

**SONORAN VALLEY PARKWAY  
ENVIRONMENTAL IMPACT STATEMENT**

**SCOPING REPORT**

Prepared for

**Bureau of Land Management**  
Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027-2929

Prepared by

**SWCA Environmental Consultants**  
3033 North Central Avenue, Suite 145  
Phoenix, Arizona 85012  
[www.swca.com](http://www.swca.com)  
(602) 274-3831

April 2009

# CONTENTS

Acronyms and Abbreviations .....	iii
<b>1.0 BACKGROUND.....</b>	<b>1</b>
<b>2.0 DOCUMENT ORGANIZATION .....</b>	<b>1</b>
<b>3.0 INFORMATIONAL MEETINGS .....</b>	<b>1</b>
3.1 Advertising of Informational Meetings .....	2
3.2 Description of Informational Meetings .....	2
<b>4.0 SCOPING PROCESS .....</b>	<b>2</b>
4.1 Advertising of Public Meetings .....	2
4.2 Description of Scoping Meetings .....	3
4.3 Opportunities for Public Comment.....	4
4.4 Scoping Content Analysis.....	4
4.5 Tribal Consultation .....	4
<b>5.0 SUMMARY OF SCOPING ISSUES .....</b>	<b>5</b>
5.1 Project Alternatives .....	6
5.2 Process and Procedures .....	6
5.3 Resources Issues .....	6
Air Quality.....	6
Cultural Resources.....	6
Grazing Allotments.....	6
Hazardous Materials .....	7
Lands and Realty .....	7
Noise.....	7
Public Health and Safety .....	7
Recreation.....	7
Riparian Areas .....	8
Socioeconomics .....	8
Special Designations.....	8
Transportation and Access.....	8
Vegetation.....	8
Visual Resources .....	8
Wildlife .....	9
Water Resources .....	9
5.4 Miscellaneous Comments.....	9



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## Appendices

- A. Meeting Notification: Goodyear Website
- B. Meeting Notification: News Release
- C. Notice of Intent—Federal Register
- D. Meeting Notification: Goodyear Newsletter
- E. Meeting Notification: Postcard
- F. Poster Boards
- G. Scoping: Sign-in Sheets
- H. Scoping: Handout
- I. Scoping: Blank Comment Form
- J. Scoping Comments
- K. Tribal Outreach

## Tables

1.	Informational Meeting Notification Methods and Dates .....	2
2.	Informational Meeting Dates, Times, and Locations.....	2
3.	Scoping Meeting Notification Methods and Dates .....	3
4.	Public Scoping Meeting Dates, Times, and Locations.....	3
5.	Comment Type.....	4
6.	Resource Issue Identification .....	5



## ACRONYMS AND ABBREVIATIONS

BLM	Bureau of Land Management
City	City of Goodyear
EIS	Environmental Impact Statement
MPA	Master Planning Area
NEPA	National Environmental Policy Act
NOI	Notice of Intent
O <sub>3</sub>	ozone
OHV	off-highway vehicle
ROW	right-of-way
SDNM	Sonoran Desert National Monument
SWCA	SWCA Environmental Consultants



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## 1.0 BACKGROUND

The City of Goodyear (City), which is located in Maricopa County approximately 20 miles west-southwest of Phoenix, Arizona, recently designated a new Master Planning Area (MPA) that encompasses approximately 95 square miles. In May 2007, the City annexed 67 square miles of its MPA to include an area bounded to the northeast and east by the Sierra Estrella Mountains, Estrella Mountain Regional Park, and the Gila River Indian Community and to the west and southwest by the Sonoran Desert National Monument (SDNM).

To accommodate growth within the newly annexed portion of the Goodyear MPA, the City has determined that a major arterial road (the “Sonoran Valley Parkway”) is needed to provide more direct access to the greater Phoenix metropolitan area for traffic to and from the new MPA near the community of Mobile and the City of Maricopa. In June 2007, the City submitted an application for permanent right-of-way (ROW) to the Bureau of Land Management (BLM) for the construction and operation of an approximately 15- to 18-mile-long roadway (depending on the route alternative authorized by BLM).

