
Heritage Trail	Recreation Area – trail	Gilbert P&R
John Allen Park	Park – city	Gilbert P&R
Village II Park	Park – city	Gilbert P&R
Heritage Annex	Recreation Area – parks facility	Gilbert P&R
Water Tower Plaza	Park – city	Gilbert P&R
Veterans Park (formerly Library Park)	Park – city	Gilbert P&R
Page Park	Park – city	Gilbert P&R
Vaughn Avenue Park	Park – city	Gilbert P&R
Gilbert Community Center	Recreation Area – recreation center	Gilbert P&R
Mesquite Aquatics Center	Recreation Area – swimming pool	Gilbert P&R
Villa Madeira Park	Park – city	Gilbert P&R
Oak Tree Park	Park – city	Gilbert P&R
McQueen Park	Park – city	Gilbert P&R
Target Areas for Parks (3 proposed areas)	Park – city	Mesa P&R
Heritage Park	Park – city	Mesa P&R
Guerrero Rotary Park	Park – city	Mesa P&R
Downtown Urban Plaza (planned)	Park – city	Mesa P&R
Broadway Recreation Center	Recreation Area – recreation center	Mesa P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Stapley Park	Park – city	Mesa P&R
Gateway Park	Park – city	Mesa P&R
Beverly Park	Park – city	Mesa P&R
Mesa Education Center (formerly Powell Junior High School; planned to be converted to a sports complex)	Recreation Area – athletic fields and planned sports complex	Mesa P&R
Webster Recreation Center	Recreation Area – recreation center	Mesa P&R
Mesa Multi-use Paths (2 planned segments)	Recreation Area – recreation center	Mesa P&R
Victory Park	Park – city	Tempe RS
Esquer Park	Park – city	Tempe RS
Daumler Park	Park – city	Tempe RS
Connolly Field at Connolly Middle School	Recreation Area – athletic fields	Tempe Elementary School District
Tempe Multi-Use Paths (5 segments)	Recreation Area – trails	Tempe RS
Creamery Park	Park – city	Tempe RS
Daley Park	Park – city	Tempe RS
Clark Park Recreation Center	Recreation Area – recreation center	Tempe RS
Birchett Park	Park – city	Tempe RS
Mitchell Park	Park – city	Tempe RS
Jaycee Park	Park – city	Tempe RS
Westside Multi-Generational Center and Cahill Senior Center	Recreation Area – community center	Tempe RS
“A” Mountain Trail	Recreation Area – trail	Tempe RS
Tempe Beach Park	Park – city	Tempe RS
Tempe Town Lake	Park – city	Tempe RS
Rio Salado Park	Park – city	Tempe RS
Tempe Women’s Club Park	Park – city	Tempe RS

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Rolling Hills Golf Course	Recreation Area – public golf course	Tempe RS
Moeur Park	Park – city	Tempe RS
Phoenix Municipal Stadium	Recreational Area – stadium	City of Phoenix
Phoenix Greyhound Park	Recreational Area – stadium	City of Phoenix
Hilaria Rodriguez Park	Park – city	Phoenix P&R
Sohu Park	Park – city	Phoenix P&R
Kana Park	Park – city	Phoenix Housing Department
Eastlake Park	Park – city	Phoenix P&R
Lewis Park	Park – city	Phoenix P&R
Verde Park	Park – city	Phoenix P&R
Montgomery Stadium	Recreational Area – stadium	Phoenix Elementary School District No. 1
Heritage and Science Park	Park – city	Phoenix P&R
Civic Space Park	Park – city	Phoenix P&R
Patriots Square Park	Park – city	Phoenix P&R
Grant Park	Park – city	Phoenix P&R
Matthew Henson Park	Park – city	Phoenix P&R
Harmon Park	Park – city	Phoenix P&R
Woodland Parkway	Park – city	Phoenix P&R
University Park	Park – city	Phoenix P&R
Eloy to Northern Hub – Orange Alternative		
Pinal County Multi-Use Trail Corridors and Open Space (approximately 14 planned resources)	Recreation Area – trails	Pinal County
Florence Shared-use and multi-use paths and trails, pedestrian corridors, off-highway vehicle trails, and trailheads (approximately 25 existing and planned resources)	Recreation Area – trails	Florence P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Power Line Corridor (planned)	Recreational Area – trail	Florence P&R
Gila River Corridor (planned)	Recreational Area – trails	Florence P&R
Gila River North Side Community Park (planned)	Park – town	Florence P&R
Poston Butte Special Use Park (planned)	Park – town	BLM
Skyview Farms Community Park (planned)	Park – town	Florence P&R
Dobson Farms Community Park (planned)	Park – town	Florence P&R
Magma Dam Basin Community Park (planned)	Park – town	Florence P&R
Magma Dam Basin Special Use Park (planned)	Park – town	Florence P&R
Community Park No. 5 (planned)	Park – town	Florence P&R
Community Park No. 4 (planned)	Park – town	Florence P&R
Community Park No. 8 (planned)	Park – town	Florence P&R
Great Western Trail	Recreational Area – trail	Multiple
Target Areas for Parks (9 proposed areas)	Park – city	Mesa P&R
Mesa Multi-use Paths (8 existing and planned segments)	Recreation Area – recreation center	Mesa P&R
Desert Edge Discovery Park (planned)	Park – city	Mesa P&R
Hawes Road and Medina Avenue Park (planned)	Park – city	Mesa P&R
Enid Park	Park – city	Mesa P&R
Brimhall Aquatic Complex	Recreation Area – swimming pool	Mesa P&R
Brimhall Junior High School	Recreation Area – school	Mesa P&R
Holmes Park	Park – city	Mesa P&R
Countryside Park	Park – city	Mesa P&R
Harmony Park	Park – city	Mesa P&R
Sun Circle Trail	Recreation Area – trail	Maricopa County P&R

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Silvergate Park	Park – city	Mesa P&R
Mesa Tierra No. 3 Subdivision Mini-park	Park – city	City of Mesa
McAfee Place Unit 2 Mini-park	Park – city	City of Mesa
Sunset Mesa Subdivision Mini-park	Park – city	City of Mesa
Heritage Park	Park – city	Mesa P&R
Powell Estates Subdivision Mini-park	Park – city	City of Mesa
Mesa Education Center (formerly Powell Junior High School; planned to be converted to a sports complex)	Recreation Area – athletic fields and planned sports complex	Mesa P&R
Rhodes Aquatic Complex	Recreation Area – swimming pool	Mesa P&R
Rhodes Junior High School	Recreation Area – school	Mesa P&R
Ehrhardt Park	Park – city	Tempe RS
Daumier Park	Park – city	Tempe RS
Connolly Field at Connolly Middle School	Recreation Area – athletic fields	Tempe Elementary School District
Cole Park	Park – city	Tempe RS
Esquer Park	Park – city	Tempe RS
Victory Park	Park – city	Tempe RS
Riverview Golf Course	Recreation Area – public golf course	Mesa P&R
Riverview Park	Park – city	Mesa P&R
Mesa Rio Salado Pathway (planned)	Recreation Area – trail	Mesa P&R
ASU Karsten Golf Course	Recreation Area – public golf course	Arizona State University
Tempe Multi-Use Paths (4 segments)	Recreation Area – trails	Tempe RS
Rio Salado Park	Park – city	Tempe RS
Tempe Beach Park	Park – city	Tempe RS
Tempe Town Lake	Park – city	Tempe RS

Table F-3. Parks and Recreation Areas in the Study Corridors

Name of Resource	Type of Resource	Jurisdiction or Owner
Tempe Women's Club Park	Park – city	Tempe RS
Rolling Hills Golf Course	Recreation Area – public golf course	Tempe RS
Moeur Park	Park – city	Tempe RS
Desert Arboretum Park	Park – city	Arizona Board of Regents
"A" Mountain Trail	Recreation Area – trail	Tempe RS
Phoenix Municipal Stadium	Recreational Area – stadium	City of Phoenix
Phoenix Greyhound Park	Recreational Area – stadium	City of Phoenix
Hilaria Rodriguez Park	Park – city	Phoenix P&R
Sohu Park	Park – city	Phoenix P&R
Kana Park	Park – city	Phoenix Housing Department
Eastlake Park	Park – city	Phoenix P&R
Lewis Park	Park – city	Phoenix P&R
Verde Park	Park – city	Phoenix P&R
Montgomery Stadium	Recreational Area – stadium	Phoenix Elementary School District No. 1
Heritage and Science Park	Park – city	Phoenix P&R
Civic Space Park	Park – city	Phoenix P&R
Patriots Square Park	Park – city	Phoenix P&R
Grant Park	Park – city	Phoenix P&R
Harmon Park	Park – city	Phoenix P&R
Matthew Henson Park	Park – city	Phoenix P&R
Woodland Parkway	Park – city	Phoenix P&R
University Park	Park – city	Phoenix P&R

Sources: Florence 2008. Gilbert 2006; 2013. Marana 2010a; 2010b. Maricopa County Parks and Recreation 2013. Mesa 2002; 2012. Pima County 2012; 2013a. Pinal County 2007. Queen Creek 2005. Tempe 2013. Tucson 2006; 2012.

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Southern Hub to Eloy – Yellow and Orange Corridor Alternatives			
Solomon Warner House and Mill	Building	A and C	Tucson
El Tiradito	Shrine	A	Tucson
Barrio Libre	District	A and C	Tucson
Barrio Anita	District	A and C	Tucson
Barrio El Hoyo	District	A and C	Tucson
Barrio El Hoyo Historic District	District	A and C	Tucson
Barrio El Membrillo Historic District	District	A and C	Tucson
Barrio Santa Rosa	District	A and C	Tucson
Feldman's Historic District	District	A and C	Tucson
Menlo Park Historic District	District	A and C	Tucson
Ghost Ranch Lodge	District	A and C	Tucson
Marist College Historic District	District	A and C	Tucson
University of Arizona Campus Historic District	District	A and C	Tucson
Armory Park Historic Residential District	District	A, B, and C	Tucson
Velasco House	Building	A, B, and C	Tucson
Copper Bell B&B	Building	C	Tucson
Dodson-Esquivel House	Building	C	Tucson
Bray-Valenzuela House	Building	C	Tucson
Schwalen-Gomez House	Building	B	Tucson
Blixt-Avitia House	Building	C	Tucson
Sosa-Carillo-Fremont House	Building	C	Tucson
El Paso and Southwestern Railroad Depot	Building	A and C	Tucson
H. Levi Manning House	Building	B and C	Tucson
El Presidio Historic District	District	A, C, and D	Tucson

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Cordova House	Building	C	Tucson
Pima County Courthouse	Building	C	Tucson
Fox Commercial Building	Building	A and C	Tucson
Old Adobe Patio	Building	C	Tucson
Arizona Daily Star Building	Building	A and C	Tucson
Fox Theatre	Building	A and C	Tucson
Valley National Bank Building	Building	A and C	Tucson
Arizona Hotel	Building	A and C	Tucson
J.C. Penney – Chicago Store	Building	A and C	Tucson
U.S. Post Office and Courthouse	Building	A and C	Tucson
First Hittinger Block	Building	A and C	Tucson
Rebeil Block	Building	A and C	Tucson
Tucson Warehouse Historic District	District	A and C	Tucson
Hotel Congress	Building	A and C	Tucson
Rialto Theatre	Building	A and C	Tucson
Rialto Building	Building	A and C	Tucson
Julian-Drew Building	Building	A and C	Tucson
Fourth Avenue Underpass	Bridge	A and C	Tucson
Coronado Hotel	Building	C	Tucson
Iron Horse Expansion Historic District	District	A and C	Tucson
Pie Allen Historic District	District	A	Tucson
Sixth Avenue Underpass	Bridge	A and C	Tucson
Stone Avenue Underpass	Bridge	A and C	Tucson
Ronstadt House	Building	A, B, and C	Tucson

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
West University Historic District	District	A and C	Tucson
John Spring Neighborhood Historic District	District	A and C	Tucson
Ronstadt-Sims Adobe Warehouse	Building	A and C	Tucson
Sabedra-Huerta House	Building	A and C	Tucson
Antonio Matus House and Property	Building	A and C	Tucson
Pascua Cultural Plaza	Plaza/dirt lot	A	Tucson
USDA Tucson Plant Materials Center	Buildings	A and C	Tucson
Picacho Pass Skirmish Site/Overland Mail Company Stage Station at Picacho Pass	Battlefield	A	Red Rock
Eloy to Northern Hub – Yellow Corridor Alternative			
Verdugo Homestead Historic District	District	A and C	Randolph
Coolidge Woman's Club	Building	A	Coolidge
Casa Grande Ruins National Monument[a]	District	A, C, and D	Coolidge
Rittenhouse Elementary School	Building	A	Queen Creek
Ammo Bunker (S-1008)	Building	A and C	Williams Air Force Base
Ammo Bunker (S-1007)	Building	A and C	Williams Air Force Base
Gilbert Elementary School	Building	A and C	Gilbert
West Second Street Historic District	District	A and C	Mesa
West Side – Clark Addition Historic District	District	A and C	Mesa
Wilbur Street Historic District	District	A and C	Mesa
Temple Historic District	District	A and C	Mesa
Irving School	Building	A and C	Mesa
Sirrine House	Building	C	Mesa
Alhambra Hotel	Building	A	Mesa
Strauch House	Building	C	Mesa

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Spangler-Wilbur House	Building	C	Mesa
Alma Ward Meeting House	Building	A	Mesa
Borden Homes Historic District	District	A and C	Tempe
Borden Milk Company Creamery and Ice Factory	Building	A and C	Tempe
E.M. White Dairy Barn	Building	C	Tempe
Morrow-Hudson House	Building	B and C	Tempe
Elias-Rodriguez House	Building	C	Tempe
Roosevelt Addition Historic District	District	C	Tempe
University Park Historic District	District	A and C	Tempe
Tempe Woman's Club	Building	A and C	Tempe
Grady Gammage Memorial Auditorium	Building	C	Tempe
Selleh House	Building	B and C	Tempe
Hiatt House	Building	C	Tempe
B.B. Moeur Activity Building	Building	A and C	Tempe
Elliott House	Building	C	Tempe
Byron Redden House	Building	C	Tempe
C.P. Mullen House	Building	C	Tempe
B.H. Scudder Rental House	Building	C	Tempe
W.A. Moeur House	Building	B and C	Tempe
Hugh Laird House	Building	B and C	Tempe
Farmer-Goodwin House	Building	A and C	Tempe
President's House	Building	C	Tempe
Main Building Tempe Normal School	Building	A and C	Tempe
Industrial Arts Building	Building	A and C	Tempe

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Matthews Hall	Building	A and C	Tempe
Administration/Science Building	Building	A and C	Tempe
St. Mary's Church – Our Lady of Mount Carmel Catholic Church	Building	C	Tempe
Frankenberg House	Building	C	Tempe
Harrington-Birchett House	Building	C	Tempe
Harry Walker House	Building	C	Tempe
Samuel C. Long House	Building	C	Tempe
Tempe Hardware Building	Building	A and C	Tempe
Goodwin Building	Building	B and C	Tempe
Andre Building	Building	A and C	Tempe
Vienna Bakery	Building	A and C	Tempe
Roy Hackett House	Building	A and C	Tempe
C.T. Hayden House	Building	A and C	Tempe
Gonzalez-Martinez House	Building	C	Tempe
Tempe Beach Stadium	Terraced Stadium Bleacher	A and C	Tempe
1931 Tempe Bridge	Bridge	A and C	Tempe
Tempe Concrete Arch Highway Bridge	Bridge	C	Tempe
Tovrea Castle	Building	A and C	Phoenix
Pueblo Grande Ruin	District	A and D	Phoenix
Pay'n Takit No. 13	Building	A and C	Phoenix
Bethlehem Baptist Church	Building	C	Phoenix
Arizona Compress & Warehouse Company	Building	A and C	Phoenix
Phoenix Building and Loan House	Building	C	Phoenix

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Burgess A. Hadsell House	Building	C	Phoenix
Verde Park Pumphouse	Building	A	Phoenix
Eyrich-Kohl House	Building	C	Phoenix
Garfield Historic District	District	A and C	Phoenix
Jim Ong's Market	Building	A and C	Phoenix
Swindall Tourist Inn	Building	A and C	Phoenix
Immaculate Heart of Mary	Building	C	Phoenix
Arizona Citrus Growers Association Warehouse	Building	A and C	Phoenix
Smurthwaite House	Building	C	Phoenix
Phoenix Union High School Historic District	District	A, B, C, and D	Phoenix
Monroe School	Building	A and C	Phoenix
Phoenix Townsite	District	C	Phoenix
Dr. Roland Lee Rosson House	Building	C	Phoenix
F.S. Baird Machine Shop	Building	A and C	Phoenix
Phoenix Union Colored High School	Building	A and C	Phoenix
St. Mary's Church	Building	C	Phoenix
U.S. Post Office	Building	A and C	Phoenix
Hotel Westward Ho	Building	A and C	Phoenix
Phoenix Elementary School District No. 1 Administration Building	Building	A and C	Phoenix
J.T. Whitney Funeral Home	Building	A and C	Phoenix
Clinton Campbell House	Building	C	Phoenix
H.M. Coe House	Building	C	Phoenix
Steinegger Lodging House	Building	A and C	Phoenix
Security Building	Building	A and C	Phoenix

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
San Carlos Hotel	Building	A and C	Phoenix
Professional Building	Building	A and C	Phoenix
Heard Building	Building	A, B, and C	Phoenix
Fry's Building-Baxter Block	District	A and C	Phoenix
Sun Mercantile Building	Building	A and C	Phoenix
Lightning Delivery Co. Warehouse	Building	A and C	Phoenix
Gerardo's Building	Building	A and C	Phoenix
Arvizu's El Fresnal Grocery Store	Building	A and C	Phoenix
Ong Yut Geong Wholesale Market	Building	A and C	Phoenix
Phoenix Seed & Feed Company	Building	A and C	Phoenix
Western Wholesale Drug Company Warehouse	Building	A and C	Phoenix
Hotel St. James	Building	A and C	Phoenix
Chambers Transfer & Storage Company – Central Warehouse	Building	A and C	Phoenix
Chambers Transfer & Storage Company	Building	A and C	Phoenix
Anchor Manufacturing Company	Building	A and C	Phoenix
Union Station	Building	C	Phoenix
Storage Warehouse	Building	A and C	Phoenix
C.A. Larson House	Building	C	Phoenix
House at 818 South 1st Avenue	Building	C	Phoenix
Higuera Grocery	Building	A and C	Phoenix
W.E. Adams House	Building	C	Phoenix
M.J. Sharp House	Building	C	Phoenix
Yaun Ah Gim Groceries	Building	A and C	Phoenix
Dunbar School	Building	A	Phoenix

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Title and Trust Building	Building	A and C	Phoenix
Maricopa County Courthouse	Building	A and C	Phoenix
Orpheum Theater	Building	A and C	Phoenix
Firestone	Building	A and C	Phoenix
First Baptist Church	Building	A and C	Phoenix
First Presbyterian Church	Building	C	Phoenix
J.W. Walker Building – Central Arizona Light & Power	Building	A and C	Phoenix
6th Avenue Hotel – Windsor Hotel	Building	A and C	Phoenix
Valley Plumbing & Sheet Metal	Building	C	Phoenix
Overland Arizona Company	Building	A and C	Phoenix
Adams School	Building	A and C	Phoenix
Durand Grocery	Building	A and C	Phoenix
Anderson-Johannes House	Building	C	Phoenix
Woodland Historic District	District	A	Phoenix
Phoenix Carnegie Library and Library Park	Building	A and C	Phoenix
Evans House	Building	C	Phoenix
El Zaribah Shrine Auditorium	Building	A and C	Phoenix
Roosevelt Historic District	District	A, B, and C	Phoenix
Oakland Historic District	District	A	Phoenix
Eloy to Northern Hub – Orange Corridor Alternative			
Roosevelt Addition Historic District	District	C	Tempe
Tempe Hardware Building	Building	A and C	Tempe
Goodwin Building	Building	B and C	Tempe
Andre Building	Building	A and C	Tempe