The purpose of the federal action is to respond to a request from the City to grant a 250-foot-wide ROW. As authorized by the Federal Land Policy and Management Act, in particular Title V (43 United States Code 1761–1771), the BLM issues ROW grants for a variety of facilities and systems that are in the public interest, such as highways, roads, transmission and distribution systems, etc. The BLM must undertake a National Environmental Policy Act (NEPA) analysis; the Proposed Sonoran Valley Parkway will be analyzed in an Environmental Impact Statement (EIS) in order to evaluate and disclose the environmental effects of the project prior to issuing such authorizations.

Prior to development of the project alternatives, the BLM conducted public scoping for this EIS between April and June 2008.

## 2.0 DOCUMENT ORGANIZATION

This document contains summary descriptions of

- scoping meetings, including advertising leading up to the meetings;
- opportunities for public comment during the scoping period;
- the scoping content analysis process, including how individual letters and comments were coded and recorded; and
- comments received during the 30-day scoping period (April 2, 2008–June 13, 2008) organized by resource.

All comments were given equal consideration, regardless of method of transmittal.

## 3.0 INFORMATIONAL MEETINGS

A series of pre-scoping, informational meetings was conducted prior to publication of the Notice of Intent (NOI). These meetings were intended as an opportunity for members of the public to learn about the proposed project. The informational meetings were advertised on the City website and via a press release to local media and newspapers two weeks prior to their scheduled dates. Members of the public were afforded opportunities to interact with City and BLM staff (Table 1).



### 3.1 Advertising of Informational Meetings

**Table 1.** Informational Meeting Notification Methods and Dates

Publicity Item	Venue and Date
City of Goodyear Website (Appendix A)	Proposed Meeting Notification – March 1–13, 2008
City of Goodyear News Release (Appendix B)	Proposed Meeting Notification – February 27, 2008

### 3.2 Description of Informational Meetings

Three informational meetings were held for the proposed Sonoran Valley Parkway project (Table 2). Each meeting was an open-house format with no formal presentation or speaking opportunity for the BLM or the public. At each meeting, a series of informational poster boards displaying the proposed parkway alignments (Alternatives A, B, and C) as well as the NEPA process were displayed.

**Table 2.** Informational Meeting Dates, Times, and Locations

Date	Time	City	Address
March 11, 2008	6:00 – 8:00 p.m.	Goodyear	Goodyear City Hall 190 North Litchfield Road Goodyear, Arizona
March 12, 2008	3:00 – 5:00 p.m.	Maricopa	Global Water Conference Center 22590 North Powers Parkway Maricopa, Arizona
March 12, 2008	6:00 – 8:00 p.m.	Mobile	Mobile Elementary School 42798 South 99th Avenue Mobile, Arizona

## 4.0 SCOPING PROCESS

The purpose of scoping is to provide an opportunity for members of the public to learn about the proposed project and to share any concerns or comments they may have. Input from the public scoping process is used to help the BLM identify a range of alternatives as well as to identify issues and concerns to be considered in the EIS. In addition, the scoping process helps identify any issues that are not considered significant and can therefore be eliminated from detailed analysis in the EIS. The list of stakeholders and other interested parties is also updated and generally expanded during the scoping process.

### 4.1 Advertising of Public Meetings

Pursuant to NEPA requirements, the scoping meetings were advertised in a variety of formats, beginning at least 2 weeks prior to their scheduled dates (Table 3). In each format, the advertisements provided logistics and explained the purpose of the public meetings, gave the schedule for the public comment (scoping) period, outlined additional ways to comment, and provided methods of obtaining additional information.



**Table 3.** Scoping Meeting Notification Methods and Dates

Publicity Item	Venue and Date
NOI (Appendix C)	<i>Federal Register</i> – April 2, 2008
Legal Ad (Appendix D)	<i>City of Goodyear InFocus Newsletter</i> – May 2008
Postcard (Appendix E)	Postcard mailed to BLM Stakeholder List – May 7–9, 2008

## 4.2 Description of Scoping Meetings

Three public scoping meetings were held for the proposed Sonoran Valley Parkway (Table 4). Each meeting was an open-house format. Harvey Krauss from the City opened each meeting welcoming members of the public and introducing the project. No formal presentation (i.e., PowerPoint) was conducted. At each meeting, seven informational poster boards were displayed (Appendix F). Informational display boards included

1. Explanation of the NEPA Process
2. Map of Preliminary Alternatives
3. Goodyear Sonoran Valley Planning Area Land Use Plan
4. Explanation of Biological Resource Issues
5. Explanation of Cultural Resource Issues
6. Maricopa Association of Governments Interstate 10 Hidden Valley Framework Transportation Study Map
7. Potential Intersection Design: Bullard Avenue and Proposed Sonoran Valley Parkway (Alternative A)

BLM personnel were available at each meeting to answer questions and take comments. Representatives from BLM's contractor for the EIS, SWCA Environmental Consultants (SWCA), were also available for assistance. Meeting attendees signed in (sign-in sheets are included in Appendix G) upon entrance, at which time they were provided with an informational handout (Appendix H) and informed of the meeting format and how to comment at the meeting.

**Table 4.** Public Scoping Meeting Dates, Times, and Locations

Date	Time	City	Address
May 28, 2008	6:00 – 8:00 p.m.	Goodyear	Goodyear City Hall 190 North Litchfield Road Goodyear, Arizona
May 29, 2008	3:00 – 5:00 p.m.	Maricopa	Global Water Conference Center 22590 North Powers Parkway Maricopa, Arizona
May 29, 2008	6:30 – 8:30 p.m.	Mobile	Mobile Elementary School 42798 South 99th Avenue Mobile, Arizona



### 4.3 Opportunities for Public Comment

Members of the public were afforded several methods for providing comments during the scoping period:

- There was a comment station with comment forms (Appendix I) on which attendees could write and submit comments;
- Comments directed toward BLM or SWCA staff;
- Emails could be sent to [AZSVPP@blm.gov](mailto:AZSVPP@blm.gov);
- Public comments could be mailed to the BLM, Lower Sonoran Field Office, Attn: Project Manager–SVPP, 21605 North 7th Avenue, Phoenix, Arizona 85027;
- Requests for information could be directed to Jim Andersen, at (623) 580-5570.

### 4.4 Scoping Content Analysis

During the scoping period, comments were submitted at the scoping meetings (i.e., comment forms) or via mail or email to the BLM Lower Sonoran Field Office. Each public letter received was first numbered (beginning with 001) and then labeled with a commenter code that indicated the entity from which it was received (i.e., individual; government agency; non-governmental organization or special interest; business; or tribe) (Table 5). This combination of number and commenter code results in a unique alphanumeric identifier for each individual public letter submitted. This system provides ease in referencing and cross-checking public letters received and the comments contained within them. No personal information was available for commenters who submitted comments anonymously.

**Table 5.** Comment Type

Type	Type Code
Individual Submittal	I
Government Agency	G
Non-governmental Organization (special interest)	O
Business	B
Tribe	T

In total, there were 17 commenters (using comment forms and emails) (Appendix J). A summary of questions asked and answered at each of the three meetings is also provided (see Appendix J). After all public letters were numbered with unique alphanumeric identifiers, each letter was reviewed, and comments were categorized by resource issue. Comments were assigned Resource Categories (alphabetic abbreviations) corresponding to their respective resource issue (Table 6). This form of analysis allows for specific comments to be captured and then grouped under the umbrella of a general resource issue. It also allows for cross-referencing and comparison.

### 4.5 Tribal Consultation

On July 16, 2008, notification letters were also sent to five Native American Tribes—Gila River Indian Community, Hopi Tribe, Salt River Pima-Maricopa Indian Community, Tohono O’odham Nation, and Ak-Chin Indian Community (Appendix K). The letters provided information on the nature of the project

and the need for an EIS, as well as an invitation to schedule a meeting if desired, provide comments, or request any additional information. The Hopi Tribe responded requesting copies of all cultural resource reports prepared for the project and consultation on any draft historic property treatment plans (see Appendix K). No other tribes responded.