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Vienna Bakery	Building	A and C	Tempe
Roy Hackett House	Building	A and C	Tempe
C.T. Hayden House	Building	A and C	Tempe
Gonzalez-Martinez House	Building	C	Tempe
Tempe Beach Stadium	Terraced Stadium Bleacher	A and C	Tempe
1931 Tempe Bridge	Bridge	A and C	Tempe
Tempe Concrete Arch Highway Bridge	Bridge	C	Tempe
Tovrea Castle	Building	A and C	Phoenix
Pueblo Grande Ruin	District	A and D	Phoenix
Pay'n Takit No. 13	Building	A and C	Phoenix
Bethlehem Baptist Church	Building	C	Phoenix
Arizona Compress & Warehouse Company	Building	A and C	Phoenix
Phoenix Building and Loan House	Building	C	Phoenix
Burgess A. Hadsell House	Building	C	Phoenix
Verde Park Pumphouse	Building	A	Phoenix
Eyrich-Kohl House	Building	C	Phoenix
Garfield Historic District	District	A and C	Phoenix
Jim Ong's Market	Building	A and C	Phoenix
Swindall Tourist Inn	Building	A and C	Phoenix
Immaculate Heart of Mary	Building	C	Phoenix
Arizona Citrus Growers Association Warehouse	Building	A and C	Phoenix
Smurthwaite House	Building	C	Phoenix
Phoenix Union High School Historic District	Building	A, B, C, and D	Phoenix
Monroe School	Building	A and C	Phoenix

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Phoenix Townsite	District	C	Phoenix
Dr. Roland Lee Rosson House	Building	C	Phoenix
F.S. Baird Machine Shop	Building	A and C	Phoenix
Phoenix Union Colored High School	Building	A and C	Phoenix
St. Mary's Church	Building	C	Phoenix
U.S. Post Office	Building	A and C	Phoenix
Hotel Westward Ho	Building	A and C	Phoenix
Phoenix Elementary School District No. 1 Administration Building	Building	A and C	Phoenix
J.T. Whitney Funeral Home	Building	A and C	Phoenix
Clinton Campbell House	Building	C	Phoenix
H.M. Coe House	Building	C	Phoenix
Steinegger Lodging House	Building	A and C	Phoenix
Security Building	Building	A and C	Phoenix
San Carlos Hotel	Building	A and C	Phoenix
Professional Building	Building	A and C	Phoenix
Heard Building	Building	A, B, and C	Phoenix
Fry's Building-Baxter Block	District	A and C	Phoenix
Sun Mercantile Building	Building	A and C	Phoenix
Lightning Delivery Co. Warehouse	Building	A and C	Phoenix
Gerardo's Building	Building	A and C	Phoenix
Arvizu's El Fresnal Grocery Store	Building	A and C	Phoenix
Ong Yut Geong Wholesale Market	Building	A and C	Phoenix
Phoenix Seed & Feed Company	Building	A and C	Phoenix
Western Wholesale Drug Company Warehouse	Building	A and C	Phoenix

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Hotel St. James	Building	A and C	Phoenix
Chambers Transfer & Storage Company – Central Warehouse	Building	A and C	Phoenix
Chambers Transfer & Storage Company	Building	A and C	Phoenix
Anchor Manufacturing Company	Building	A and C	Phoenix
Union Station	Building	C	Phoenix
Storage Warehouse	Building	A and C	Phoenix
C.A. Larson House	Building	C	Phoenix
House at 818 South 1st Avenue	Building	C	Phoenix
Higuera Grocery	Building	A and C	Phoenix
W.E. Adams House	Building	C	Phoenix
M.J. Sharp House	Building	C	Phoenix
Yaun Ah Gim Groceries	Building	A and C	Phoenix
Dunbar School	Building	A	Phoenix
Title and Trust Building	Building	A and C	Phoenix
Maricopa County Courthouse	Building	A and C	Phoenix
Orpheum Theater	Building	A and C	Phoenix
Firestone	Building	A and C	Phoenix
First Baptist Church	Building	A and C	Phoenix
First Presbyterian Church	Building	C	Phoenix
J.W. Walker Building – Central Arizona Light & Power	Building	A and C	Phoenix
6th Avenue Hotel – Windsor Hotel	Building	A and C	Phoenix
Valley Plumbing & Sheet Metal	Building	C	Phoenix
Overland Arizona Company	Building	A and C	Phoenix
Adams School	Building	A and C	Phoenix

Table F-4. Sites Listed on the National Register of Historic Places in the Corridor Alternatives

Name of Resource	Type of Resource	Criterion/ Criteria	City/Town
Durand Grocery	Building	A and C	Phoenix
Anderson-Johannes House	Building	C	Phoenix
Woodland Historic District	District	A	Phoenix
Phoenix Carnegie Library and Library Park	Building	A and C	Phoenix
Evans House	Building	C	Phoenix
El Zaribah Shrine Auditorium	Building	A and C	Phoenix
Roosevelt Historic District	District	A, B, and C	Phoenix
Oakland Historic District	District	A	Phoenix

Source: National Park Service, 2013b.
Notes:
[a] Except for the Casa Grande Ruins National Monument, the official with Section 4(f) jurisdiction over all of the NRHP-listed properties in this table is SHPO. The officials with Section 4(f) jurisdiction over the monument are NPS and SHPO.

Table F-5. Schools with Potentially Public Recreational Resources in the Corridor Alternatives

Name of Resource	Jurisdiction
Southern Hub to Eloy – Yellow and Orange Corridor Alternatives	
Carrillo K-5 Magnet School	Tucson Unified School District
Safford K-8 Magnet	Tucson Unified School District
Menlo Park Elementary School	Tucson Unified School District
Davis Bilingual Elementary Magnet School	Tucson Unified School District
Roskruge Bilingual K-8 Magnet School	Tucson Unified School District
Tucson High Magnet School	Tucson Unified School District
Arizona School for the Deaf and Blind	State of Arizona
Montessori Schoolhouse	Montessori Schoolhouse (public charter school)
Tully Elementary Magnet School	Tucson Unified School District
Walter Douglas Elementary School	Flowing Wells Unified School District
Sentinel Peak High School	Flowing Wells Unified School District

Table F-5. Schools with Potentially Public Recreational Resources in the Corridor Alternatives

Name of Resource	Jurisdiction
Centennial Elementary School	Flowing Wells Unified School District
J. Robert Hendricks Elementary School	Flowing Wells Unified School District
Marana Middle School	Marana Unified School District
Estes Elementary School	Marana Unified School District
Marana High School	Marana Unified School District
Red Rock Elementary School	Red Rock Elementary School District
Picacho Elementary School	Picacho Elementary School District No. 33
Eloy to Northern Hub – Yellow Corridor Alternative	
Poston Butte High School	Florence Unified School District
Circle Cross Ranch K-8 School	Florence Unified School District
Cortina Elementary School	Higley Unified School District
Higley High School	Higley Unified School District
Chaparral Elementary School	Higley Unified School District
Higley Elementary and Middle School	Higley Unified School District
Williams Field High School	Higley Unified School District
Desert Hills High School	The Leona Group (public charter school)
Mesquite Elementary School	Gilbert Unified School District
Gilbert High School	Gilbert Unified School District
Benjamin Franklin Charter School	Benjamin Franklin Charter School (public)
Burk Elementary School	Gilbert Unified School District
Gilbert Junior High School	Gilbert Unified School District
Mesquite Junior High School	Gilbert Unified School District
Gilbert Elementary School	Gilbert Unified School District
Neely Traditional Academy	Gilbert Unified School District
Oak Tree Elementary School	Gilbert Unified School District

Table F-5. Schools with Potentially Public Recreational Resources in the Corridor Alternatives

Name of Resource	Jurisdiction
Playa del Rey Elementary School	Gilbert Unified School District
Lincoln Elementary School	Mesa Public Schools
Burke Basic School	Burke Basic School (public charter school)
New Horizon School for the Performing Arts	New Horizon (public charter school)
Franklin School	Mesa Public schools
Franklin West Elementary School	Mesa Public schools
Lincoln Elementary School	Mesa Public schools
Heritage Academy	Heritage Academy (public charter school)
Pedro W. Guerrero Elementary School	Mesa Public Schools
Adams Elementary School	Mesa Public Schools
East Valley Academy	Mesa Public Schools
Thew Elementary School	Tempe Elementary School District
Curry Elementary School	Tempe Elementary School District
Broadmor Elementary School	Tempe Elementary School District
Tempe High School	Tempe Union High School District
ASU	Arizona Board of Regents
Gilliland Middle School	Tempe Elementary School District
Scales Technology Academy	Tempe Elementary School District
Gateway Community College	Maricopa Community Colleges
Gateway Early College High School	Maricopa Community Colleges
David Crockett Elementary School	Balsz Elementary School District No. 31
Academy of Excellence	Academy of Excellence (public charter school)
Wilson Primary and Elementary School	Wilson Elementary School District No. 7
Augustus H. Shaw Junior Elementary School	Phoenix Elementary School District No. 1
Booker T. Washington Child Development Center	Booker T. Washington Child Development Center, Inc.

Table F-5. Schools with Potentially Public Recreational Resources in the Corridor Alternatives

Name of Resource	Jurisdiction
Phoenix Preparatory Academy	Phoenix Elementary School District No. 1
Faith North Montessori School	Phoenix Elementary School District No. 1
Silvestre S. Herrera Elementary School	Phoenix Elementary School District No. 1
Lowell Elementary School	Phoenix Elementary School District No. 1
Paul Dunbar Lawrence Elementary School	Phoenix Elementary School District No. 1
Eloy to Northern Hub – Orange Corridor Alternative	
Canyon Rim Elementary School	Gilbert Unified School District
Augusta Ranch Elementary School	Gilbert Unified School District
Noah Webster School	Noah Webster School (public charter school)
Madison Elementary School	Mesa Public Schools
Marilyn Thiele Wilson Elementary School	Mesa Public Schools
Franklin South Elementary School	Mesa Public Schools
Brimhall Junior High School	Mesa Public Schools
Pioneer Elementary School	Gilbert Unified School District
Montessori Education Centre	Montessori Education Centre (public charter school)
Sun Valley High School	The Leona Group (public charter schools)
Porter Elementary School	Mesa Public Schools
Mesa High School	Mesa Public Schools
Lindbergh Elementary School	Mesa Public Schools
Keller Elementary School	Mesa Public Schools
Harris Elementary School	Gilbert Unified School District
Holmes Elementary School	Mesa Public Schools
EduPrize School	EduPrize (public charter schools)
Sequoia Secondary School	Sequoia Schools (public charter schools)
Sequoia Elementary School	Sequoia Schools (public charter schools)

Table F-5. Schools with Potentially Public Recreational Resources in the Corridor Alternatives

Name of Resource	Jurisdiction
Lincoln Elementary School	Mesa Public Schools
Burke Basic School	Burke Basic School (public charter school)
Ida Redbird Elementary School	Mesa Public Schools
Rhodes Junior High School	Mesa Public Schools
Roosevelt Elementary School	Mesa Public Schools
Washington Elementary School	Mesa Public Schools
Mesa Community College	Mesa Community Colleges
Bustoz School Facility	Tempe Elementary School District
Ward Traditional Academy	Tempe Elementary School District
Curry Elementary School	Tempe Elementary School District
Thew Elementary School	Tempe Elementary School District
Laird Elementary School	Tempe Elementary School District
Fees College Preparatory School	Tempe Elementary School District
Gateway Community College	Maricopa Community Colleges
Gateway Early College High School	Maricopa Community Colleges
David Crockett Elementary School	Balsz Elementary School District No. 31
Academy of Excellence	Academy of Excellence (public charter school)
Wilson Primary and Elementary School	Wilson Elementary School District No. 7
Augustus H. Shaw Junior Elementary School	Phoenix Elementary School District No. 1
Booker T. Washington Child Development Center	Booker T. Washington Child Development Center, Inc.
Phoenix Preparatory Academy	Phoenix Elementary School District No. 1
Faith North Montessori School	Phoenix Elementary School District No. 1
Silvestre S. Herrera Elementary School	Phoenix Elementary School District No. 1
Lowell Elementary School	Phoenix Elementary School District No. 1
Paul Dunbar Lawrence Elementary School	Phoenix Elementary School District No. 1

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Socioeconomic Conditions Appendix

Socioeconomic Conditions Appendix

Table S-1. Historical Growth in the State and Region

Geography	1970	1980	1990	2000	2010	Percent Change 1970-2010	Annual Growth Rate
Population							
State of Arizona	1,775,399	2,716,546	3,665,228	5,130,632	6,392,017	260.0%	3.3%
Maricopa County	971,228	1,509,052	2,122,101	3,072,149	3,817,117	293.0%	3.5%
Pima County	351,667	531,443	666,880	843,746	980,263	178.7%	2.6%
Pinal County	68,579	90,918	116,379	179,727	375,770	447.9%	4.3%
Tri-County Region	1,391,474	2,131,413	2,905,360	4,095,622	5,173,150	271.8%	3.3%
Coolidge	5,314	6,851	6,927	7,786	11,825	122.5%	2.0%
Eloy	5,381	6,240	7,211	10,375	16,631	209.1%	2.9%
Florence	2,173	3,391	7,510	17,054	25,536	1,075.1%	6.4%
Gilbert	1,971	5,717	29,188	109,697	208,453	10,476.0%	12.4%
Marana[a]	n/a	1,674	2,187	13,556	34,961	1,988.5%	10.7%
Mesa	63,049	152,453	288,091	396,375	439,041	596.3%	5.0%
Phoenix	584,303	789,704	983,403	1,321,045	1,445,632	147.4%	2.3%
Queen Creek[a]	n/a	n/a	2,667	4,316	26,361	888.4%	12.1%
Tempe	63,550	106,743	141,865	158,625	161,719	154.5%	2.4%
Tucson	262,933	330,537	405,390	486,699	520,116	97.8%	1.7%
Households							
Maricopa County	318,714	554,759	952,041	1,132,886	1,382,002	333.6%	3.7%
Pima County	118,623	195,459	298,207	332,350	381,880	221.9%	3.0%
Pinal County	19,652	28,411	52,732	61,364	118,826	504.7%	4.6%
Tri-County Region	456,989	768,629	1,302,980	1,526,600	1,882,708	312.0%	3.6%
Employment							
Maricopa County	365,896	711,898	1,623,198	2,327,675	2,854,526	680.1%	5.3%
Pima County	122,936	241,602	518,088	658,638	767,050	523.9%	4.7%
Pinal County	20,035	33,483	85,246	139,536	252,016	1,157.9%	6.5%
Tri-County Region	508,867	986,983	2,226,532	3,125,849	3,873,592	661.2%	5.2%

Source: US Census Bureau, 1970, 1980, 1990, 2000 and 2010 Census.

[a]Percent change and annual growth are calculated from 1980 to 2010 for Marana and 1990 to 2010 for Queen Creek

Table S-2. State and Regional Population Projections

Geography	2012	2020	2030	2040	2050	Percent Change 2012-2050	Annual Growth Rate
Pima County	990,400	1,100,000	1,243,100	1,379,600	1,518,200	53.3%	1.2%
Pinal County	389,200	493,200	681,600	934,900	1,240,200	218.7%	3.2%
Maricopa County	3,884,700	4,506,900	5,359,500	6,174,900	6,925,300	78.3%	1.6%
Tri-County Region	5,264,300	6,100,100	7,284,200	8,489,400	9,686,700	84.0%	1.7%
State of Arizona	6,498,600	7,485,000	8,852,800	10,218,200	11,562,500	77.9%	1.6%

Source: Arizona Department of Administration, Office of Employment and Population Statistics, Medium Series, December 2012

Table S-3. Employment

Demographics	State	Counties			Cities and Towns									
	Arizona	Maricopa County	Pima County	Pinal County	Coolidge	Eloy	Florence	Gilbert	Marana	Mesa	Phoenix	Queen Creek	Tempe	Tucson
Population 16 years and over	4, 967,615	2,942,044	783,593	281,615	8,063	13,232	23,712	148,766	26,535	344,685	1,095,145	17,007	139,215	415,909
In Labor Force	3,049,419 61.4%	1,914,675 65.1%	471,912 60.2%	148,888 52.9%	4,963 61.6%	4,272 32.3%	3,323 14%	112,293 75.5%	17,517 66%	217,602 63.1%	731,486 66.8%	12,465 73.3%	97,661 70.2%	258,549 62.2%
Civilian Labor Force	3,029,669 61%	1,909,467 64.9%	466,139 59.5%	148,540 52.7%	4,903 60.8%	4,272 32.3%	3,323 14%	111,913 75.2%	17,440 65.7%	217,460 63.1%	730,530 66.7%	12,406 72.9%	97,607 70.1%	254,552 61.2%
Armed Forces	19,750 0.4%	5,208 0.2%	5,773 0.7%	348 0.1%	60 0.7%	- 0%	- 0%	380 0.3%	77 0.3%	142 0%	956 0.1%	59 0.3%	54 0%	3,997 1%
Employed Civilian Labor Force	2,733,537 55%	1,738,238 59.1%	419,155 53.5%	131,512 46.7%	4,367 54.2%	3,528 26.7%	3,039 12.8%	104,414 70.2%	16,308 61.5%	197,739 57.4%	659,805 60.2%	11,787 69.3%	88,103 63.3%	226,353 54.4%
Unemployed Civilian Labor Force	296,132 6%	171,229 5.8%	46,984 6%	17,028 6%	536 6.6%	744 5.6%	284 1.2%	7,499 5%	1,132 4.3%	19,721 5.7%	70,725 6.5%	619 3.6%	9,504 6.8%	28,199 6.8%
Agriculture, Forestry, Fishing and Hunting, Mining	39,402 1.4%	10,817 0.6%	4,043 1.0%	5,083 3.9%	128 2.9%	252 7.1%	218 7.2%	540 0.5%	127 0.8%	1,038 0.5%	2,974 0.5%	33 0.3%	221 0.3%	1,345 0.6%
Construction	197,357 7.2%	126,170 7.3%	28,311 6.8%	9,883 7.5%	356 8.2%	269 7.6%	234 7.7%	5,735 5.5%	665 4.1%	17,170 8.7%	55,536 8.4%	689 5.8%	4,607 5.2%	15,541 6.9%
Manufacturing	205,896 7.5%	140,325 8.1%	31,025 7.4%	13,278 10.1%	74 1.7%	250 7.1%	149 4.9%	11,667 11.2%	2,117 13.0%	16,030 8.1%	50,619 7.7%	1,218 10.3%	6,744 7.7%	14,465 6.4%
Wholesale Trade	67,300 2.5%	47,925 2.8%	7,271 1.7%	2,832 2.2%	- -	15 0.4%	- -	3,080 2.9%	301 1.8%	4,554 2.3%	17,858 2.7%	385 3.3%	2,094 2.4%	3,848 1.7%
Retail Trade	336,310 12.3%	214,431 12.3%	49,826 11.9%	15,182 11.5%	461 10.6%	349 9.9%	331 10.9%	12,378 11.9%	1,866 11.4%	26,460 13.4%	77,268 11.7%	1,053 8.9%	10,193 11.6%	27,728 12.2%
Transportation and Warehousing, Utilities	134,729 4.9%	89,321 5.1%	16,363 3.9%	6,616 5.0%	216 4.9%	93 2.6%	89 2.9%	5,367 5.1%	764 4.7%	9,402 4.8%	32,764 5.0%	770 6.5%	3,783 4.3%	8,418 3.7%
Information	50,813 1.9%	34,596 2.0%	7,096 1.7%	2,629 2.0%	- -	35 1.0%	15 0.5%	2,477 2.4%	388 2.4%	3,900 2.0%	12,936 2.0%	210 1.8%	2,180 2.5%	4,075 1.8%
Finance and Insurance, Real Estate and Rental, Leasing	218,378 8.0%	168,345 9.7%	22,529 5.4%	8,718 6.6%	150 3.4%	151 4.3%	98 3.2%	10,455 10.0%	832 5.1%	15,964 8.1%	64,610 9.8%	1,136 9.6%	6,872 7.8%	11,011 4.9%

Table S-3. Employment

Demographics	State	Counties			Cities and Towns									
	Arizona	Maricopa County	Pima County	Pinal County	Coolidge	Eloy	Florence	Gilbert	Marana	Mesa	Phoenix	Queen Creek	Tempe	Tucson
Professional, Scientific, Management, Administrative, Waste Management	311,224 11.4%	217,062 12.5%	47,916 11.4%	11,496 8.7%	437 10.0%	129 3.7%	220 7.2%	11,759 11.3%	1,769 10.8%	24,131 12.2%	91,575 13.9%	1,575 13.4%	11,511 13.1%	26,033 11.5%
Educational Services, Health Care, Social Services	595,017 21.8%	357,624 20.6%	107,562 25.7%	26,774 20.4%	1,277 29.2%	873 24.7%	396 13.0%	23,055 22.1%	4,175 25.6%	42,179 21.3%	125,577 19.0%	2,330 19.8%	20,579 23.4%	59,693 26.4%
Arts, Entertainment, Recreation, Accommodation, Food Services	288,175 10.5%	169,692 9.8%	46,695 11.1%	11,519 8.8%	304 7.0%	379 10.7%	200 6.6%	9,315 8.9%	1,313 8.1%	19,704 10.0%	67,283 10.2%	820 7.0%	12,948 14.7%	28,336 12.5%
Other Services (Except Public Administration)	132,726 4.9%	84,092 4.8%	22,971 5.5%	5,398 4.1%	190 4.4%	256 7.3%	137 4.5%	3,903 3.7%	545 3.3%	10,073 5.1%	34,368 5.2%	659 5.6%	3,658 4.2%	12,885 5.7%
Public Administration	156,210 5.7%	77,838 4.5%	27,547 6.6%	12,104 9.2%	774 17.7%	477 13.5%	952 31.3%	4,683 4.5%	1,446 8.9%	7,134 3.6%	26,437 4.0%	909 7.7%	2,713 3.1%	12,975 5.7%

Source: U.S. Census Bureau, 2012 American Community Survey, DP03: Selected Economic Characteristics, 5-year estimates.