**Table 6.** Resource Issue Identification

Resource Category	Resource Issue
ALT	Alternative Development
AQ	Air Quality
CUL	Cultural Resources
HZM	Hazardous Materials
LAR	Lands and Realty
NOI	Noise
OHV	Established, identified off-highway vehicle roads and trails
OTH	Other
PHS	Public Health and Safety
PRP	Process and Procedures
RIP	Riparian Areas
SOC	Socioeconomics
SPD	Special Designation
TRA	Transportation and Access
VEG	Vegetation
VIS	Visual Resources
WL	Wildlife
WR	Water Resources

## 5.0 SUMMARY OF SCOPING ISSUES

Comments are summarized below, in narrative form, for each Resource Category Issues and concerns related to the project alternatives and process and procedures are summarized in Sections 5.1 and 5.2. Comments specific to unique resources are summarized in Section 5.3, organized by resource (e.g., all comments specifically related to wildlife appear under the subheading “Wildlife,” while all water resource comments are included under “Water Resources”). Miscellaneous comments are summarized in Section 5.4.

The narrative summary is organized in the following order:

- Project Alternatives
- Process and Procedures
- Resources Issues (listed alphabetically)
- Miscellaneous Comments



## 5.1 Project Alternatives

Commenters indicated that an alignment should be selected for the Sonoran Valley Parkway that does not preclude future development of the proposed Loop 303 and/or Hassayampa Freeway. Commenters also suggested that the EIS consider an alternative that connects the proposed Sonoran Valley Parkway to the existing Estrella Parkway.

Other commenters suggested that the EIS should consider initially constructing the Sonoran Valley Parkway as an unpaved road to provide improved access as soon as possible between Mobile and Goodyear, or that the EIS should consider a mass transit alternative (e.g., light rail, commuter rail, bus) rather than a roadway.

## 5.2 Process and Procedures

Commenters suggested that an EIS was the appropriate level of documentation for the proposed Sonoran Valley Parkway, and requested that in addition to the short-term direct impacts, cumulative impacts be addressed thoroughly in the EIS.

## 5.3 Resources Issues

### *Air Quality*

Commenters indicated that if constructed, the Sonoran Valley Parkway could exacerbate air quality problems in the area, both from vehicle exhaust and increased particulates. Additionally, one commenter noted that the Phoenix metropolitan area is currently in non-attainment for 8-hour ozone (O<sub>3</sub>) and particulate matter 10, as promulgated by the U.S. Environmental Protection Agency's National Ambient Air Quality Standards. As such, commenters indicated that issues related to air quality could include increased traffic congestion, construction-related impacts, and long-term usage along alternative routes. One commenter suggested that development of the EIS should be coordinated with Maricopa County, Pinal County, and the State of Arizona to ensure consistency and compatibility with the State Implementation Plan.

### *Cultural Resources*

Commenters suggested that any historical sites found in the area need be recorded by a professional archaeologist and that any artifacts found be displayed in a local museum. Additionally, commenters indicated that the EIS must consider the Congressionally designated Juan Bautista de Anza National Historic Trail and other historic trails within the same corridor that would be impacted by incompatible developments as a result of the road and its associated infrastructure.

### *Grazing Allotments*

Commenters indicated that the proposed road must be evaluated in terms of how it would affect existing grazing allotments.



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## ***Hazardous Materials***

Commenters suggested that there could be hazardous material concerns along the proposed Sonoran Valley Parkway if waste management trucks from the Butterfield Station Landfill in Mobile inadvertently spread non-biodegradable litter along the road.

## ***Lands and Realty***

Commenters suggested that the appropriateness of use of a designated utility corridor for transportation purposes be evaluated, particularly in light of projected future utility infrastructure needs in the same geographic area. Commenters requested that a complete assessment be made of how the presence of the proposed road would affect current and future BLM realty actions.

## ***Noise***

Commenters indicated that traffic-related noise from the proposed parkway could be audible to recreationists and others in the North Maricopa Mountains Wilderness Area. Additionally, implementation of any action alternative would lead to increases in noise in the project area, both short term during road construction and long term as a result of traffic along the roadway. Commenters suggested that the EIS must evaluate the presence or absence of sensitive noise receptors that may be affected by the proposed road and analyze the duration and severity of noise impacts.