Table S-4. Race and Ethnicity (2010 US Census)

Geography	Total Population	Total Minority	Non-Hispanic or Latino							Hispanic or Latino						
			White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
STATE																
State of Arizona	6,392,017 100.0%	2,696,370 42.2%	4,667,121 73.0%	259,008 4.1%	296,529 4.6%	176,695 2.8%	12,648 0.2%	761,716 11.9%	218,300 3.4%	971,474 15.2%	19,907 0.3%	39,103 0.6%	6,186 0.0%	1,689 0.0%	753,121 11.8%	103,669 1.6%
COUNTY																
Maricopa County	3,817,117 100.0%	1,577,062 41.3%	2,240,055 58.7%	177,490 4.6%	59,252 1.6%	128,301 3.4%	6,723 0.2%	605 0.2%	8,274 2.1%	61,610 15.8%	1,472 0.4%	2,931 0.8%	447 0.1%	115 0.0%	51,544 13.2%	7,157 1.8%
Pima County	980,263 100.0%	438,563 44.7%	541,700 55.3%	31,075 3.2%	23,558 2.4%	24,592 2.5%	1,336 0.1%	1,461 0.1%	17,739 1.8%	187,051 19.1%	3,599 0.4%	9,047 0.9%	1,139 0.1%	288 0.0%	119,178 12.2%	18,500 1.9%
Pinal County	375,770 100.0%	155,284 41.3%	220,486 58.7%	16,007 4.3%	17,410 4.6%	6,114 1.6%	1,489 0.4%	487 0.1%	6,800 1.8%	51,527 13.7%	1,208 0.3%	3,539 0.9%	378 0.1%	76 0.0%	42,726 11.4%	7,523 2.0%
Tri-County Total	5,173,150 100.0%	2,170,909 42.0%	3,002,241 58.0%	224,572 4.3%	100,220 1.9%	159,007 3.1%	9,548 0.2%	7,456 0.1%	95,586 1.8%	785,304 15.2%	17,836 0.3%	31,663 0.6%	5,441 0.1%	1,431 0.0%	646,101 12.5%	86,744 1.7%
CITIES AND TOWNS																
Coolidge	11,825 100.0%	6,672 56.4%	5,153 43.6%	868 7.3%	445 3.8%	103 0.9%	9 0.1%	10 0.1%	275 2.3%	2,265 19.2%	60 0.5%	225 1.9%	12 0.1%	4 0.0%	2,085 17.6%	311 2.6%
Eloy	16,825 100.0%	13,487 81.1%	3,144 18.9%	1,602 9.6%	378 2.3%	723 4.3%	941 5.7%	44 0.3%	151 0.9%	3,712 22.3%	83 0.5%	193 1.2%	32 0.2%	17 0.1%	5,258 31.6%	353 2.1%
Florence	25,536 100.0%	13,487 53.4%	11,911 46.6%	1,545 6.1%	3,571 14.0%	218 0.9%	19 0.1%	18 0.1%	276 1.1%	4,279 16.8%	63 0.2%	110 0.4%	8 0.0%	0 0.0%	3,282 12.9%	236 0.9%
Gilbert	208,453 100.0%	56,523 27.1%	151,930 72.9%	6,606 3.2%	1,394 0.7%	11,877 5.7%	406 0.2%	264 0.1%	4,902 2.4%	18,553 8.9%	381 0.2%	342 0.2%	233 0.1%	43 0.0%	9,034 4.3%	2,488 1.2%
Marana	34,961 100.0%	10,911 31.2%	24,050 68.8%	806 2.3%	282 0.8%	1,280 3.7%	34 0.1%	76 0.2%	703 2.0%	4,604 13.2%	68 0.2%	151 0.4%	42 0.1%	13 0.0%	2,262 6.5%	590 1.7%
Mesa	439,041 100.0%	156,536 35.7%	282,505 64.3%	14,101 3.2%	8,359 1.9%	8,174 1.9%	1,532 0.3%	555 0.1%	8,062 1.8%	56,086 12.8%	1,188 0.3%	2,018 0.5%	319 0.1%	140 0.0%	49,023 11.2%	6,979 1.6%
Phoenix	1,445,632 100.0%	773,059 53.5%	672,573 46.5%	86,788 6.0%	23,327 1.6%	43,894 3.0%	2,055 0.1%	2,242 0.2%	24,876 1.7%	279,385 19.3%	6,820 0.5%	9,039 0.6%	1,703 0.1%	500 0.0%	264,972 18.3%	27,458 1.9%
Queen Creek	26,361 100.0%	6,845 26.0%	19,516 74.0%	841 3.2%	123 0.5%	709 2.7%	31 0.1%	30 0.1%	545 2.1%	2,527 9.6%	54 0.2%	66 0.3%	23 0.1%	8 0.0%	1,490 5.7%	398 1.5%

Table S-4. Race and Ethnicity (2010 US Census)

Geography	Total Population	Total Minority	Non-Hispanic or Latino							Hispanic or Latino						
			White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
Tempe	161,719	61,008	100,711	9,021	3,870	9,035	618	312	4,060	16,746	530	801	182	27	13,481	2,325
	100.0%	37.7%	62.3%	5.6%	2.4%	5.6%	0.4%	0.2%	2.5%	10.4%	0.3%	0.5%	0.1%	0.0%	8.3%	1.4%
Tucson	520,116	274,793	245,323	23,362	8,776	14,211	951	792	10,393	117,326	2,638	5,378	709	196	78,447	11,614
	100.0%	52.8%	47.2%	4.5%	1.7%	2.7%	0.2%	0.2%	2.0%	22.6%	0.5%	1.0%	0.1%	0.0%	15.1%	2.2%
BLOCK GROUPS INTERSECTED BY THE CORRIDOR ALTERNATIVES																
Tract 1131.00	2,025	791	1,234	200	60	78	3	4	60	207	10	7	2	2	138	20
Block Group 2	100.0%	39.1%	60.9%	9.9%	3.0%	3.9%	0.1%	0.2%	3.0%	10.2%	0.5%	0.3%	0.1%	0.1%	6.8%	1.0%
Tract 1132.01	1,338	**1,254**	84	30	10	3	1	2	8	592	26	34	0	0	491	57
Block Group 2	100.0%	**93.7%**	6.3%	2.2%	0.7%	0.2%	0.1%	0.1%	0.6%	44.2%	1.9%	2.5%	0.0%	0.0%	36.7%	4.3%
Tract 1132.02	885	**803**	82	52	13	2	1	1	5	275	2	5	0	0	392	55
Block Group 2	100.0%	**90.7%**	9.3%	5.9%	1.5%	0.2%	0.1%	0.%	0.6%	31.1%	0.2%	0.6%	0.0%	0.0%	44.3%	6.2%
Tract 1133.00	1,615	**1,544**	71	221	28	13	0	5	8	686	14	10	0	1	513	45
Block Group 2	100.0%	**95.6%**	4.4%	13.7%	1.7%	0.8%	0.0%	0.3%	0.5%	42.5%	0.9%	0.6%	0.0%	0.1%	31.8%	2.8%
Tract 1133.00	1,712	**1,455**	257	100	33	3	0	0	24	597	10	34	6	3	601	44
Block Group 3	100.0%	**85.0%**	15.0%	5.8%	1.9%	0.2%	0.0%	0.0%	1.4%	34.9%	0.6%	2.0%	0.4%	0.2%	35.1%	2.6%
Tract 1134.00	684	**389**	295	98	36	4	0	0	0	32	0	0	0	0	218	1
Block Group 1	100.0%	**56.9%**	43.1%	14.3%	5.3%	0.6%	0.0%	0.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	31.9%	0.1%
Tract 1135.02	2,638	**2,526**	112	247	23	1	0	1	16	1,215	23	43	10	0	884	63
Block Group 1	100.0%	**95.8%**	4.2%	9.4%	0.9%	0.0%	0.0%	0.0%	0.6%	46.1%	0.9%	1.6%	0.4%	0.0%	33.5%	2.4%
Tract 1136.01	2,006	**1,394**	612	350	149	63	26	2	64	360	13	14	2	0	302	49
Block Group 1	100.0%	**69.5%**	30.5%	17.4%	7.4%	3.1%	1.3%	0.1%	3.2%	17.9%	0.6%	0.7%	0.1%	0.0%	15.1%	2.4%
Tract 1136.02	1,385	**1,263**	122	47	25	2	0	1	4	578	11	8	0	0	550	37
Block Group 1	100.0%	**91.2%**	8.8%	3.4%	1.8%	0.1%	0.0%	0.1%	0.3%	41.7%	0.8%	0.6%	0.0%	0.0%	39.7%	2.7%
Tract 1136.02	2,015	**1,806**	209	197	102	18	8	0	26	610	22	22	1	0	738	62
Block Group 2	100.0%	**89.6%**	10.4%	9.8%	5.1%	0.9%	0.4%	0.0%	1.3%	30.3%	1.1%	1.1%	0.0%	0.0%	36.6%	3.1%
Tract 1137.00	1,499	**1,187**	312	494	18	22	0	0	63	288	10	13	1	0	252	26
Block Group 2	100.0%	**79.2%**	20.8%	33.0%	1.2%	1.5%	0.0%	0.0%	4.2%	19.2%	0.7%	0.9%	0.1%	0.0%	16.8%	1.7%
Tract 1137.00	1,334	**772**	562	140	32	63	3	0	14	275	20	4	0	0	202	19
Block Group 3	100.0%	**57.9%**	42.1%	10.5%	2.4%	4.7%	0.2%	0.0%	1.0%	20.6%	1.5%	0.3%	0.0%	0.0%	15.1%	1.4%

Table S-4. Race and Ethnicity (2010 US Census)

Geography	Total Population	Total Minority	Non-Hispanic or Latino							Hispanic or Latino						
			White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
Tract 1138.01	1,138	489	649	80	19	87	0	0	33	164	3	7	0	0	82	13
Block Group 1	100.0%	43.0%	57.0%	7.0%	1.7%	7.6%	0.0%	0.1%	2.9%	14.4%	0.3%	0.6%	0.0%	0.0%	7.2%	1.1%
Tract 1138.02	997	**806**	191	78	13	3	2	4	15	375	7	13	9	0	270	17
Block Group 2	100.0%	**80.8%**	19.2%	7.8%	1.3%	0.3%	0.2%	0.4%	1.5%	37.6%	0.7%	1.3%	0.9%	0.0%	27.1%	1.7%
Tract 1138.02	17	**15**	2	8	0	0	0	0	0	2	0	1	0	0	4	0
Block Group 1	100.0%	**88.2%**	11.8%	47.1%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	0.0%	5.9%	0.0%	0.0%	23.5%	0.0%
Tract 1139.00	1,372	**1,268**	104	176	4	6	0	0	8	522	14	30	0	0	466	42
Block Group 1	100.0%	**92.4%**	7.6%	12.8%	0.3%	0.4%	0.0%	0.0%	0.6%	38.0%	1.0%	2.2%	0.0%	0.0%	34.0%	3.1%
Tract 1140.00	2,407	**1,510**	897	348	90	100	3	5	31	487	41	17	2	0	350	36
Block Group 1	100.0%	**62.7%**	37.3%	14.5%	3.7%	4.2%	0.1%	0.2%	1.3%	20.2%	1.7%	0.7%	0.1%	0.0%	14.5%	1.5%
Tract 1140.00	207	**201**	6	12	6	4	0	0	0	75	0	5	0	0	95	4
Block Group 2	100.0%	**97.1%**	2.9%	5.8%	2.9%	1.9%	0.0%	0.0%	0.0%	36.2%	0.0%	2.4%	0.0%	0.0%	45.9%	1.9%
Tract 1141.00	2,401	**1,454**	947	449	84	24	7	1	20	422	30	22	3	0	384	8
Block Group 1	100.0%	**60.6%**	39.4%	18.7%	3.5%	1.0%	0.3%	0.0%	0.8%	17.6%	1.2%	0.9%	0.1%	0.0%	16.0%	0.3%
Tract 1142.00	1,539	**1,410**	129	153	39	31	4	1	16	524	17	15	0	0	570	40
Block Group 1	100.0%	**91.6%**	8.4%	9.9%	2.5%	2.0%	0.3%	0.1%	1.0%	34.0%	1.1%	1.0%	0.0%	0.0%	37.0%	2.6%
Tract 3184.00	1,789	783	1,006	101	35	70	0	3	45	216	5	17	1	1	271	18
Block Group 2	100.0%	43.8%	56.2%	5.6%	2.0%	3.9%	0.0%	0.2%	2.5%	12.1%	0.3%	1.0%	0.1%	0.0%	15.1%	1.0%
Tract 3184.00	1,235	**778**	457	16	46	17	1	1	29	191	8	8	0	0	440	21
Block Group 3	100.0%	**63.0%**	37.0%	3.7%	3.7%	1.4%	0.1%	0.1%	2.3%	15.5%	0.6%	0.6%	0.0%	0.0%	35.6%	1.7%
Tract 3187.00	1,989	693	1,296	118	27	92	3	1	78	204	6	6	4	1	122	31
Block Group 1	100.0%	34.8%	65.2%	5.9%	1.4%	4.6%	0.2%	0.1%	3.9%	10.3%	0.3%	0.3%	0.2%	0.1%	6.1%	1.6%
Tract 3187.00	686	219	467	61	12	34	0	5	18	51	4	3	0	0	26	5
Block Group 2	100.0%	31.9%	68.1%	8.9%	1.7%	5.0%	0.0%	0.7%	2.6%	7.4%	0.6%	0.4%	0.0%	0.0%	3.8%	0.7%
Tract 3188.00	1,309	616	693	190	53	84	9	1	46	92	4	18	0	0	90	29
Block Group 1	100.0%	47.1%	52.9%	14.5%	4.0%	6.4%	0.7%	0.1%	3.5%	7.0%	0.3%	1.4%	0.0%	0.0%	6.9%	2.2%
Tract 3188.00	1,522	740	782	143	98	61	1	2	42	138	0	14	0	0	212	29
Block Group 2	100.0%	48.6%	51.4%	9.4%	6.4%	4.0%	0.1%	0.1%	2.8%	9.1%	0.0%	0.9%	0.0%	0.0%	13.9%	1.9%
Tract 3188.00	1,449	**731**	718	145	63	73	9	7	38	157	3	11	1	0	211	13
Block Group 3	100.0%	**50.4%**	49.6%	10.0%	4.3%	5.0%	0.6%	0.5%	2.6%	10.8%	0.2%	0.8%	0.1%	0.0%	14.6%	0.9%

Table S-4. Race and Ethnicity (2010 US Census)

Geography	Total Population	Total Minority	Non-Hispanic or Latino							Hispanic or Latino						
			White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
Tract 3188.00	1,777	745	1,032	75	46	78	5	4	33	205	4	5	1	0	255	34
Block Group 4	100.0%	41.9%	58.1%	4.2%	2.6%	4.4%	0.3%	0.2%	1.9%	11.5%	0.2%	0.3%	0.1%	0.0%	14.4%	1.9%
Tract 3189.00	1,363	438	925	47	40	36	1	4	15	156	1	9	1	0	113	15
Block Group 2	100.0%	32.1%	67.9%	3.4%	2.9%	2.6%	0.1%	0.3%	1.1%	11.4%	0.1%	0.7%	0.1%	0.0%	8.3%	1.1%
Tract 3189.00	1,453	447	1,006	44	18	43	1	1	50	154	7	6	2	0	101	20
Block Group 3	100.0%	30.8%	69.2%	3.0%	1.2%	3.0%	0.1%	0.1%	3.4%	10.6%	0.5%	0.4%	0.1%	0.0%	7.0%	1.4%
Tract 3189.00	1,305	308	997	24	24	31	0	3	35	113	1	3	2	0	56	16
Block Group 4	100.0%	23.6%	76.4%	1.8%	1.8%	2.4%	0.0%	0.2%	2.7%	8.7%	0.1%	0.2%	0.2%	0.0%	4.3%	1.2%
Tract 3190.00	3,743	865	2,878	163	20	151	10	7	116	238	11	6	6	0	110	27
Block Group 1	100.0%	23.1%	76.9%	4.4%	0.5%	4.0%	0.3%	0.2%	3.1%	6.4%	0.3%	0.2%	0.2%	0.0%	2.9%	0.7%
Tract 3190.00	809	159	650	18	5	21	0	4	17	55	2	4	0	0	28	5
Block Group 2	100.0%	19.7%	80.3%	2.2%	0.6%	2.6%	0.0%	0.5%	2.1%	6.8%	0.2%	0.5%	0.0%	0.0%	3.5%	0.6%
Tract 3190.00	474	83	391	13	8	18	0	1	7	22	0	2	1	0	9	2
Block Group 3	100.0%	17.5%	82.5%	2.7%	1.7%	3.8%	0.0%	0.2%	1.5%	4.6%	0.0%	0.4%	0.2%	0.0%	1.9%	0.4%
Tract 3190.00	4,081	1,256	2,825	168	43	224	5	6	157	411	11	9	4	0	162	56
Block Group 4	100.0%	30.8%	69.2%	4.1%	1.1%	5.5%	0.1%	0.1%	3.8%	10.1%	0.3%	0.2%	0.1%	0.0%	4.0%	1.4%
Tract 3191.01	1,849	896	953	127	70	416	0	5	47	108	2	1	3	0	89	28
Block Group 1	100.0%	48.5%	51.5%	6.9%	3.8%	22.5%	0.0%	0.3%	2.5%	5.8%	0.1%	0.1%	0.2%	0.0%	4.8%	1.5%
Tract 3191.01	1,093	821	272	59	35	155	21	0	27	102	13	13	0	0	384	12
Block Group 2	100.0%	75.1%	24.9%	5.4%	3.2%	14.2%	1.9%	0.0%	2.5%	9.3%	1.2%	1.2%	0.0%	0.0%	35.1%	1.1%
Tract 3191.03	2,112	**1,254**	858	88	50	703	2	7	98	133	10	2	3	0	144	14
Block Group 1	100.0%	**59.4%**	40.6%	4.2%	2.4%	33.3%	0.1%	0.3%	4.6%	6.3%	0.5%	0.1%	0.1%	0.0%	6.8%	0.7%
Tract 3191.03	816	**458**	358	22	20	97	3	3	16	126	1	17	2	0	143	8
Block Group 2	100.0%	**56.1%**	43.9%	2.7%	2.5%	11.9%	0.4%	0.4%	2.0%	15.4%	0.1%	2.1%	0.2%	0.0%	17.5%	1.0%
Tract 3191.03	1,576	722	854	98	49	154	4	4	38	184	7	6	0	2	154	22
Block Group 3	100.0%	45.8%	54.2%	6.2%	3.1%	9.8%	03%	0.3%	2.4%	11.7%	0.4%	0.4%	0.0%	0.1%	9.8%	1.4%
Tract 3191.04	1,189	578	611	60	32	140	0	4	30	96	7	15	1	1	169	23
Block Group 1	100.0%	48.6%	51.4%	5.0%	2.7%	11.8%	0.0%	0.3%	2.5%	8.1%	0.6%	1.3%	0.1%	0.1%	14.2%	1.9%
Tract 3191.04	2,232	986	1,246	196	118	233	10	0	67	171	15	11	2	1	128	34
Block Group 2	100.0%	44.2%	55.8%	8.8%	5.3%	10.4%	0.4%	0.0%	3.0%	7.7%	0.7%	0.5%	0.1%	0.0%	5.7%	1.5%