## ***Public Health and Safety***

Some commenters expressed support for the proposed Sonoran Valley Parkway because they believe it is essential to providing timely emergency services (fire, police, ambulance) to the residents of Mobile. Commenters also indicated that residents of Mobile as well as others from outside the community have been using the existing, unpaved El Paso Natural Gas maintenance road to travel between Mobile and Goodyear. Because the natural gas pipelines are buried so close beneath the surface of this road, this is a potentially dangerous situation. The Sonoran Valley Parkway needs to be completed soon to discourage drivers from using the gas pipeline road.

Commenters also indicated that Maricopa County is already a nonattainment area for O<sub>3</sub> and that O<sub>3</sub> pollution presents a significant danger to public health; it can damage lung tissue, causing pulmonary inflammation, impair lung development in young children, and contribute to the suffering of those who have asthma. Commenters expressed concern that traffic using the Sonoran Valley Parkway would lead to an increase in O<sub>3</sub> exceedances in the Phoenix metropolitan area.

Commenters suggested that the EIS evaluate the potential for increased incidence of fire from overheated vehicles spreading into areas adjacent to the proposed roadway, including the SDNM, destroying resources and also posing a threat to public health and safety.

## ***Recreation***

Commenters suggested that the presence of the Sonoran Valley Parkway would lead to an increase in unauthorized, recreational off-highway vehicle (OHV) traffic into the SDNM, which would be harmful to sensitive soils, plant life, and animals within the monument. Commenters also expressed concern that illegal recreational OHV use on lands designated closed to such would become an increasing problem; issues related to the proposed parkway could include potential additional damage to resources in the monument from OHV use, such as compaction of desert soils, increased erosion and runoff, and added threats to public health and safety.



## ***Riparian Areas***

Commenters suggested that riparian areas in the Sonoran Desert and in the project vicinity can be important habitat for wildlife. Because the proposed parkway potentially crosses numerous washes and drainages, there is the potential for construction of the parkway to adversely impact these resources and reduce critical habitat.

## ***Socioeconomics***

Commenters indicated that the Sonoran Valley Parkway will be necessary to provide a viable transportation route for students from Mobile to attend high school in the City (Buckeye Union High School District); schools in the Buckeye Union High School District are considered to be of higher quality than other options.

Another commenter noted that the Phoenix metropolitan area is one of the fastest growing urban areas in the U.S. Population growth has exceeded projections, and is expected to continue along an upward trend into the future. Social concerns include development-related changes in population and demands for public transportation, education, and healthcare services. Additional road(s) connecting to the community of Mobile and the City of Maricopa will fuel growth and development in a rural area and a developing small town. Changes to social dynamics of the local rural populations may be extensive. Minority populations may be impacted. Economic concerns center on real estate property values, infrastructure and commercial development, recreation activities, and tourism.

## ***Special Designations***

Commenters expressed concern that construction of one of the project alternatives could negatively impact nearby wilderness areas and the SDNM, particularly impacts to wildlife in these areas.

## ***Transportation and Access***

Commenters indicated that the Sonoran Valley Parkway should be constructed so as to function in concert with future high-capacity roadways in the region. Commenters also suggested that construction of the Sonoran Valley Parkway could contribute to increased suburban sprawl and traffic congestion.

Another commenter indicated that the primary purpose of the roadway would be to provide transportation to and from the newly annexed portions of the City that currently have limited access. Preliminary issues related to transportation will include roadway alignments, existing and future traffic demands, and cumulative impacts to surrounding communities and public lands.

## ***Vegetation***

Commenters expressed concern that construction of the Sonoran Valley Parkway could harm sensitive plant species.

## ***Visual Resources***

Commenters suggested that measures be taken to prevent the inadvertent scattering of plastic bags and other refuse along the parkway from garbage trucks that may travel to and from the Mobile landfill.