Table S-4. Race and Ethnicity (2010 US Census)

Geography	Total Population	Total Minority	Non-Hispanic or Latino							Hispanic or Latino						
			White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
Tract 3191.04	955	**541**	414	36	34	102	1	6	27	142	2	5	0	1	173	12
Block Group 3	100.0%	**56.6%**	43.4%	3.8%	3.6%	10.7%	0.1%	0.6%	2.8%	14.9%	0.2%	0.5%	0.0%	0.1%	18.1%	1.3%
Tract 3191.04	726	**390**	336	59	28	156	0	0	23	54	2	1	2	0	57	8
Block Group 4	100.0%	**53.7%**	46.3%	8.1%	3.9%	21.5%	0.0%	0.0%	3.2%	7.4%	0.3%	0.1%	0.3%	0.0%	7.9%	1.1%
Tract 3192.01	1,479	**858**	621	107	68	55	1	0	38	235	11	7	3	0	305	28
Block Group 1	100.0%	**58.0%**	42.0%	7.2%	4.6%	3.7%	0.1%	0.0%	2.6%	15.9%	0.7%	0.5%	0.2%	0.0%	20.6%	1.9%
Tract 3192.01	1,645	**1,070**	575	88	53	48	3	0	46	392	5	6	3	0	380	47
Block Group 2	100.0%	**65.0%**	35.0%	5.3%	3.2%	2.9%	0.2%	0.0%	2.8%	23.8%	0.3%	0.4%	0.1%	0.0%	23.1%	2.9%
Tract 3192.01	714	**520**	194	22	8	27	4	1	16	240	0	6	1	0	179	16
Block Group 3	100.0%	**72.8%**	27.2%	3.1%	1.1%	3.8%	0.6%	0.1%	2.2%	33.6%	0.0%	0.8%	0.1%	0.0%	25.1%	2.2%
Tract 3192.02	1,555	**980**	575	86	32	36	3	0	24	446	1	12	2	1	320	17
Block Group 1	100.0%	**63.0%**	37.0%	5.5%	2.1%	2.3%	0.2%	0.0%	1.5%	28.7%	0.1%	0.8%	0.1%	0.1%	20.6%	1.1%
Tract 3192.02	1,677	703	974	162	84	61	4	6	57	152	11	4	2	0	117	43
Block Group 2	100.0%	41.9%	58.1%	9.7%	5.0%	3.6%	0.2%	0.4%	3.4%	9.1%	0.7%	0.2%	0.1%	0.0%	7.0%	2.6%
Tract 3193.00	2,420	**1,339**	1,081	119	69	98	9	5	55	427	12	28	19	2	454	42
Block Group 1	100.0%	**55.3%**	44.7%	4.9%	2.9%	4.0%	0.4%	0.2%	2.3%	17.6%	0.5%	1.2%	0.8%	0.1%	18.8%	1.7%
Tract 3194.02	1,991	449	1,542	60	25	84	10	1	49	146	1	0	5	0	57	11
Block Group 1	100.0%	22.6%	77.4%	3.0%	1.3%	4.2%	0.5%	0.1%	2.5%	7.3%	0.1%	0.0%	0.3%	0.0%	2.9%	0.6%
Tract 3194.02	2,097	642	1,455	76	44	83	9	1	46	219	1	5	5	3	117	33
Block Group 2	100.0%	30.6%	69.4%	3.6%	2.1%	4.0%	0.4%	0.0%	2.2%	10.4%	0.0%	0.2%	0.2%	0.1%	5.6%	1.6%
Tract 3194.03	1,366	**712**	654	202	81	33	39	1	42	133	17	11	0	0	144	9
Block Group 1	100.0%	**52.1%**	47.9%	14.8%	5.9%	2.4%	2.9%	0.1%	3.1%	9.7%	1.2%	0.8%	0.0%	0.0%	10.5%	0.7%
Tract 3194.03	1,233	174	1,059	21	7	42	2	1	16	55	2	2	2	0	13	11
Block Group 2	100.0%	14.1%	85.9%	1.7%	0.6%	3.4%	0.2%	0.1%	1.3%	4.5%	0.2%	0.2%	0.2%	0.0%	1.1%	0.9%
Tract 3194.03	1,094	476	618	96	52	33	14	2	31	131	1	13	0	1	86	16
Block Group 4	100.0%	43.5%	56.5%	8.8%	4.8%	3.0%	1.3%	0.2%	2.8%	12.0%	0.1%	1.2%	0.0%	0.1%	7.9%	1.5%
Tract 3194.04	1,433	338	1,095	39	22	33	2	1	22	122	1	12	3	0	53	28
Block Group 1	100.0%	23.6%	76.4%	2.7%	1.5%	2.3%	0.1%	0.0%	1.5%	8.5%	0.1%	0.8%	0.2%	0.0%	3.7%	2.0%
Tract 3194.04	1,900	338	1,562	34	24	38	8	1	23	96	1	7	2	0	91	13
Block Group 2	100.0%	17.8%	82.2%	1.8%	1.3%	2.0%	0.4%	0.1%	1.2%	5.1%	0.1%	0.4%	0.1%	0.0%	4.8%	0.7%

Table S-4. Race and Ethnicity (2010 US Census)

Geography	Total Population	Total Minority	Non-Hispanic or Latino							Hispanic or Latino						
			White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races
Tract 3195.00	1,442	319	1,123	16	15	51	6	3	30	132	0	0	2	0	41	23
Block Group 1	100.0%	22.1%	77.9%	1.1%	1.0%	3.5%	0.4%	0.2%	2.1%	9.2%	0.0%	0.0%	0.1%	0.0%	2.8%	1.6%
Tract 3195.00	1,169	319	850	58	10	53	1	2	18	126	0	0	0	0	40	11
Block Group 2	100.0%	27.3%	72.7%	5.0%	0.9%	4.5%	0.1%	0.2%	1.5%	10.8%	0.0%	0.0%	0.0%	0.0%	3.4%	0.9%
Tract 3195.00	730	228	502	32	30	25	5	0	17	48	1	7	2	0	43	18
Block Group 3	100.0%	31.2%	68.8%	4.4%	4.1%	3.4%	0.7%	0.0%	2.3%	6.6%	0.1%	1.0%	0.3%	0.0%	5.9%	2.5%
Tract 3195.00	2,108	685	1,423	78	48	99	8	2	68	238	12	4	7	0	97	24
Block Group 4	100.0%	32.5%	67.5%	3.7%	2.3%	4.7%	0.4%	0.1%	3.2%	11.3%	0.6%	0.2%	0.3%	0.0%	4.6%	1.1%
Tract 3196.00	1,320	397	923	15	13	46	44	4	25	132	9	3	0	0	93	13
Block Group 1	100.0%	30.1%	69.9%	1.1%	1.0%	3.5%	3.3%	0.3%	1.9%	10.0%	0.7%	0.2%	0.0%	0.0%	0.7%	0.1%
Tract 3196.00	1,668	630	1,038	90	57	53	0	5	38	155	6	19	1	1	176	29
Block Group 4	100.0%	37.8%	62.2%	5.4%	3.4%	3.2%	0.0%	0.3%	2.3%	9.3%	0.4%	1.1%	0.1%	0.1%	10.6%	1.7%
Tract 3197.04	1,483	661	822	95	32	52	9	3	53	208	7	13	3	0	156	30
Block Group 1	100.0%	44.6%	55.4%	6.4%	2.2%	3.5%	0.6%	0.2%	3.6%	14.0%	0.5%	0.9%	0.2%	0.0%	10.5%	2.0%
Tract 3197.05	1,708	**939**	769	189	97	39	1	1	37	254	6	33	4	0	244	34
Block Group 1	100.0%	**55.0%**	45.0%	11.1%	5.7%	2.3%	0.1%	0.1%	2.2%	14.9%	0.4%	1.9%	0.2%	0.0%	14.3%	2.0%
Tract 3201.00	1,418	314	1,104	36	14	82	2	1	32	102	1	0	3	0	34	7
Block Group 1	100.0%	22.1%	77.9%	2.5%	1.0%	5.8%	0.1%	0.1%	2.3%	7.2%	0.1%	0.0%	0.2%	0.0%	2.4%	0.5%

Source: US Census Bureau, 2010 Census
Note: Block Groups shown in red have a minority population greater than 50 percent of the total

Table S-5. Elderly Population and Low-Income Households.

Demographics	Alternatives		Counties			Cities and Towns									
	Orange	Yellow	Maricopa County	Pima County	Pinal County	Coolidge	Eloy	Florence	Gilbert	Marana	Mesa	Phoenix	Queen Creek	Tempe	Tucson
Total Population	302,846 100%	385,242 100%	3,841,819 100%	981,048 100%	368,374 100%	11,609 100%	16,583 100%	25,866 100%	208,850 100%	34,520 100%	443,875 100%	1,462,368 100%	25,849 100%	164,139 100%	3,841,819 100%
Total Elderly Population (65 +)	42,087 13.9%	30,095 7.8%	468,702 12.2%	153,043 15.6%	53,046 14.4%	1,358 11.7%	1,327 8.0%	3,751 14.5%	13,575 6.5%	5,109 14.8%	67,469 15.2%	122,839 8.4%	1,396 5.4%	13,459 8.2%	468,702 12.2%
Total Households	116,769 100%	131,960 100%	1,402,149 100%	382,814 100%	122,746 100%	3,873 100%	3,534 100%	4,530 100%	68,577 100%	12,745 100%	166,806 100%	516,181 100%	7,298 100%	64,409 100%	203,198 100%
Households that earn less than $15,000/year	19,734 16.9%	22,718 17.2%	155,013 11.1%	56,523 14.8%	13,783 11.2%	436 11.3%	989 28.0%	389 8.6%	3,506 5.1%	493 3.9%	18,247 10.9%	73,605 14.3%	284 3.9%	10,101 15.7%	40,278 19.8%

Source: Source: U.S. Census Bureau, 2012 American Community Survey, B1001, B19001, DP03, and S0101: Selected Economic Characteristics, 5-year estimates.

Title VI and Environmental Justice Appendix

Title VI and Environmental Justice Appendix

Table T-1. Race and Ethnicity

Subject	Orange Corridor Blocks	Yellow Corridor Blocks	Arizona	Pima	Pinal	Maricopa	Tri-County Total	Tucson	Marana	Eloy	Coolidge	Florence	Queen Creek	Gilbert	Mesa	Tempe	Phoenix
Total population	320,856	395,757	6,392,017	980,263	375,770	3,817,117	5,173,150	520,116	34,961	16,631	11,825	25,536	26,361	208,453	439,041	161,719	1,445,632
Total minority population	139,671 43.5%	182,733 46.2%	2,696,370 42.2%	438,563 44.7%	155,284 41.3%	1,577,062 41.3%	2,170,909 42.0%	274,793 52.8%	10,911 31.2%	13,487 81.1%	6,672 56.4%	13,625 53.4%	6,845 26.0%	56,523 27.1%	156,536 35.7%	61,008 37.7%	773,059 53.5%
Total Non-Hispanic/Latino	216,970 67.6%	267,731 67.7%	4,496,868 70.4%	641,461 65.4%	268,793 71.5%	2,688,376 70.4%	3,598,630 69.6%	303,808 58.4%	27,231 77.9%	6,983 42.0%	6,863 58.0%	17,558 68.8%	21,795 82.7%	177,379 85.1%	323,288 73.6%	127,627 78.9%	855,755 59.2%
White	181,185 56.5%	213,024 53.8%	3,695,647 57.8%	541,700 55.3%	220,486 58.7%	2,240,055 58.7%	3,002,241 58.0%	245,323 47.2%	24,050 68.8%	3,144 18.9%	5,153 43.6%	11,911 46.6%	19,516 74.0%	151,930 72.9%	282,505 64.3%	100,711 62.3%	672,573 46.5%
Black or African American	14,841 4.6%	20,777 5.2%	239,101 3.7%	31,075 3.2%	16,007 4.3%	177,490 4.6%	224,572 4.3%	23,362 4.5%	806 2.3%	1,602 9.6%	868 7.3%	1,545 6.1%	841 3.2%	6,606 3.2%	14,101 3.2%	9,021 5.6%	86,788 6.0%
American Indian and Alaska Native	6,560 2.0%	8,901 2.2%	257,426 4.0%	23,558 2.4%	17,410 4.6%	59,252 1.6%	100,220 1.9%	8,776 1.7%	282 0.8%	378 2.3%	445 3.8%	3,571 14.0%	123 0.5%	1,394 0.7%	8,359 1.9%	3,870 2.4%	23,327 1.6%
Asian	7,256 2.3%	14,048 3.5%	170,509 2.7%	24,592 2.5%	6,114 1.6%	128,301 3.4%	159,007 3.1%	14,211 2.7%	1,280 3.7%	723 4.3%	103 0.9%	218 0.9%	709 2.7%	11,877 5.7%	8,174 1.9%	9,035 5.6%	43,894 3.0%
Native Hawaiian and other Pacific Islander	810 0.3%	1,978 0.5%	10,959 0.2%	1,336 0.1%	1,489 0.4%	6,723 0.2%	9,548 0.2%	951 0.2%	34 0.1%	941 5.7%	9 0.1%	19 0.1%	31 0.1%	406 0.2%	1,532 0.3%	618 0.4%	2,055 0.1%
Some other race	450 0.1%	627 0.2%	8,595 0.1%	1,461 0.1%	487 0.1%	5,508 0.1%	7,456 0.1%	792 0.2%	76 0.2%	44 0.3%	10 0.1%	18 0.1%	30 0.1%	264 0.1%	555 0.1%	312 0.2%	2,242 0.2%
Two or more races	5,868 1.8%	8,376 2.1%	114,631 1.8%	17,739 1.8%	6,800 1.8%	71,047 1.9%	95,586 1.8%	10,393 2.0%	703 2.0%	151 0.9%	275 2.3%	276 1.1%	545 2.1%	4,902 2.4%	8,062 1.8%	4,060 2.5%	24,876 1.7%
Hispanic/Latino	103,886 32.4%	128,026 32.3%	1,895,149 29.6%	338,802 34.6%	106,977 28.5%	1,128,741 29.6%	1,574,520 30.4%	216,308 41.6%	7,730 22.1%	9,648 58.0%	4,962 42.0%	7,978 31.2%	4,566 17.3%	31,074 14.9%	115,753 26.4%	34,092 21.1%	589,877 40.8%
White	52,082 16.2%	62,808 15.9%	971,474 15.2%	187,051 19.1%	51,527 13.7%	546,726 14.3%	785,304 15.2%	117,326 22.6%	4,604 13.2%	3,712 22.3%	2,265 19.2%	4,279 16.8%	2,527 9.6%	18,553 8.9%	56,086 12.8%	16,746 10.4%	279,385 19.3%
Black or African American	1,169 0.4%	1,519 0.4%	19,907 0.3%	3,599 0.4%	1,208 0.3%	13,029 0.3%	17,836 0.3%	2,638 0.5%	68 0.2%	83 0.5%	60 0.5%	63 0.2%	54 0.2%	381 0.2%	1,188 0.3%	530 0.3%	6,820 0.5%
American Indian and Alaska Native	2,285 0.7%	2,989 0.8%	39,103 0.6%	9,047 0.9%	3,539 0.9%	19,077 0.5%	31,663 0.6%	5,378 1.0%	151 0.4%	193 1.2%	225 1.9%	110 0.4%	66 0.3%	342 0.2%	2,018 0.5%	801 0.5%	9,039 0.6%

Table T-1. Race and Ethnicity

Subject	Orange Corridor Blocks	Yellow Corridor Blocks	Arizona	Pima	Pinal	Maricopa	Tri-County Total	Tucson	Marana	Eloy	Coolidge	Florence	Queen Creek	Gilbert	Mesa	Tempe	Phoenix
Asian	393 0.1%	477 0.1%	6,186 0.1%	1,139 0.1%	378 0.1%	3,924 0.1%	5,441 0.1%	709 0.1%	42 0.1%	32 0.1%	12 0.1%	8 0.0%	23 0.1%	233 0.1%	319 0.1%	182 0.1%	1,703 0.1%
Native Hawaiian and other Pacific Islander	88 0.0%	120 0.0%	1,689 0.0%	288 0.0%	76 0.0%	1,067 0.0%	1,431 0.0%	196 0.0%	13 0.0%	17 0.1%	4 0.0%	0 0.0%	8 0.0%	43 0.0%	140 0.0%	27 0.0%	500 0.0%
Some other race	41,957 13.1%	52,807 13.3%	753,121 11.8%	119,178 12.2%	42,726 11.4%	484,197 12.7%	646,101 12.5%	78,447 15.1%	2,262 6.5%	5,258 31.6%	2,085 17.6%	3,282 12.9%	1,490 5.7%	9,034 4.3%	49,023 11.2%	13,481 8.3%	264,972 18.3%
Two or more races	5,912 1.8%	7,306 1.8%	103,669 1.6%	18,500 1.9%	7,523 2.0%	60,721 1.6%	86,744 1.7%	11,614 2.2%	590 1.7%	353 2.1%	311 2.6%	236 0.9%	398 1.5%	2,488 1.2%	6,979 1.6%	2,325 1.4%	27,458 1.9%

Source: U.S. Census Bureau 2010d. From 2010 Census.

Table T-2. Household Income

Subject	Orange Corridor Alt. Block Groups	Yellow Corridor Alt. Block Groups	Arizona	Pinal	Pima	Maricopa	Tri-County Total	Tucson	Marana	Eloy	Coolidge	Florence	Queen Creek	Gilbert	Mesa	Tempe	Phoenix
Total Households	117,193	129,632	2,326,468	118,826	381,880	1,382,002	1,882,708	207,313	11,487	3,703	4,258	2,425	6,483	64,297	165,910	64,227	515,701
Less than $10,000	11,396 9.7%	13,704 10.6%	163,071 7.0%	7,532 6.3%	31,558 8.3%	84,008 6.1%	123,098 6.5%	22,653 10.9%	287 2.5%	489 13.2%	397 9.3%	122 5.0%	96 1.5%	1,377 2.1%	9,234 5.6%	6,414 10.0%	40,698 7.9%
$10,000 to $14,999	7,362 6.3%	7,371 5.7%	119,317 5.1%	5,215 4.4%	23,090 6.0%	60,559 4.4%	88,864 4.7%	16,253 7.8%	244 2.1%	482 13.0%	230 5.4%	112 4.6%	100 1.5%	1,204 1.9%	7,172 4.3%	3,122 4.9%	27,253 5.3%
$15,000 to $19,999	6,573 5.6%	7,374 5.7%	119,054 5.1%	6,098 5.1%	22,764 6.0%	62,628 4.5%	91,490 4.9%	15,149 7.3%	304 2.6%	287 7.8%	350 8.2%	242 10.0%	75 1.2%	1,360 2.1%	8,740 5.3%	3,322 5.2%	25,963 5.0%
$20,000 to $24,999	7,225 6.2%	7,222 5.6%	132,708 5.7%	6,807 5.7%	23,541 6.2%	70,528 5.1%	100,876 5.4%	14,486 7.0%	344 3.0%	281 7.6%	229 5.4%	133 5.5%	106 1.6%	1,236 1.9%	9,289 5.6%	3,256 5.1%	31,110 6.0%
$25,000 to $29,999	7,551 6.4%	8,526 6.6%	129,795 5.6%	6,385 5.4%	23,260 6.1%	70,700 5.1%	100,345 5.3%	14,620 7.1%	397 3.5%	251 6.8%	239 5.6%	224 9.2%	199 3.1%	1,937 3.0%	10,221 6.2%	3,658 5.7%	28,846 5.6%
$30,000 to $34,999	7,339 6.3%	7,238 5.6%	133,236 5.7%	6,344 5.3%	24,148 6.3%	73,541 5.3%	104,033 5.5%	14,927 7.2%	538 4.7%	152 4.1%	375 8.8%	217 8.9%	221 3.4%	2,175 3.4%	10,684 6.4%	3,201 5.0%	29,795 5.8%
$35,000 to $39,999	6,963 5.9%	6,570 5.1%	124,658 5.4%	6,593 5.5%	21,130 5.5%	70,789 5.1%	98,512 5.2%	12,387 6.0%	554 4.8%	157 4.2%	269 6.3%	129 5.3%	183 2.8%	2,510 3.9%	9,363 5.6%	4,466 7.0%	26,648 5.2%
$40,000 to $44,999	6,353 5.4%	6,326 4.9%	124,736 5.4%	6,852 5.8%	19,610 5.1%	71,713 5.2%	98,175 5.2%	11,307 5.5%	426 3.7%	238 6.4%	344 8.1%	142 5.9%	214 3.3%	2,366 3.7%	9,911 6.0%	3,183 5.0%	28,550 5.5%
$45,000 to $49,999	5,325 4.5%	5,265 4.1%	106,265 4.6%	5,855 4.9%	17,226 4.5%	61,888 4.5%	84,969 4.5%	9,240 4.5%	599 5.2%	210 5.7%	231 5.4%	192 7.9%	267 4.1%	2,356 3.7%	8,204 4.9%	2,857 4.4%	24,587 4.8%
$50,000 to $59,999	10,431 8.9%	10,980 8.5%	197,879 8.5%	11,741 9.9%	31,267 8.2%	115,827 8.4%	158,835 8.4%	16,476 7.9%	1,039 9.0%	419 11.3%	297 7.0%	250 10.3%	438 6.8%	5,278 8.2%	15,248 9.2%	5,445 8.5%	41,446 8.0%
$60,000 to $74,999	12,773 10.9%	13,387 10.3%	248,566 10.7%	15,533 13.1%	38,003 10.0%	151,093 10.9%	204,629 10.9%	19,651 9.5%	1,699 14.8%	366 9.9%	560 13.2%	295 12.2%	814 12.6%	7,619 11.8%	18,714 11.3%	6,195 9.6%	52,371 10.2%
$75,000 to $99,999	13,099 11.2%	14,987 11.6%	286,189 12.3%	16,803 14.1%	43,507 11.4%	179,870 13.0%	240,180 12.8%	19,596 9.5%	1,857 16.2%	231 6.2%	382 9.0%	188 7.8%	1,578 24.3%	11,298 17.6%	20,597 12.4%	7,035 11.0%	60,235 11.7%
$100,000 to $124,999	7,108 6.1%	9,530 7.4%	176,826 7.6%	8,556 7.2%	26,209 6.9%	117,834 8.5%	152,599 8.1%	10,354 5.0%	1,389 12.1%	48 1.3%	178 4.2%	93 3.8%	815 12.6%	10,071 15.7%	11,948 7.2%	4,685 7.3%	37,432 7.3%
$125,000 to $149,999	3,668 3.1%	5,047 3.9%	98,457 4.2%	3,811 3.2%	14,195 3.7%	68,856 5.0%	86,862 4.6%	4,739 2.3%	896 7.8%	42 1.1%	102 2.4%	58 2.4%	571 8.8%	5,141 8.0%	7,301 4.4%	2,813 4.4%	22,155 4.3%
$150,000 to $199,999	2,457 2.1%	3,789 2.9%	85,914 3.7%	2,875 2.4%	11,570 3.0%	62,514 4.5%	76,959 4.1%	3,285 1.6%	484 4.2%	35 0.9%	48 1.1%	10 0.4%	537 8.3%	4,720 7.3%	5,306 3.2%	2,384 3.7%	19,616 3.8%

Table T-2. Household Income

Subject	Orange Corridor Alt. Block Groups	Yellow Corridor Alt. Block Groups	Arizona	Pinal	Pima	Maricopa	Tri-County Total	Tucson	Marana	Eloy	Coolidge	Florence	Queen Creek	Gilbert	Mesa	Tempe	Phoenix
$200,000 or more	1,570 1.3%	2,316 1.8%	79,797 3.4%	1,826 1.5%	10,802 2.8%	59,654 4.3%	72,282 3.8%	2,190 1.1%	430 3.7%	15 0.4%	27 0.6%	18 0.7%	269 4.1%	3,649 5.7%	3,978 2.4%	2,191 3.4%	18,996 3.7%
Median HH Income (2010 $)			50,448	51,310	45,521	55,054	45,521 to 55,054	37,025	67,542	31,671	40,529	41,642	81,916	79,989	50,079	47,443	48,823

Source: U.S. Census Bureau 2013a. From 2006-2010 American Community Survey.

Notes:
[a]Median data not available for aggregated or partial geographies

Table T-3. Languages Spoken and Ability to Speak English in the Corridor Alternatives

Language / Share of Total Population (Age 5+)	Pima County	Pinal County	Maricopa County	Tri-County Total
Total Population 5 years and older	910,971	323,526	3,508,559	4,743,056
Speaks English only	652,880	248,571	2,578,035	3,479,486
	71.7%	76.8%	73.5%	73.4%
Spanish or Spanish Creole	214,187	62,381	721,778	998,346
	23.5%	19.3%	20.6%	21.0%
Speaks English "less than very well"	69,641	20,052	321,949	411,642
	7.6%	6.2%	9.2%	8.7%
Chinese	5,645	288	18,960	24,893
	0.6%	0.1%	0.5%	0.5%
Speaks English "less than very well"	2,988	82	9,733	12,803
	0.3%	0.0%	0.3%	0.3%
Vietnamese	2,720	482	15,493	18,695
	0.3%	0.1%	0.4%	0.4%
Speaks English "less than very well"	1,670	257	9,682	11,609
	0.2%	0.1%	0.3%	0.2%
German	4,253	1,305	13,098	18,656
	0.5%	0.4%	0.4%	0.4%
Speaks English "less than very well"	494	87	1,920	2,501
	0.1%	0.0%	0.1%	0.1%
Tagalog	2,625	932	14,292	17,849
	0.3%	0.3%	0.4%	0.4%
Speaks English "less than very well"	629	215	3,944	4,788
	0.1%	0.1%	0.1%	0.1%
Arabic	2,324	223	12,190	14,737
	0.3%	0.1%	0.3%	0.3%
Speaks English "less than very well"	1,238	25	5,066	6,329
	0.1%	0.0%	0.1%	0.1%
French (incl. Patois, Cajun)	2,969	708	10,366	14,043
	0.3%	0.2%	0.3%	0.3%
Speaks English "less than very well"	616	17	1,940	2,573
	0.1%	0.0%	0.1%	0.1%
Navajo	1,144	1,451	9,789	12,384
	0.1%	0.4%	0.3%	0.3%
Speaks English "less than very well"	200	209	1,559	1,968
	0.0%	0.1%	0.0%	0.0%

Table T-3. Languages Spoken and Ability to Speak English in the Corridor Alternatives

Language / Share of Total Population (Age 5+)	Pima County	Pinal County	Maricopa County	Tri-County Total
African languages	1,856	164	9,597	11,617
	0.2%	0.1%	0.3%	0.2%
Speaks English "less than very well"	876	5	3,555	4,436
	0.1%	0.0%	0.1%	0.1%
Other Asian languages	1,030	243	10,329	11,602
	0.1%	0.1%	0.3%	0.2%
Speaks English "less than very well"	274	74	3,603	3,951
	0.0%	0.0%	0.1%	0.1%
Other Native North American languages	4,278	2,197	3,773	10,248
	0.5%	0.7%	0.1%	0.2%
Speaks English "less than very well"	567	253	392	1,212
	0.1%	0.1%	0.0%	0.0%
Korean	1,467	807	7,517	9,791
	0.2%	0.2%	0.2%	0.2%
Speaks English "less than very well"	809	46	3,708	4,563
	0.1%	0.0%	0.1%	0.1%
Serbo-Croatian	385	34	8,724	9,143
	0.0%	0.0%	0.2%	0.2%
Speaks English "less than very well"	160	24	3,766	3,950
	0.0%	0.0%	0.1%	0.1%
Other Indo-European languages	266	183	7,130	7,579
	0.0%	0.1%	0.2%	0.2%
Speaks English "less than very well"	81	54	2,865	3,000
	0.0%	0.0%	0.1%	0.1%
Hindi	785	57	6,726	7,568
	0.1%	0.0%	0.2%	0.2%
Speaks English "less than very well"	54	23	1,604	1,681
	0.0%	0.0%	0.0%	0.0%
Italian	1,441	351	5,513	7,305
	0.2%	0.1%	0.2%	0.2%
Speaks English "less than very well"	225	40	1,168	1,433
	0.0%	0.0%	0.0%	0.0%
Other Indic languages	358	4	6,166	6,528
	0.0%	0.0%	0.2%	0.1%
Speaks English "less than very well"	96	3	1,885	1,984
	0.0%	0.0%	0.1%	0.0%
Russian	1,507	58	4,875	6,440
	0.2%	0.0%	0.1%	0.1%
Speaks English	617	27	1,494	2,138

Table T-3. Languages Spoken and Ability to Speak English in the Corridor Alternatives

Language / Share of Total Population (Age 5+)	Pima County	Pinal County	Maricopa County	Tri-County Total
"less than very well"	0.1%	0.0%	0.0%	0.0%
Persian	1,079	41	4,757	5,877
	0.1%	0.0%	0.1%	0.1%
Speaks English	279	11	1,805	2,095
"less than very well"	0.0%	0.0%	0.1%	0.0%
Other Pacific Island languages	566	727	4,390	5,683
	0.1%	0.2%	0.1%	0.1%
Speaks English	236	98	1,290	1,624
"less than very well"	0.0%	0.0%	0.0%	0.0%
Polish	757	562	4,213	5,532
	0.1%	0.2%	0.1%	0.1%
Speaks English	179	178	1,079	1,436
"less than very well"	0.0%	0.1%	0.0%	0.0%
Japanese	1,107	189	4,027	5,323
	0.1%	0.1%	0.1%	0.1%
Speaks English	385	11	1,543	1,939
"less than very well"	0.0%	0.0%	0.0%	0.0%
Other and unspecified languages	205	55	3,752	4,012
	0.0%	0.0%	0.1%	0.1%
Speaks English	10	7	1,839	1,856
"less than very well"	0.0%	0.0%	0.1%	0.0%
Other Slavic languages	381	101	2,729	3,211
	0.0%	0.0%	0.1%	0.1%
Speaks English	70	14	794	878
"less than very well"	0.0%	0.0%	0.0%	0.0%
Gujarati	235	59	2,564	2,858
	0.0%	0.0%	0.1%	0.1%
Speaks English	41	10	654	705
"less than very well"	0.0%	0.0%	0.0%	0.0%
Greek	441	63	2,207	2,711
	0.0%	0.0%	0.1%	0.1%
Speaks English	41	0	359	400
"less than very well"	0.0%	0.0%	0.0%	0.0%
Scandinavian languages	598	57	1,738	2,393
	0.1%	0.0%	0.0%	0.1%
Speaks English	46	23	211	280
"less than very well"	0.0%	0.0%	0.0%	0.0%
Other West Germanic languages	434	225	1,733	2,392
	0.0%	0.1%	0.0%	0.1%

Table T-3. Languages Spoken and Ability to Speak English in the Corridor Alternatives

Language / Share of Total Population (Age 5+)	Pima County	Pinal County	Maricopa County	Tri-County Total
Speaks English	37	19	150	206
"less than very well"	0.0%	0.0%	0.0%	0.0%
Portuguese or Portuguese Creole	498	243	2,155	2,896
	0.1%	0.1%	0.1%	0.1%
Speaks English	172	31	533	736
"less than very well"	0.0%	0.0%	0.0%	0.0%
Thai	358	35	1,524	1,917
	0.0%	0.0%	0.0%	0.0%
Speaks English	155	21	782	958
"less than very well"	0.0%	0.0%	0.0%	0.0%
Urdu	318	56	1,504	1,878
	0.0%	0.0%	0.0%	0.0%
Speaks English	105	56	384	545
"less than very well"	0.0%	0.0%	0.0%	0.0%
Hebrew	585	38	1,234	1,857
	0.1%	0.0%	0.0%	0.0%
Speaks English	26	0	154	180
"less than very well"	0.0%	0.0%	0.0%	0.0%
Laotian	370	387	984	1,741
	0.0%	0.1%	0.0%	0.0%
Speaks English	235	10	514	759
"less than very well"	0.0%	0.0%	0.0%	0.0%
Armenian	118	13	1,527	1,658
	0.0%	0.0%	0.0%	0.0%
Speaks English	18	1	385	404
"less than very well"	0.0%	0.0%	0.0%	0.0%
Mon-Khmer/Cambodian	369	75	1,181	1,625
	0.0%	0.0%	0.0%	0.0%
Speaks English	251	27	412	690
"less than very well"	0.0%	0.0%	0.0%	0.0%
Hungarian	245	3	1,163	1,411
	0.0%	0.0%	0.0%	0.0%
Speaks English	72	3	281	356
"less than very well"	0.0%	0.0%	0.0%	0.0%
French Creole	56	118	507	681
	0.0%	0.0%	0.0%	0.0%
Speaks English	0	0	224	224
"less than very well"	0.0%	0.0%	0.0%	0.0%
Yiddish	84	0	305	389

Table T-3. Languages Spoken and Ability to Speak English in the Corridor Alternatives

Language / Share of Total Population (Age 5+)	Pima County	Pinal County	Maricopa County	Tri-County Total
	0.0%	0.0%	0.0%	0.0%
Speaks English	0	0	14	14
"less than very well"	0.0%	0.0%	0.0%	0.0%
Hmong	47	40	14	101
	0.0%	0.0%	0.0%	0.0%
Speaks English	0	0	0	0
"less than very well"	0.0%	0.0%	0.0%	0.0%

Source: U.S. Census Bureau 2013c. From 2007-2011 American Community Survey.

Tribal Coordination and Consultation Appendix

U.S. Department
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REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Ernest Jones Sr.
President
Yavapai-Prescott Tribe
530 E. Merritt Street
Prescott, AZ 86301

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Jones,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

The purpose of the APRCS, as currently defined, would provide an alternative mode of transportation for Arizona residents; establish the base for a passenger rail system with a potential for future linkage to cities in adjacent states; and establish potential station locations in the study area. Additional information can be accessed on the Project website: http://www.azdot.gov/passengerrail/.

A tiered approach under NEPA involves preparing a Tier 1 EIS which is generally followed by one or more Tier 2 project-level NEPA analyses. The Council on Environmental Quality (CEQ) encourages agencies to consider a tiered approach where appropriate to avoid repetitious discussion of issues and where the sequence of analyses moves from consideration of an overall program to an analysis of a site-specific nature (40 CFR § 1502.20, 1508.28). This means that a Tier 1 EIS will be conducted to examine the project more broadly in terms of potential areas of impacts and will be narrowed during the Tier 2 project-level NEPA analysis.

The Tier 1 EIS will include a high-level analysis to identify a project corridor, an alternative mode of transportation, and will provide decision-makers with enough information to compare the potential environmental impacts of a range of alternatives, including a no action alternative. Future

environmental analysis will be completed as subsequent Tier 2 NEPA document(s) based on the environmental findings and alternatives that is identified at the conclusion of the Tier 1 EIS and selected in the Record of Decision (ROD).

FTA and FRA are available for formal consultations by telephone, email or periodically at face to face meetings. Additionally, FTA and FRA are inviting agencies to be a participating agency pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). FTA, FRA and ADOT have identified your Tribe as one that may have an interest in this Project, because of the potential for intergovernmental issues and/or potential for impacts on Tribal lands or lands that may be of interest to other Native American Tribal Governments. With this letter, we extend to your agency an invitation to become a participating agency with the FTA, FRA and ADOT in the development of the APRCS Tier 1 EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to all aspects of the evaluation of the Project. However, your agency has been identified as having jurisdiction by law or special expertise with respect to one or more environmental issues associated with this proposed Project.

Potential project effects to cultural resources are currently being assessed at a high-level through the Tier 1 EIS, and will be evaluated by FTA, FRA and ADOT and other stakeholders as part of the environmental process. A Programmatic Agreement (PA) or Memorandum of Agreement (MOA) with consulting parties may be drafted in compliance with Section 106 of the National Historic Preservation Act after a ROD is signed for the Tier 1 EIS by FTA and/or FRA, and may be executed prior to initiating subsequent Tier 2 project-level NEPA analyses document(s).

Tribal leaders and designated Tribal staff are invited to be part of the development and evaluation of alternatives and the methodologies proposed in the Tier 1 EIS for assessing impacts to resources on Tribal lands. Through consultation, FTA, FRA and ADOT hope to incorporate into the Tier 1 EIS cultural resource survey, your concerns for locations of traditional or cultural significance within the selected project alternatives. Similarly, informational meetings in the Tribal communities through which the proposed project may pass will be scheduled as a separate component of the overall agency and public outreach program.