Another commenter suggested that implementation of any action alternative could, to a greater or lesser degree, result in a direct impact to visual resources both by the road itself and the sight of traffic along the

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road, particularly for recreationists hiking or otherwise exploring the eastern portion of the SDNM, including the North Maricopa Mountain Wilderness Area. The commenter indicated that the EIS must evaluate BLM Visual Resource Management objectives that would be affected by the proposed road, identify Key Observation Points, and use these factors to analyze visual impacts.

### ***Wildlife***

Commenters expressed concern that construction of the Sonoran Valley Parkway could harm sensitive wildlife in the area. In addition to direct impacts such as road kills, it would divide a critical wildlife movement corridor and lead to habitat fragmentation and a reduction in biodiversity. Other adverse effects on wildlife would include noise, light, air, and water pollution from traffic using the roadway, along with the increased threat of introduction of non-native species into the area, diseases, and parasites. Water diversions (e.g., culverts and bridges across washes) and future utility infrastructure needs (e.g., electricity and natural gas lines) would further degrade sensitive habitat.

Another commenter indicated that wildlife movement corridors that cross the proposed project alternatives have been identified by both the Arizona Game and Fish Department and BLM. The commenter further suggested that some preliminary issues related to the corridors include road design and placement, identification of natural movement corridors, habitat loss, and maintenance of genetic diversity among existing bighorn sheep, mule deer, and other wildlife populations.

### ***Water Resources***

Commenters suggested that the EIS evaluate impacts of the proposed roadway on water resources and soils, including potential erosion effects associated with this project and the potential for runoff pollutants from vehicles (e.g., oil, gas, other vehicle fluids) to infiltrate soils and potentially affect both surface water and groundwater.

## **5.4 Miscellaneous Comments**

Miscellaneous comments were dominated by themes of support or disagreement with the proposed action alternatives. Some commenters expressed explicit support for the proposed parkway while other felt that public lands (state trust or BLM) should not be used for the project.



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## Appendix A

# **MEETING NOTIFICATION: GOODYEAR WEBSITE**

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"Protector of Luke Air Force Base's Southern Departure Corridor"



**Title:** Proposed road servicing Mobile area, recently annexed by Goodyear, s meetings

**Date:** March 11, 2008

**Description:** A proposed 17-mile road to service the Mobile area recently annexed b Goodyear will be the subject of three public meetings scheduled on Ma The future roadway would run between the Sierra Estrella Mountains to Sonoran Desert National Monument to the west, linking Rainbow Valle; Route 238.

The public is encouraged to attend any of the posted meetings.

BLM staff and City of Goodyear resource specialists will be available to on the proposed Right-of-Way.

For more information, contact Harvey Krauss, Community Developer City of Goodyear, 623-882-7957.

**Address:** 190 N. Litchfield Road  
Goodyear, AZ 85338

**View Map** [Google](#) | [MapQuest](#) | [Windows Live](#) | [Yahoo!](#)

**Location:** Goodyear City Hall

**Hours:** 6 to 8 p.m.

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The public is encouraged to attend any of the posted meetings.

BLM staff and City of Goodyear resource specialists will be available to on the proposed Right-of-Way.

For more information, contact Harvey Krauss, Community Developer City of Goodyear, 623-882-7957.

**Address:** 22590 North Powers Parkway  
Maricopa, AZ

**View Map** [Google](#) | [MapQuest](#) | [Windows Live](#) | [Yahoo!](#)

**Location:** Global Water Conference Center

**Hours:** 3 to 5 p.m.

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The public is encouraged to attend any of the posted meetings.

BLM staff and City of Goodyear resource specialists will be available to on the proposed Right-of-Way.

For more information, contact Harvey Krauss, Community Developer City of Goodyear, 623-882-7957.

**Address:** 42798 South 99th Ave.  
Mobile, AZ

**View Map** [Google](#) | [MapQuest](#) | [Windows Live](#) | [Yahoo!](#)

**Location:** Mobile Elementary School  
(north of State Route 238)

**Hours:** 6 to 8 p.m.

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## Appendix B

# **MEETING NOTIFICATION: NEWS RELEASE**

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Nora Fascenelli/Goodyear  
02/27/2008 10:50 AM

To Harvey Krauss/Goodyear@Goodyear, Jo  
Brooks/Goodyear@Goodyear  
cc Paula Ilardo/Goodyear@Goodyear  
bcc  
Subject Roadway public meetings, press release

Here is the press release I've prepared to send to the newspapers and local media. If it meets your approval, I send it out right away. I used the information provided in the informational meeting notice.