If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Chris Moss, Tribal Planner

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

U.S. Department
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Northern Mariana Islands

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. David Kwail
President
Yavapai-Apache Nation
2400 W. Datsi Street
Camp Verde, AZ 86322

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Kwail,

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Terri Brown, Administrative Supervisor, Economic

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. Ronnie Lupe
Chairman
White Mountain Apache Tribe
P.O. Box 1150
Whiteriver, AZ 85941

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Lupe,

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Richard Palmer, Transportation Coordinator

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. Gary Hayes
Chairman
Ute Mountain Ute
P.O. Box JJ
Towaoc, CO 81334

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Hayes,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

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Leslie T. Rogers
Regional Administrator

encl: SAFETEA-LU Section 6002 Coordination Plan
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Northern Mariana Islands

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. Ivan Smith
Chairman
Tonto Apache Indian Community
Town Apache Reservation #30
Payson, AZ 85541

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Smith,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Bob Rusch, Tribal Roads & Utilities

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. Ned Norris Jr.
Chairman
Tohono O'odham Nation
P.O. Box 837
Sells, AZ 85634

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Norris,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Fred Stevens, Tribal Planner

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

U.S. Department
of Transportation
**Federal Transit
Administration**

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201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Ms. Evelyn James
President
San Juan Southern Paiute Tribe
P.O. Box 1989
Tuba City, AZ 86045

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. James,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

The purpose of the APRCS, as currently defined, would provide an alternative mode of transportation for Arizona residents; establish the base for a passenger rail system with a potential for future linkage to cities in adjacent states; and establish potential station locations in the study area. Additional information can be accessed on the Project website: http://www.azdot.gov/passengerrail/.

A tiered approach under NEPA involves preparing a Tier 1 EIS which is generally followed by one or more Tier 2 project-level NEPA analyses. The Council on Environmental Quality (CEQ) encourages agencies to consider a tiered approach where appropriate to avoid repetitious discussion of issues and where the sequence of analyses moves from consideration of an overall program to an analysis of a site-specific nature (40 CFR § 1502.20, 1508.28). This means that a Tier 1 EIS will be conducted to examine the project more broadly in terms of potential areas of impacts and will be narrowed during the Tier 2 project-level NEPA analysis.

The Tier 1 EIS will include a high-level analysis to identify a project corridor, an alternative mode of transportation, and will provide decision-makers with enough information to compare the potential environmental impacts of a range of alternatives, including a no action alternative. Future

environmental analysis will be completed as subsequent Tier 2 NEPA document(s) based on the environmental findings and alternatives that is identified at the conclusion of the Tier 1 EIS and selected in the Record of Decision (ROD).

FTA and FRA are available for formal consultations by telephone, email or periodically at face to face meetings. Additionally, FTA and FRA are inviting agencies to be a participating agency pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). FTA, FRA and ADOT have identified your Tribe as one that may have an interest in this Project, because of the potential for intergovernmental issues and/or potential for impacts on Tribal lands or lands that may be of interest to other Native American Tribal Governments. With this letter, we extend to your agency an invitation to become a participating agency with the FTA, FRA and ADOT in the development of the APRCS Tier 1 EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to all aspects of the evaluation of the Project. However, your agency has been identified as having jurisdiction by law or special expertise with respect to one or more enviromnental issues associated with this proposed Project.

Potential project effects to cultural resources are currently being assessed at a high-level through the Tier 1 EIS, and will be evaluated by FTA, FRA and ADOT and other stakeholders as part of the environmental process. A Programmatic Agreement (PA) or Memorandum of Agreement (MOA) with consulting parties may be drafted in compliance with Section 106 of the National Historic Preservation Act after a ROD is signed for the Tier 1 EIS by FTA and/or FRA, and may be executed prior to initiating subsequent Tier 2 project-level NEPA analyses document(s).

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JUL 0 2 2012

Mr. Terry Rambler
Chairman
San Carlos Apache Tribe
P.O. Box 0
San Carlos, AZ 85550

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Rambler,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

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Leslie T. Rogers
Regional Administrator

cc: Barney Bigman Transportation Planner

encl: SAFETEA-LU Section 6002 Coordination Plan
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415-744-2726 (fax)

JUL 0 2 2012

Ms. Diane Enos
President
Salt River Pima-Maricopa Indian Community
Route 1, Box 216
10005 E. Osborn Road
Scottsdale, AZ 85256

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. Enos,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Phil Matthews, Director of Design

encl: SAFETEA-LU Section 6002 Coordination Plan
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415-744-2726 (fax)

JUL 0 2 2012

Mr. Norman C. Cooeyate
Governor
Pueblo of Zuni
P.O. Box 339
Zuni, NM 87327

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Cooeyate,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Royce Gchachu Manager, Planning Department

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
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415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Ms. Jeanine Borchardt
Chairwoman
Paiute Indian Tribe of Utah
440 N. Paiute Drive
Cedar City, UT 84721

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. Borchardt,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

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Leslie T. Rogers
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JUL 0 2 2012

Mr. Peter Yucupicio
Chairman
Pascua Yaqui Tribe
7474 S. Camino de Oeste
Tucson, AZ 85746

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Yucupicio,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Artemio Hoyos, Tribal Planner

encl: SAFETEA-LU Section 6002 Coordination Plan
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JUL 0 2 2012

Ms. Lucille Campa
Chairwoman
Paiute Indian Tribe of Las Vegas
One Paiute Drive
Las Vegas, NV 89106

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. Campa,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Kenny Anderson Environmental Manager

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

U.S. Department
of Transportation
Federal Transit Administration

REGION IX
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Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. William Anderson
Chairman Moapa Business Council
Moapa Band of Paiute Indians
P.O. Box 340
Moapa, NV 89025

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Anderson,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Ian Zabarte, Environmental Coordinator
Deanna Domingo, Chairwoman Cultural Committee

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Ben Shelly
President
Navajo Nation
P.O. Drawer 9000
Window Rock, AZ 86515

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Shelly,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Riley Wilson Transportation Division Director

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Mark Chino
Chairman
Mescalero Apache Tribe
P.O. Box 227
Mescalero, NM 88340

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Chino,

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Sincerely,

Leslie T. Rogers
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Manual Savala
Chairman
Kaibab-Paiute Tribe
HC 65 Box 2
Fredonia, AZ 86022

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. Savala,

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Leslie T. Rogers
Regional Administrator

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Ms. Louis Benson
Chairwoman
Hualapai Tribe
P.O. Box 179
Peach Springs, AZ 86434

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. Benson,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Erin Forest, Transportation Project

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. LeRoy Shingoitewa
Chairman
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Shingoitewa,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Danny Honanie, Transportation Chairman

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

THE HOPI TRIBE

LeRoy N. Shingoitewa
CHAIRMAN

Herman G. Honanie
VICE-CHAIRMAN

September 10, 2012

Leslie T. Rogers, Regional Administrator
U.D. Department of Transportation, Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, California 94105-1839

Dear Ms. Rogers,

This letter is in response to your correspondence dated July 2, 2012, regarding the Federal Transit Administration initiating consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups Arizona.

The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the Federal Transit Administration's solicitation of our input and your efforts to address our concerns.

And therefore, the Hopi Cultural Preservation Office is interested in consulting on any proposal in Arizona that has the potential to adversely affect prehistoric sites. We understand this study involves potential high-capacity passenger rail corridors between Phoenix and Tucson, and potential effects to cultural resources are currently being assessed. Therefore, we look forward to being provided with a copy of the cultural resources survey report of the project area of potential effect for review and comment.

In the likely event that significant prehistoric cultural resources are identified that will be adversely affected by project activities, we request continuing consultation on this proposal including being provided with a copy of the draft treatment plan for review and comment.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at l928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully,

Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

xc: Arizona State Historic Preservation Office

P.O. BOX 123 KYKOTSMOVI, AZ 86039 (928) 734-3000

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Suite 1650
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415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. Don E. Watahomigie
Charimain
Havasupai Tribe
P.O. Box 10
Supai, AZ 86435

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Watahomigie,

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

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Administration**

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American Samoa,
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201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

Mr. Gregory Mendoza
Governor
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85147

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Mendoza,

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Leslie T. Rogers
Regional Administrator

cc: Sasha Saliego, Transportation Planner

encl: SAFETEA-LU Section 6002 Coordination Plan
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San Francisco, CA 94105-1839
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JUL 0 2 2012

Mr. Mike Jackson Sr.
President
Fort Yuma-Quechan Tribe
P.O. Box 1899
Yuma, AZ 85366

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Jackson,

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Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Michael Abraham, Tribal Planner

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Jeff Houser
Chairman
Fort Sill Apache Tribe
Route 2, Box 121
Apache, OK 73006

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Houser,

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Ms. Sherry Cordova
Chairman
Cocopah Tribe
County 15th and Avenue G
Somerton, AZ 85350

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Ms. Cordova,

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Leslie T. Rogers
Regional Administrator

cc: Paul Soto, Planning Director

encl: SAFETEA-LU Section 6002 Coordination Plan
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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Charles Wood
Chairman
Chemehuevi Indian Tribe
PO Box 1976
Havasu Lake, CA 92363

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

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Suite 1650
San Francisco, CA 94105-1839
415-744-3133
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JUL 0 2 2012

Mr. Eldred Enas
Chairman
Colorado River Indian Tribes
26600 Mohave Road
Parker, AZ 85344

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

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cc: Rich Ench, Tribal Planner

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JUL 0 2 2012

Mr. Clinton Pattea
President
Fort McDowell Yavapai Nation
P.O. Box 17779
Fountain Hills, AZ 85269

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Pattea,

The Federal Transit Administration (FTA) and Federal Railroad Administration (FRA), in cooperation with the Arizona Department of Transportation (ADOT) are preparing a Tier 1 Environmental Impact Statement (EIS) for the ADOT Passenger Rail Corridor Study (APRCS). The APRCS will investigate potential high-capacity transportation corridors, which could include intercity rail service, between Tucson and Phoenix, Arizona. As the lead Federal agencies for the project, FTA and FRA are contacting you to initiate Government-to-Government consultation regarding this project in accordance with the National Environmental Policy Act (NEPA).

The purpose of the APRCS, as currently defined, would provide an alternative mode of transportation for Arizona residents; establish the base for a passenger rail system with a potential for future linkage to cities in adjacent states; and establish potential station locations in the study area. Additional information can be accessed on the Project website: http://www.azdot.gov/passengerrail/.

A tiered approach under NEPA involves preparing a Tier 1 EIS which is generally followed by one or more Tier 2 project-level NEPA analyses. The Council on Environmental Quality (CEQ) encourages agencies to consider a tiered approach where appropriate to avoid repetitious discussion of issues and where the sequence of analyses moves from consideration of an overall program to an analysis of a site-specific nature (40 CFR § 1502.20, 1508.28). This means that a Tier 1 EIS will be conducted to examine the project more broadly in terms of potential areas of impacts and will be narrowed during the Tier 2 project-level NEPA analysis.

The Tier 1 EIS will include a high-level analysis to identify a project corridor, an alternative mode of transportation, and will provide decision-makers with enough information to compare the potential environmental impacts of a range of alternatives, including a no action alternative. Future environmental analysis will be completed as subsequent Tier 2 NEPA document(s) based on the

environmental findings and alternatives that is identified at the conclusion of the Tier 1 EIS and selected in the Record of Decision (ROD).

FTA and FRA are available for formal consultations by telephone, email or periodically at face to face meetings. Additionally, FTA and FRA are inviting agencies to be a participating agency pursuant to Section 6002 of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). FTA, FRA and ADOT have identified your Tribe as one that may have an interest in this Project, because of the potential for intergovernmental issues and/or potential for impacts on Tribal lands or lands that may be of interest to other Native American Tribal Governments. With this letter, we extend to your agency an invitation to become a participating agency with the FTA, FRA and ADOT in the development of the APRCS Tier 1 EIS. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to all aspects of the evaluation of the Project. However, your agency has been identified as having jurisdiction by law or special expertise with respect to one or more environmental issues associated with this proposed Project.

Potential project effects to cultural resources are currently being assessed at a high-level through the Tier 1 EIS, and will be evaluated by FTA, FRA and ADOT and other stakeholders as part of the environmental process. A Programmatic Agreement (PA) or Memorandum of Agreement (MOA) with consulting parties may be drafted in compliance with Section 106 of the National Historic Preservation Act after a ROD is signed for the Tier 1 EIS by FTA and/or FRA, and may be executed prior to initiating subsequent Tier 2 project-level NEPA analyses document(s).

Tribal leaders and designated Tribal staff are invited to be part of the development and evaluation of alternatives and the methodologies proposed in the Tier 1 EIS for assessing impacts to resources on Tribal lands. Through consultation, FTA, FRA and ADOT hope to incorporate into the Tier 1 EIS cultural resource survey, your concerns for locations of traditional or cultural significance within the selected project alternatives. Similarly, informational meetings in the Tribal communities through which the proposed project may pass will be scheduled as a separate component of the overall agency and public outreach program.

If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Alfonso Rodriguez, Director, Community & Economic

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 02 2012

Mr. Timothy Williams
Chairman
Fort Mojave Indian Tribe
500 Merriman Avenue
Needles, CA 92363

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Williams,

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Wayne Nelson, Tribal Planner, Roads Department

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

U.S. Department
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REGION IX
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American Samoa,
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201 Mission Street
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San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

JUL 0 2 2012

Mr. Louis Manuel Jr.
Chairman
Ak-Chin Indian Community
42507 W. Peters and Nall Road
Maricopa, AZ 85138

Re: Initiation of Native American Tribal Government Consultation for the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement

Dear: Mr. Manuel,

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If you have any questions or would like to discuss the project in more detail please contact Alex Smith, of my staff at 415-744-2599.

Sincerely,

Leslie T. Rogers
Regional Administrator

cc: Bart Smith, Senior Planner, Ak-Chin Indian Community

encl: SAFETEA-LU Section 6002 Coordination Plan
Native American Tribal Governments Letter Recipients List

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Caroline Antone
Cultural Resource Manager
Ak-Chin Indian Community
42507 W. Peters and Nall Road
Maricopa, Arizona 85138

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Caroline Antone:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

To begin the Tier-1 EIS process, the Co-lead Agencies prepared an Alternatives Analysis (AA) to identify a reasonable range of alternative for further study. In order to identify potential resources and to inform the AA, the Co-Lead Agencies analyzed a study area which included a one-mile buffer around each corridor. The AA focuses on the following resources, biological resources, water quality, cultural resources, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts. In addition to a "No-Build" alternative the AA began by studying seven preliminary corridors. Upon the completion of the AA three corridors were identified for further study in the Tier-1 EIS (Figure 2). All three corridors identified in the AA to be carried forward in the Tier-1 EIS, cross Tribal lands within the Salt River Pima-Maricopa Indian Community. Two of the three corridors will cross portions of the Gila River Indian Community.

In addition to the Tier-1 AA process, the Co-Lead Agencies have also begun collecting information required under Section 106. That process includes identifying potential consulting parties for the Project. The consulting parties we have identified to date are listed in Table 1.

Table 1: Consulting Parties

Federal agencies:	United States Bureau of Indian Affairs, United States Bureau of Land Management , United States Bureau of Reclamation, United States Army Corps of Engineers
State agencies:	Arizona State Historic Preservation Office, Arizona State Parks, Arizona State Land Department, Arizona State Museum and Archeology Southwest
Federally recognized Tribes:	Ak-Chin Indian Community, Gila River Indian Community, Hopi Tribe, Pascua Yaqui Tribe, Salt River Pima-Maricopa Indian Community, San Carlos Apache Tribe, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation
Counties	Maricopa County, Pima County, and Pinal County
Cities and Towns	City of Casa Grande, City of Chandler, City of Coolidge, City of Eloy, City of Maricopa, City of Mesa, City of Phoenix, City of Tempe, City of Tucson, Town of Florence, Town of Gilbert, Town of Marana, and Town of Queen Creek
Utility Companies	Arizona Public Service, Arizona Water Company, Central Arizona Irrigation & Drainage District, the Central Arizona Project, Roosevelt Water Conservation District, Salt River Project, San Carlos Irrigation Project, Trico Electric Cooperative, Tucson Electric Power, and the Western Area Power Administration
Railroads	Union Pacific Railroad

We request that you identify any additional parties not included in Table 1 who you think should be contacted to determine if they are interested in the Project and would like to receive additional information.

With respect to the identification of historic resources, because the project is in the early planning stages, only preliminary information is available regarding historic properties. Portions of the corridors have been previously surveyed as part of separate transportation studies, and the existing surveys indicate that numerous cultural resources are located within the three corridors. A Class I cultural resource overview is being prepared for the Project, and will be provided to you through continued Section 106 consultation. We hope to continue our ongoing dialog so that we may understand your concerns for resources of

traditional or cultural significance and appropriately document such concerns as part of the ongoing cultural resource survey process.

We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

Figure 1. State Map

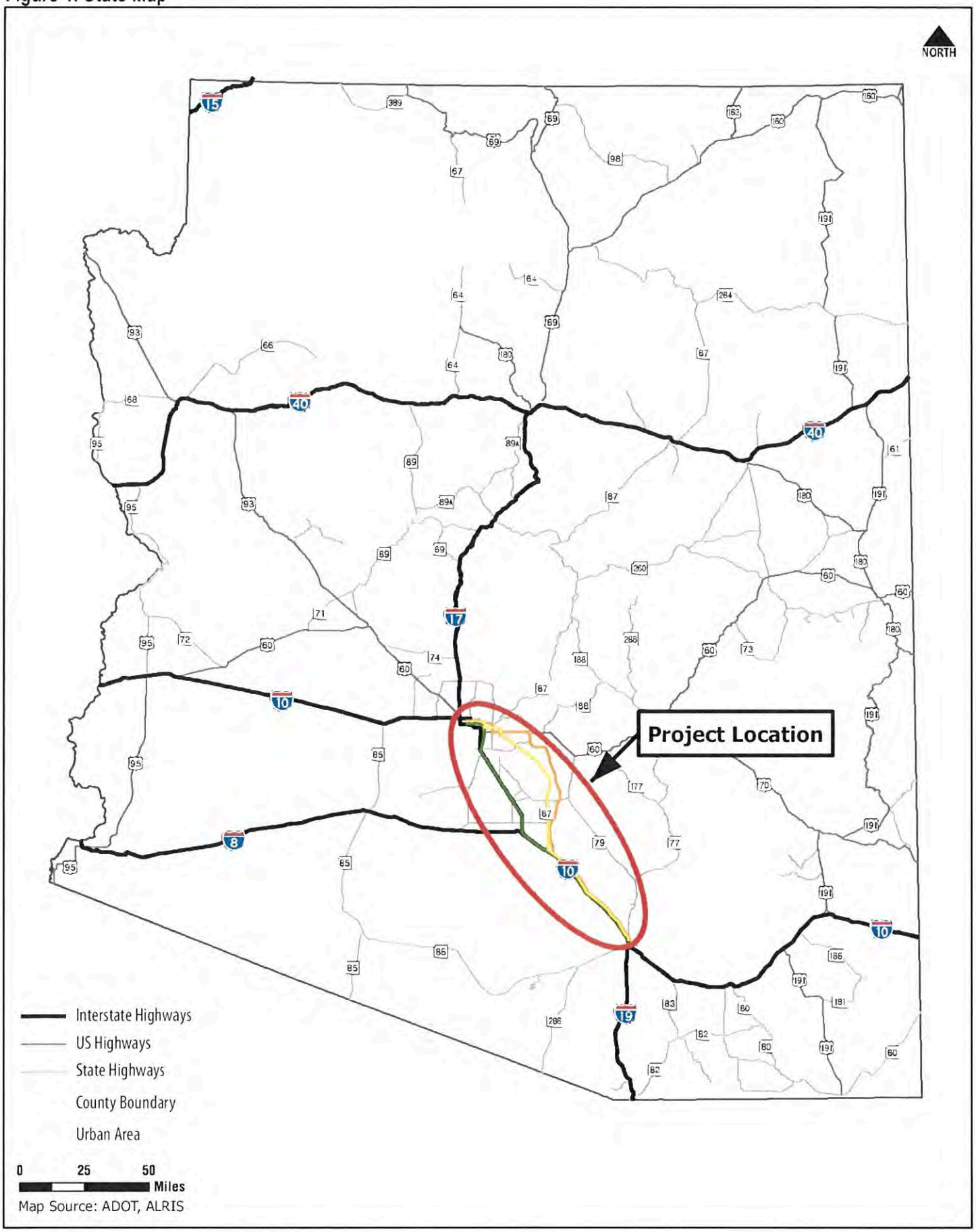
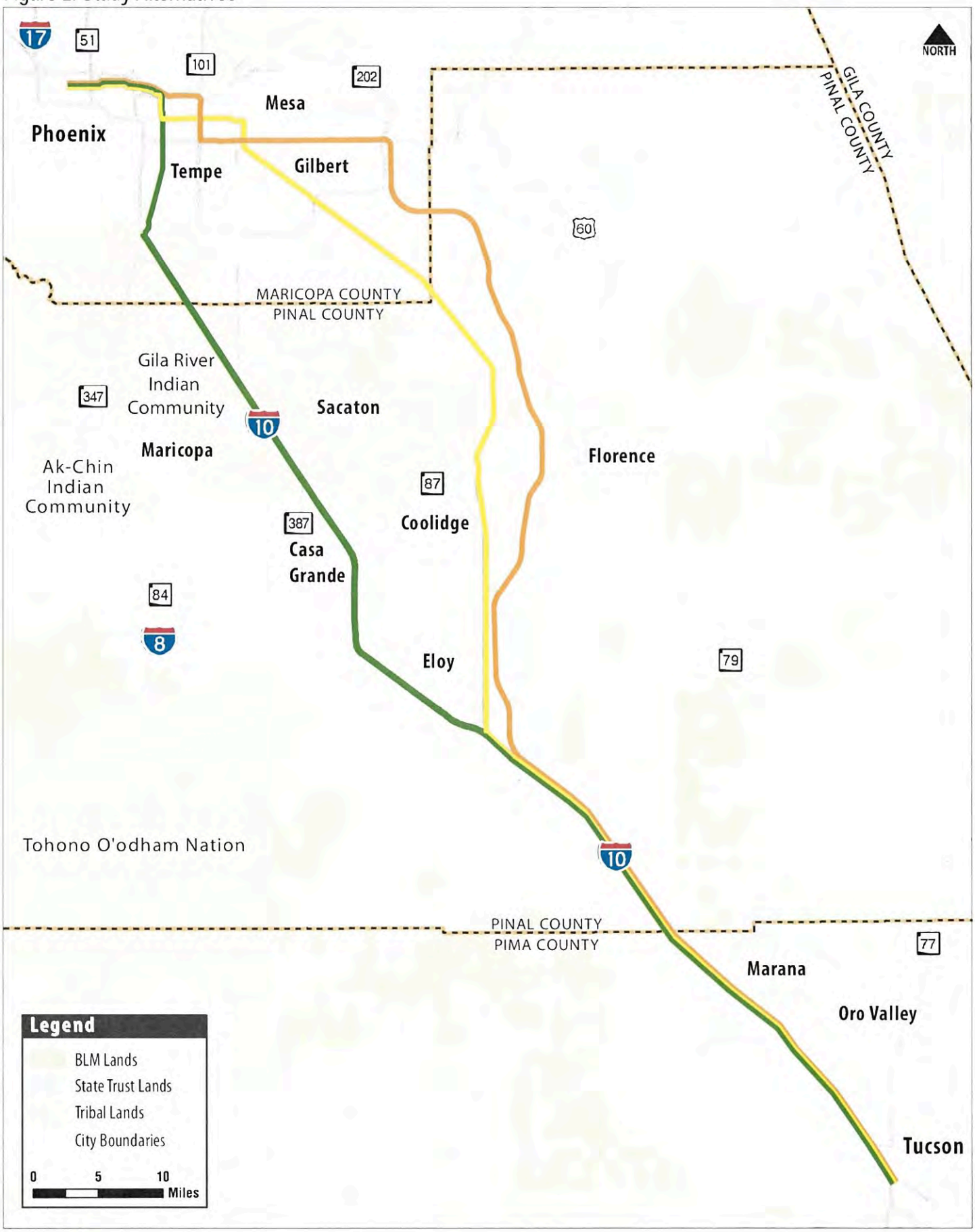


Figure 2. Study Alternatives



U.S. Department
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**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Louis Manuel, Jr.
Chairman
Ak-Chin Indian Community
42507 W. Peters & Nall Road
Maricopa, Arizona 85138

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Louis Manuel, Jr.:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

To begin the Tier-1 EIS process, the Co-lead Agencies prepared an Alternatives Analysis (AA) to identify a reasonable range of alternative for further study. In order to identify potential resources and to inform the AA, the Co-Lead Agencies analyzed a study area which included a one-mile buffer around each corridor. The AA focuses on the following resources, biological resources, water quality, cultural resources, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts. In addition to a "No-Build" alternative the AA began by studying seven preliminary corridors. Upon the completion of the AA three corridors were identified for further study in the Tier-1 EIS (Figure 2). All three corridors identified in the AA to be carried forward in the Tier-1 EIS, cross Tribal lands within the Salt River Pima-Maricopa Indian Community. Two of the three corridors will cross portions of the Gila River Indian Community.

In addition to the Tier-1 AA process, the Co-Lead Agencies have also begun collecting information required under Section 106. That process includes identifying potential consulting parties for the Project. The consulting parties we have identified to date are listed in Table 1.

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We request that you identify any additional parties not included in Table 1 who you think should be contacted to determine if they are interested in the Project and would like to receive additional information.

With respect to the identification of historic resources, because the project is in the early planning stages, only preliminary information is available regarding historic properties. Portions of the corridors have been previously surveyed as part of separate transportation studies, and the existing surveys indicate that numerous cultural resources are located within the three corridors. A Class I cultural resource overview is being prepared for the Project, and will be provided to you through continued Section 106 consultation. We hope to continue our ongoing dialog so that we may understand your concerns for resources of

traditional or cultural significance and appropriately document such concerns as part of the ongoing cultural resource survey process.

We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Barnaby Lewis
Tribal Historic Preservation Officer
Gila River Indian Community
P.O. Box 2140
Sacaton, Arizona 85147

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Barnaby Lewis:

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David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Gregory Mendoza
Governor
Gila River Indian Community
P.O. Box 97
Sacaton, Arizona 85147

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Gregory Mendoza:

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We request that you identify any additional parties not included in Table 1 who you think should be contacted to determine if they are interested in the Project and would like to receive additional information.

With respect to the identification of historic resources, because the project is in the early planning stages, only preliminary information is available regarding historic properties. Portions of the corridors have been previously surveyed as part of separate transportation studies, and the existing surveys indicate that numerous cultural resources are located within the three corridors. A Class I cultural resource overview is being prepared for the Project, and will be provided to you through continued Section 106 consultation. We hope to continue our ongoing dialog so that we may understand your concerns for resources of

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We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Kyle Woodson
Acting Director, Cultural Resource Management Program
Gila River Indian Community
P.O. Box 2140
Sacaton, Arizona 85147

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Kyle Woodson:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

To begin the Tier-1 EIS process, the Co-lead Agencies prepared an Alternatives Analysis (AA) to identify a reasonable range of alternative for further study. In order to identify potential resources and to inform the AA, the Co-Lead Agencies analyzed a study area which included a one-mile buffer around each corridor. The AA focuses on the following resources, biological resources, water quality, cultural resources, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts. In addition to a "No-Build" alternative the AA began by studying seven preliminary corridors. Upon the completion of the AA three corridors were identified for further study in the Tier-1 EIS (Figure 2). All three corridors identified in the AA to be carried forward in the Tier-1 EIS, cross Tribal lands within the Salt River Pima-Maricopa Indian Community. Two of the three corridors will cross portions of the Gila River Indian Community.

In addition to the Tier-1 AA process, the Co-Lead Agencies have also begun collecting information required under Section 106. That process includes identifying potential consulting parties for the Project. The consulting parties we have identified to date are listed in Table 1.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Leigh Kuwanwisiwma
Director, Cultural Preservation Office
Hopi Tribe
P.O. Box 123
Kykotsmovi, Arizona 86039

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Leigh Kuwanwisiwma:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

THE HOPI TRIBE

LeRoy N. Shingoitewa
CHAIRMAN

Herman G. Honanie
VICE-CHAIRMAN

September 17, 2013

David Valenstein, Division Chief
Federal Railroad Administration, Environment and Systems Planning
1200 New Jersey Ave., SE
Washington, DC 20590

Re: Tier-1 Arizona Passenger Rail Corridor Study

Dear Mr. Valenstein,

This letter is in response to your correspondence dated September 5, 2013, regarding the Federal Railroad and Transit Administrations and Arizona Department of Transportation preparing the Arizona Passenger Rail Corridor Study Tier 1 Environmental Impact Statement. The Hopi Tribe claims cultural affiliation to prehistoric cultural groups Arizona. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the Federal Railroad and Transit Administrations' continuing solicitation of our input and your efforts to address our concerns.

In the enclosed letter dated September 10, 2012, the Hopi Cultural Preservation Office stated we are interested in consulting on any proposal in Arizona that has the potential to adversely affect prehistoric sites and that we understood this study involves potential high-capacity passenger rail corridors between Phoenix and Tucson. We also stated we understood potential effects to cultural resources were currently being assessed, and therefore we stated that we looked forward to being provided with a copy of the cultural resources survey report of the project area of potential effect for review and comment.

We now understand three corridors have been identified and that a Class I cultural resources overview is being prepared. Therefore, we look forward to receiving a copy of the report for review and comment. In the likely event that significant prehistoric cultural resources are identified that will be adversely affected by project activities, we reiterate our request for continuing consultation on this proposal including being provided with copies of the draft treatment plan and draft Environmental Impact Statement for review and comment.

If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 1928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully,

Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

Enclosure: September 10, 2012 letter to FTA
xc: Arizona State Historic Preservation Office

THE HOPI TRIBE

P.O. Box 123
Kykotsmovi, Arizona
86039

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David Valenstein
Federal Railroad Administration
Environment & Systems Planning
1200 New Jersey Ave SE
Washington DC 20590

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Veronica La Motte Darnell
Office of the Attorney General
Pascua Yaqui Tribe
4725 West Calle Tetakusim, Building B
Tucson, Arizona 85746

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Veronica La Motte Darnell:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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In addition to the Tier-1 AA process, the Co-Lead Agencies have also begun collecting information required under Section 106. That process includes identifying potential consulting parties for the Project. The consulting parties we have identified to date are listed in Table 1.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Peter Yucupicio
Chairman
Pascua Yaqui Tribe
7474 S. Camino de Oeste
Tucson, Arizona 85746

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Peter Yucupicio:

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Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

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**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Vernelda Grant
Tribal Historic Preservation Officer
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Vernelda Grant:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Terry Rambler
Chairman
San Carlos Apache Tribe
P.O. Box 0
San Carlos, Arizona 85550

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Terry Rambler:

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Railroads	Union Pacific Railroad

We request that you identify any additional parties not included in Table 1 who you think should be contacted to determine if they are interested in the Project and would like to receive additional information.

With respect to the identification of historic resources, because the project is in the early planning stages, only preliminary information is available regarding historic properties. Portions of the corridors have been previously surveyed as part of separate transportation studies, and the existing surveys indicate that numerous cultural resources are located within the three corridors. A Class I cultural resource overview is being prepared for the Project, and will be provided to you through continued Section 106 consultation. We hope to continue our ongoing dialog so that we may understand your concerns for resources of

traditional or cultural significance and appropriately document such concerns as part of the ongoing cultural resource survey process.

We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Shane Anton
Cultural Preservation Program Manager
Salt River Pima-Maricopa Indian Community
10005 E. Osborn Road
Scottsdale, Arizona 85256

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Shane Anton:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

To begin the Tier-1 EIS process, the Co-lead Agencies prepared an Alternatives Analysis (AA) to identify a reasonable range of alternative for further study. In order to identify potential resources and to inform the AA, the Co-Lead Agencies analyzed a study area which included a one-mile buffer around each corridor. The AA focuses on the following resources, biological resources, water quality, cultural resources, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts. In addition to a "No-Build" alternative the AA began by studying seven preliminary corridors. Upon the completion of the AA three corridors were identified for further study in the Tier-1 EIS (Figure 2). All three corridors identified in the AA to be carried forward in the Tier-1 EIS, cross Tribal lands within the Salt River Pima-Maricopa Indian Community. Two of the three corridors will cross portions of the Gila River Indian Community.

In addition to the Tier-1 AA process, the Co-Lead Agencies have also begun collecting information required under Section 106. That process includes identifying potential consulting parties for the Project. The consulting parties we have identified to date are listed in Table 1.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
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Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
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1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Diane Enos
President
Salt River Pima-Maricopa Indian Community
Route 1, Box 216, 10005 E. Osborn Road
Scottsdale, Arizona 85256

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Diane Enos:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

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Washington, DC 20590

SEP - 5 2013

Mr. Peter Steere, Tribal Historic Preservation Officer
Mr. Joe Joaquin, Cultural Resource Specialist
Cultural Affairs Office
Tohono O'odham Nation
P.O. Box 837
Sells, Arizona 85634

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Mr. Peter Steere:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
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Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

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**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP – 5 2013

Wally Davis, Jr.
Cultural & NAGRPA Representative
Tonto Apache Tribe
Tonto Apache Reservation #30
Payson, Arizona 85541

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Wally Davis, Jr.:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
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Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

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Administration**

1200 New Jersey Avenue, SE
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SEP - 5 2013

Louise Lopez
Chairwoman
Tonto Apache Tribe
Tonto Apache Reservation #30
Payson, Arizona 85541

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Louise Lopez:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Division Chief, Environment and Systems Planning
Federal Railroad Administration

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Administration**

1200 New Jersey Avenue, SE
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SEP - 5 2013

Mark Altaha
Tribal Historic Preservation Officer
White Mountain Apache Tribe
Historic Preservation Office, P.O Box 507
Fort Apache, Arizona 85926

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Mark Altaha:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

– 5 2013

Ronnie Lupe
Chairman
White Mountain Apache Tribe
P.O. Box 1150
Whiteriver, Arizona 85941

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Ronnie Lupe:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

To begin the Tier-1 EIS process, the Co-lead Agencies prepared an Alternatives Analysis (AA) to identify a reasonable range of alternative for further study. In order to identify potential resources and to inform the AA, the Co-Lead Agencies analyzed a study area which included a one-mile buffer around each corridor. The AA focuses on the following resources, biological resources, water quality, cultural resources, recreational resources, noise impacts, and air quality, as well as other social, economic, and environmental impacts. In addition to a "No-Build" alternative the AA began by studying seven preliminary corridors. Upon the completion of the AA three corridors were identified for further study in the Tier-1 EIS (Figure 2). All three corridors identified in the AA to be carried forward in the Tier-1 EIS, cross Tribal lands within the Salt River Pima-Maricopa Indian Community. Two of the three corridors will cross portions of the Gila River Indian Community.

In addition to the Tier-1 AA process, the Co-Lead Agencies have also begun collecting information required under Section 106. That process includes identifying potential consulting parties for the Project. The consulting parties we have identified to date are listed in Table 1.

Table 1: Consulting Parties

Federal agencies:	United States Bureau of Indian Affairs, United States Bureau of Land Management , United States Bureau of Reclamation, United States Army Corps of Engineers
State agencies:	Arizona State Historic Preservation Office, Arizona State Parks, Arizona State Land Department, Arizona State Museum and Archeology Southwest
Federally recognized Tribes:	Ak-Chin Indian Community, Gila River Indian Community, Hopi Tribe, Pascua Yaqui Tribe, Salt River Pima-Maricopa Indian Community, San Carlos Apache Tribe, Tohono O'odham Nation, Tonto Apache Tribe, White Mountain Apache Tribe, and Yavapai-Apache Nation
Counties	Maricopa County, Pima County, and Pinal County
Cities and Towns	City of Casa Grande, City of Chandler, City of Coolidge, City of Eloy, City of Maricopa, City of Mesa, City of Phoenix, City of Tempe, City of Tucson, Town of Florence, Town of Gilbert, Town of Marana, and Town of Queen Creek
Utility Companies	Arizona Public Service, Arizona Water Company, Central Arizona Irrigation & Drainage District, the Central Arizona Project, Roosevelt Water Conservation District, Salt River Project, San Carlos Irrigation Project, Trico Electric Cooperative, Tucson Electric Power, and the Western Area Power Administration
Railroads	Union Pacific Railroad

We request that you identify any additional parties not included in Table 1 who you think should be contacted to determine if they are interested in the Project and would like to receive additional information.

With respect to the identification of historic resources, because the project is in the early planning stages, only preliminary information is available regarding historic properties. Portions of the corridors have been previously surveyed as part of separate transportation studies, and the existing surveys indicate that numerous cultural resources are located within the three corridors. A Class I cultural resource overview is being prepared for the Project, and will be provided to you through continued Section 106 consultation. We hope to continue our ongoing dialog so that we may understand your concerns for resources of

traditional or cultural significance and appropriately document such concerns as part of the ongoing cultural resource survey process.

We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

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of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Ramon Riley
Cultural Resource Director
White Mountain Apache Tribe
Historic Preservation Office, P.O Box 507
Fort Apache, Arizona 85926

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Ramon Riley:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP - 5 2013

Chris Coder
Tribal Archaeologist
Yavapai Apache Nation
2400 W. Datsi St.
Camp Verde, Arizona 86322

Re: Consultation pursuant to Section 106 of the National Historic Preservation Act (36 CFR 800.2(c)(2)(ii)) for the Tier-1 Arizona Passenger Rail Corridor Study

Dear Chris Coder:

As you are aware, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and the Arizona Department of Transportation (ADOT) (collectively "Co-lead Agencies") began preparing a Tier -1 Environmental Impact Statement (EIS) and Service Development Plan for the implementation of passenger rail service between the City of Tucson and the City of Phoenix (Project) through Maricopa, Pima, and Pinal counties (Figure 1). Additionally, the Federal Highway Administration (FHWA) is a Cooperating Agency for this Project. The purpose of this letter is to update you about the proposed Project and to invite you to participate in consultation pursuant to Section 106 of the National Historic Preservation Act (Section 106) regarding historic properties, including Traditional Cultural Properties, which might be affected by the proposed Project.

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We are also seeking broader public participation through a public involvement and information program that includes public meetings and hearings. A Project web site is available at http://www.azdot.gov/passengerrail/ to provide the public with routine Project updates. No specific information regarding cultural resources will be posted on the website.

If you have any questions or concerns or would like to have a meeting to further discuss the proposed Project, please contact Andréa Martin at 202-493-6201 or e-mail andrea.martin@dot.gov of my staff or the Arizona Project Manager Mike Kies at ADOT, at 602-712-8140 or e-mail MKies@azdot.gov.

Sincerely,

David Valenstein
Division Chief, Environment and Systems Planning
Federal Railroad Administration

cc: Andréa Martin, FRA Environmental Specialist
Alex Smith, FTA Community Planner
Mike Kies, ADOT Project Manager
Erin Bodine, ADOT Environmental Planning Group, Historic Preservation Team

U.S. Department
of Transportation

**Federal Railroad
Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

JUN 17 2014

The Honorable Governor Mendoza
Gila River Indian Community
P.O. Box 97
Sacaton, AZ 85147

Subject: ADOT Passenger Rail Corridor Study – Green Alternative Corridor

Dear Governor Mendoza:

For over two years, the Arizona Department of Transportation (ADOT), in partnership with the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA) have been exploring the feasibility of Passenger Rail between Phoenix and Tucson including alignments that pass through Gila River Indian Community (GRIC) land. The project team has had ongoing meetings with the GRIC staff to discuss the viability of a passenger rail alignment following the Interstate 10 freeway through the Community (Figure 1). This corridor alignment is referred to as the Green Alternative (Figure 2). The Passenger Rail project team has made presentations to and received input from the Tribal Historic Preservation Officer, the Transportation Technical Team, Natural Resources Standing Committee and the Tribal Council over the course of the project. During these meetings, we have consistently heard serious reservations about potential impacts and challenges that would be encounter if the Green Alternative were developed.

The proposed Green Alternative parallels the path of Interstate 10, but out of necessity, would need to be located outside the existing easement reserved for highway purposes. The additional land required from the Community would necessitate the acquisition of a large number of allotted parcels and an easement requiring extensive and lengthy right-of-way and landowner coordination. The alignment would also affect a number of high value cultural resources that are important to the Community. Considering these factors along analysis indicates that the Green Alternative serves the smallest population base and is expected to carry the lowest ridership among the remaining alternatives, the project team has decided to eliminate the Green Alternative from further study.

The project team communicated analysis findings about the Green Alternative to the Tribal Council at the April 2, 2014 Council meeting. During the meeting, Council members noted that other alternatives could also have effects on cultural resources despite being located off of GRIC land. We will continue to coordinate with the GRIC staff to ensure appropriate steps are taken to evaluate and minimize impacts to cultural and other resources as we continue the environmental analysis for the remaining alternatives. The project team is aware of the GRIC's desire to have their population served by additional transportation options that will be addressed as part of the AZDOT's service development planning effort.

Please contact Carlos Lopez at ADOT 602-712-4786 or Andréa Martin at FRA at 202-493-6201 if information about the project is required or if a presentation is desired about project status. We appreciate the ongoing coordination with the Community.

Sincerely,

David Valenstein
Chief, Environment and Systems Planning Division
Federal Railroad Administration

CC Mike Kies, ADOT
Andréa Martin, FRA
Alex Smith, FTA

Visual and Aesthetic Scenic Resources Appendix

Visual and Aesthetic Scenic Resources Appendix

V.1 Methodology and Regulatory Setting

Aerial photography and GIS data pertaining to existing railroad and transportation corridors, land ownership, wilderness areas, and hydrology were reviewed to identify the existing visual environment and potential scenic resources along the proposed Yellow and Orange corridor alternatives. Aerial photography was used to determine the proximity of visual resources.

V.2 Affected Environment

The study corridor is located between Tucson and Phoenix, Arizona, in the northeastern reaches of the Sonoran Desert as shown in the *Corridor Aerial Atlas Appendix,* Figures 1-91. For the purposes of this Tier 1 visual and aesthetic scenic resources (VASR) assessment, the corridor alternatives were divided into two sub-areas, southern and northern. The southern corridor alternatives extend from the proposed system hub in downtown Tucson to Eloy. The northern corridor alternatives extend from Eloy to the proposed northern hub in downtown Phoenix.

V.2.1 Landscape Character

The visual landscape character includes diverse images of natural and man-made features and contains three landscape characters: 1) Urban and Suburban, 2) Agricultural, and 3) Undeveloped Desert. These landscape characters are described below and the location of each is shown in **Figure 5-26**.

- **Urban and Suburban:** The urban and suburban landscape character is visible in both the northern and southern portions of the corridor alternatives, primarily within the Tucson and Phoenix metropolitan areas. Multi-story commercial and residential buildings, interstates, highways, city streets, and a mixture of industrial and commercial land uses characterize the urban landscape. Single-family residences; “big-box” retail and commercial developments; local, collector, and arterial streets; and neighborhood parks characterize the suburban landscape. The urban and suburban landscape character also contains a mixture of industrial and commercial uses including large public facilities and local infrastructure. Views of distant mountain ranges are often screened by single- and multi-level buildings in the foreground. Historic buildings, structures, and districts with regional architecture are also located within urban and suburban landscape character and possess unique visual qualities.
- **Agricultural:** The agricultural landscape character is visible within the northern and southern portions of the corridor alternatives. Foreground view are dominated by large, generally flat, irrigated agricultural fields consisting of cultivated row crops and pecan groves arranged in a grid-like pattern. Views of distant mountain ranges frame the background views. More urban-based elements such as rural roads, railroads, and small residential and commercial developments also arranged in a grid-like pattern, can also be seen in this landscape unit.
- **Undeveloped Desert:** The undeveloped desert landscape character is also visible within the northern and southern portions of the corridor alternatives. Foreground views are dominated by undisturbed, native desert vegetation on natural terrain. Background views are dominated by

distant mountain ranges and rock outcroppings. The Upper Sonoran Desertscrub plant communities, which include palo verde-saguaro, creosotebush, and mesquite-acacia communities are characteristic of this landscape character (Dunham 1978).

V.2.2 Viewing Audience

Several viewing audiences can be categorized into groups dependent on what they see as they move through, past, or within the corridor alternatives. Each viewer group has a different visual sensitivity, depending on the frequency and duration of their views, as well as their visual expectation and relationship to the visual resource. Viewer groups are listed below from least sensitive to most sensitive.

- **Automobile drivers**: Automobile drivers view the corridor alternatives from highways or local streets. Generally, the visual sensitivity of automobile drivers traveling along highways or local streets is low due to the driver's focus on driving and not the surrounding VASR.
- **Owners/employees/patrons of commercial and retail establishments**: This group includes those who work or visit commercial and retail establishments in the corridor alternatives. The sensitivity for this group is low because these viewers would view the corridor alternatives while engaging in common daily activities such as shopping or commuting to and from work, and may not have strong relationships with the visual resources in the corridor alternatives.
- **Train and automobile passengers**: Although train and automobile passengers would view the corridor alternatives while traveling at high speeds, the duration of a train or automobile passenger's viewing experience would be longer than automobile drivers because they are not concentrating on driving. Some train and automobile passengers would be more sensitive than others; passengers traveling as tourists would be more sensitive than commuting passengers. Generally, the visual sensitivity of train and automobile passengers would be moderate.
- **Recreationists**: Recreationists would generally view the corridor alternatives while traveling at low speeds while engaging in recreational activities such as walking, running, hiking, biking, or horseback riding. Views from recreation trails and areas, and scenic overlooks are typically assessed as having high visual importance. The duration of recreationists' viewing experience may be longer than automobile drivers and train or automobile passengers. Recreationists are sensitive viewers because of their extended views of the corridor alternatives and for their sensitivity to changes in visual quality of the recreational environment. Generally, the visual sensitivity of recreationists would be moderate to moderately high.
- **Residents**: This group consists of persons living within the corridor alternatives. Residents are a sensitive viewer group because they would experience frequent, extended, and consistent views of a passenger rail system. Residents are most concerned with visual quality of where they live because it affects their quality of life. Residents are generally considered as having a high visual sensitivity.

V.2.3 Public Land Use Plans and Policies for Scenic Resources

Regional and local land use policies provide information on the viewers' values for visual resources and help predict viewers' response to visual change. Federal, state and local governments have jurisdiction

over land located within the proposed corridor alternatives. Several entities provide scenic and/or visual resource policies, goals, and objectives as part of their land use planning process. This section provides a review of the plans, policies, objectives and goals applicable to scenic and visual resources within or adjacent to the corridor alternatives.

Bureau of Land Management, Phoenix District Office - Lower Sonoran Record of Decision and Approved Resource Management Plan

Numerous parcels of BLM-managed lands are located in the vicinity of the corridor alternatives; three small BLM parcels in Pinal County are located within the northern corridor alternatives. The *Lower Sonoran Record of Decision and Approved Resource Management Plan* provides overall direction for management of all resources on BLM-administered land in the Lower Sonoran Field Office (BLM 2012). The objectives and policies applicable to VASR within or adjacent to the corridor alternatives support the management of BLM public lands that maintains the scenic quality, natural landscapes, undisturbed views, and other high-quality visual resources.

To maintain the scenic value of high-quality visual resources, BLM established a set of objectives for four different classes of visual resources. Visual resources are categorized into each class depending on the quality of the visual resource. The *Visual Resource Inventory* handbook (BLM 1986) and *Guidelines for a Quality Built Environment* (BLM 2010) outline the visual classes and objectives for each class. Visual Resource Management (VRM) classes are categories assigned to BLM lands based on scenic quality, sensitivity level, and distance zones (BLM 2012). All three BLM parcels located within the corridor alternatives are classified as Class IV visual resources, which allows for visual modifications, but also requires efforts to consider design options that help reduce visual contrast between the proposed project and the landscape setting. The objective for Class IV resources is as follows: "Class IV: (Modification of the landscape character) includes areas where changes may subordinate the original composition and character. But the changes should reflect what could be a natural occurrence in the characteristic landscape" (BLM 2012).

One of the *Lower Sonoran Record of Decision and Approved Resource Management Plan* visual objectives also supports the preservation of dark night skies for stargazing and nighttime military training.

Pima County Comprehensive Plan

Pima County is located in the southern study area and includes Tucson. Three documents make up the Pima County Comprehensive Plan: *Rezoning and Special Area Plan Policies*, *Land Use Intensity Legend,* and *Regional Plan Policies*. Both *Rezoning and Special Area Plan Policies* and *Regional Plan Policies* reference scenic resources.

Rezoning and Special Area Plan Policies defines special areas as those sites that are "…typically composed of multiple parcels that share a unique physical feature or location over a relatively large

area" (Pima County 2012). Three special areas are identified in the document as containing scenic qualities, however none are located within the corridor alternatives.

Regional Plan Policies relates the importance of scenic resources as part of the conservation of cultural resources (Pima County 2012). To better address the diversity of cultural resources within the County, the County recommended the creation of conservation districts. The County conservation districts are defined as areas possessing

> "...*architectural character, visual patterns, archaeological potential, cultural significance, scenic, historic, land use or natural features which are representative of and contribute to Pima County's local or regional identity*." (Pima County 2012)

While no conservation districts are located with the corridor alternatives, these documents illustrate the County's commitment to persevering scenic and cultural resources. Pima County is currently updating the comprehensive plan and a draft was released for public comment in fall 2014 (Pima County 2014). If the study advances to Tier 2, the comprehensive plan update should be reviewed for changes to the policies and goals applicable to VASR within or adjacent to the Pima County portions of the corridor alternatives.

Pinal County Comprehensive Plan

Portions of the northern corridor alternatives are located in Pinal County, south of Maricopa County. The *Pinal County Comprehensive Plan* guides development based on a plan adopted in 2009 and a 2012 update (Pinal County 2012). Policies applicable to VASR within or adjacent to the corridor alternatives support strategies to protect scenic viewsheds and dark skies through outdoor lighting regulations and working cooperatively with other organizations.

Pinal County Open Space and Trails Master Plan

The *Pinal County Open Space and Trails Master Plan* (2007) is the foundation for the Open Space and Recreation Element of the *Pinal County Comprehensive Plan* (2012). While there are no policies directly applicable to the corridor alternatives VASR, the *Pinal County Open Space and Trails Master Plan* does mention the importance of scenic resources as part of its vision statement. The statement emphasizes the importance of conserving the county's rural and natural open space character and existing scenic areas and view corridors.

Maricopa County Comprehensive Plan

Portions of the northern corridor alternatives are located in Maricopa County near the Phoenix metropolitan area. In Maricopa County, land use planning goals and policies are guided by the Maricopa County comprehensive plan, *Maricopa 2020, Eye to the Future*, which was adopted in October 1997 and revised in August 2002 (Maricopa County 2002). The Environment and Open Space Plan Element of the plan guides the relationship between people and their environment. The policies applicable to VASR within or adjacent to the corridor alternatives support development that is compatible with the existing visual character and quality of the site.

Maricopa County has also developed scenic overlays along several transportation corridors to provide differentiated development guidelines to protect the scenic quality of these routes. While none of the designated routes are within the corridor alternatives, the plans demonstrate the County's desire to conserve and protect these unique resources (Maricopa County 2002).

City of Tucson General Plan

Land use decisions are guided by the *City of Tucson General Plan* (City of Tucson 2001). Policies applicable to VASR within or adjacent to the corridor alternatives support the preservation of scenic views of natural features and community landmarks.

Tucson Scenic Corridor Zone

To protect the city's unique visual setting and promote its economic well-being, the Tucson established Scenic Corridor Zones to assure design sensitivity to the natural scenic quality of the city (City of Tucson 1995). These regulations apply to designated scenic routes as defined in the *Major Streets and Routes Plan* (City of Tucson 2000) and provide guidance on new development within the Scenic Corridor Zones. There are no designated scenic routes within the corridor alternatives.

City of Mesa General Plan

Land use decisions within the City of Mesa are guided by the *City of Mesa General Plan* (City of Mesa 2002). Policies applicable to VASR adjacent to or within the corridor alternatives include the preservation of significant natural environmental features and scenic resources within the planning area.

City of Mesa Falcon Field Sub-Area Plan

The *Falcon Field Sub-Area Plan* provides a vision for the Falcon Field area in northeast Mesa, outside the northern corridor alternatives. The sub-area plan guides future land development (City of Mesa 2007). Policies applicable to VASR within or adjacent to the corridor alternatives include the preservation of the natural desert viewshed north of the Loop 202 Red Mountain Freeway for the benefit of visitors, existing development, and future development. This viewshed could potentially be visible from the corridor alternatives.

City of Phoenix General Plan

Land use decisions within the City of Phoenix are guided by the *General Plan 2002* (City of Phoenix 2002). Policies and goals applicable to VASR within or adjacent to the corridor alternatives support the identification and maintenance of scenic corridors within the city. None of the scenic corridors are located within the corridor alternatives. The Phoenix general plan also supports the preservation of significant views and access to cultural and visual landmarks. Phoenix is currently updating the general plan and a draft was released for public comment in fall 2014 (City of Phoenix 2014). If the study advances to Tier 2, the general plan update should be reviewed for changes to the policies and goals applicable to VASR within or adjacent to the Phoenix portions of the corridor alternatives.

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Waters of the United States Appendix

Waters of the United States Appendix

The regulatory framework pertaining to Waters of the US, also referred to as jurisdictional waters, is the Clean Water Act of 1972 (as amended) (CWA). Section 404 of the CWA is discussed below. Sections 401 and 402 of the Clean Water Act are discussed in **Section 5.15, Water Quality**. Because none of the rivers or streams in the corridor alternatives have been adjudicated as navigable, the Rivers and Harbors Act of 1899 (33 U.S.C. §401) and US Coast Guard permitting would not apply.

The principal goal of the CWA is to establish water quality standards to restore and maintain the chemical, physical, and biological integrity of the nation's jurisdictional waters by preventing point (concentrated output) and nonpoint (widely scattered output) pollution sources. For regulatory and permitting purposes, the corridor alternatives are located in the Corps' Los Angeles District.

Section 404 of the CWA regulates the discharge of earthen fill, concrete, and other construction materials into Waters of the U.S., and authorizes the Corps to issue permits regulating such discharges. The limits of Waters of the U.S. are defined through a preliminary or approved jurisdictional delineation (JD) accepted by the Corps. A JD determines the limits of the ordinary high water mark (OHWM) of each watercourse. A preliminary JD assumes all drainages within a given area are subject to the jurisdiction of the Corps. An approved JD requires that all ephemeral drainages display a significant nexus to the downstream traditional navigable water (TNW), the closest of which is the Santa Cruz River that flows through the southern portion of the corridor alternatives.

The discharge of fill material below the OHWM of jurisdictional waters is regulated by the Corps and would require a Section 404 Permit in the design stage, in addition to mitigation. The most common types of Section 404 permits for transportation projects are 1) Nationwide Permit (NWP) No. 14 (Linear Transportation Projects), which authorizes projects with less than 0.50 acre of permanent loss of jurisdictional waters, and 2) individual permits, which are required for projects that affect more than 0.50 acre of jurisdictional waters or cause impacts to jurisdictional wetlands or other special aquatic sites. An individual permit requires mitigation to minimize or offset the impacts to jurisdictional waters with no net loss of the functions and values of the water resource.

The Environmental Systems Research Institute (ESRI) hydrography data and the Nationwide Rivers Inventory (NRI) were used to compile GIS data for locations of potential Waters of the U.S. No NRI segments are located in the corridor alternatives. The majority of ESRI-mapped streams are unnamed washes. Perennial and intermittent streams, and lakes and ponds designated on USGS maps, are likely to be determined jurisdictional unless non-jurisdictional conditions can be documented.

In conjunction with the Tier 2 NEPA documents, a more detailed impact analysis of potentially jurisdictional waters would be conducted, including field surveys, at which time there is the potential for Waters of the U.S. to be identified and delineated. Smaller streams with an OHWM and connections to jurisdictional streams that were not included in the mapping databases may be found. Coordination

would take place with the Corps to determine which water resources are jurisdictional or non-jurisdictional for Section 404 permitting purposes and mitigation requirements.

Table US-1. Named Rivers, Streams, Washes and Lakes in the Corridor Alternatives

Name	Jurisdictional Status	County
Southern Hub to Eloy – Yellow and Orange Corridor Alternatives		
Old Julian Wash	TBD[a]	Pima
18th Street Wash	TBD	Pima
Santa Cruz River	Jurisdictional	Pima
Arroyo Chico Wash	TBD	Pima
High School Wash	TBD	Pima
El Rio Wash	TBD	Pima
El Rio Golf Course Lake	TBD	Pima
Bronx Wash	TBD	Pima
Flowing Wells Wash	Jurisdictional	Pima
Silvercroft Wash	TBD	Pima
Painted Hills Wash	TBD	Pima
West Speedway Wash	TBD	Pima
Camino de Oeste Wash	TBD	Pima
Roger Wash	TBD	Pima
Silverbell Golf Course Lake	TBD	Pima
Sweetwater Wetlands	TBD	Pima
Sweetwater Wash	Jurisdictional	Pima
Lakes at Columbus Park (2)	TBD	Pima
Del Cerro Wash	Jurisdictional	Pima
Rillito River/Rillito Creek	Jurisdictional	Pima
Pegler Wash	TBD	Pima
Carmack Wash	TBD	Pima
Cañada del Oro	Jurisdictional	Pima
Hardy Wash	TBD	Pima
Cañada Agua 1 Wash	TBD	Pima
Picture Rocks Wash	TBD	Pima
Cañada Agua 2 Wash	TBD	Pima
Prospect Wash	TBD	Pima

Table US-1. Named Rivers, Streams, Washes and Lakes in the Corridor Alternatives

Name	Jurisdictional Status	County
Guild Wash	TBD	Pima
Eloy to Northern Hub – Yellow Corridor Alternative		
Gila River	Jurisdictional	Pinal
Queen Creek	Jurisdictional	Pinal
East Maricopa Floodway	Jurisdictional	Maricopa
Crossroads District Park Lake	TBD	Maricopa
Western Skies Golf Club Lakes (2)	TBD	Maricopa
Stonebridge Lakes (2)	TBD	Maricopa
Crystal Point Estates Lake	TBD	Maricopa
Playa Del Rey Lake	TBD	Maricopa
El Dorado Lakes (2)	TBD	Maricopa
Salt River/Tempe Town Lake	Jurisdictional	Maricopa
Eloy to Northern Hub –Orange Corridor Alternative		
Bogart Wash	TBD	Pinal
Picacho Reservoir	TBD	Pinal
Gila River	Jurisdictional	Pinal
Queen Creek	Jurisdictional	Pinal
Augusta Ranch Lakes (2)	TBD	Maricopa
Desert Sands Golf Course Lake	TBD	Maricopa
Superstition Springs Lakes (21)	TBD	Maricopa
Val Vista Lakes (3)	TBD	Maricopa
Emerald Park Lake	TBD	Maricopa
Fiesta Lake	TBD	Maricopa
Dobson Ranch Lakes (3)	TBD	Maricopa
Shalimar Country Club Lake	TBD	Maricopa
Karsten Golf Course Lake	TBD	Maricopa
Salt River/Tempe Town Lake	Jurisdictional	Maricopa
Indian Bend Wash	Jurisdictional	Maricopa

Source: Environmental Systems Research Institute (ESRI) GIS Data
Notes:
[a] TBD = jurisdictional status to be determined during Tier 2.