As I explained to Jo, a press release is just notice to the media of something. There is no guarantee that it will be published. The editors sometimes change the content, edit for space, and run as a short news brief. Sometimes the editors just throw out the press release. If you are required to publish notice, you must buy ad space and place the notice in the newspaper.

Let me know if this is okay, and I'll send it out.

Nora Fascenelli  
City of Goodyear  
Media Relations  
190 N Litchfield Rd  
Goodyear, AZ 85338  
623-882-7061 -- direct  
623-695-0846 -- cell  
nora.fascenelli@goodyearaz.gov

## **NEWS RELEASE**

***City of Goodyear, Arizona  
Public Information Office***

**For Immediate Release: Feb. 27, 2008**

**Contact: Harvey Krauss, Community Development Director  
City of Goodyear  
623-882-7957  
[harvey.krauss@goodyearaz.gov](mailto:harvey.krauss@goodyearaz.gov)**

### **Proposed road servicing Mobile area, recently annexed by Goodyear, subject of public meetings**

GOODYEAR, AZ – A proposed 17-mile road to service the Mobile area recently annexed by the city of Goodyear will be the subject of three public meetings scheduled on March 11 and 12.

The two-lane roadway would run between the Sierra Estrella Mountains to the east and

the Sonoran Desert National Monument to the west, linking Rainbow Valley Road and State Route 238.

The new road would provide current and future residents of the area with timely access to important emergency services, including fire, law enforcement, medical transportation. There would also be more direct access to other areas of Goodyear, as well as the greater Phoenix metropolitan area.

The exact route has not yet been determined. The road would be between 15 and 17 miles long and include a right-of-way that is about 200 feet wide.

Because the proposed route of the roadway will impact land held by the Bureau of Land Management, the city of Goodyear must prepare an Environmental Impact Statement. The EIS will address the issues regarding the impact of building the roadway along the proposed route, and the impact of building along alternative routes identified by the BLM.

Because the BLM, a federal agency, will be involved in the process, input will also be sought from state and local governments, Indian tribes, the public and other federal agencies.

The public is encouraged to attend any of the following meetings:

- 6 to 8 p.m., Tuesday, March 11
- Goodyear City Hall
- 190 N. Litchfield Road, Goodyear
  
- 3 to 5 p.m., Wednesday, March 12
- Global Water Conference Center
- 22590 North Powers Parkway, Maricopa
  
- 6 to 8 p.m., Wednesday, March 12
- Mobile Elementary School
- 42798 South 99th Ave., Mobile (north of State Route 238).

BLM staff and city of Goodyear resource specialists will be available to answer questions

on the proposed Right-of-Way. For more information, contact Harvey Krauss, Community Development Director for the city of Goodyear, 623-882-7957.



February 29, 2008

**RE: Informational Meeting Notice on the Sonoran Valley Parkway Environmental Impact Statement**

The City of Goodyear (City) has submitted a right-of-way (ROW) application to the Bureau of Land Management (BLM) Phoenix District Office for the construction of a two-lane roadway that would provide access to the City's recently annexed area to the south, in the vicinity of the community of Mobile. While the exact route has yet to be determined, the proposed road would run between the Sierra Estrella Mountains to the east and the Sonoran Desert National Monument to the west to link the existing Rainbow Valley Road at Riggs Road with State Route 238. The length of the road would be between 15 and 17 miles, depending on the approved route, with a 200-foot-wide ROW. This roadway is needed to provide timely emergency services (e.g., fire, law enforcement, medical) to current and future residents of the area, as well as more direct access to the core of the City and to the greater Phoenix metropolitan area.

The National Environmental Policy Act (NEPA) requires federal agencies to take into consideration the environmental consequences of proposed actions as well as input from state and local governments, Indian tribes, the public, and other federal agencies. Because the City must obtain a permit from the BLM, a federal agency, a document is needed to comply with the requirements of NEPA. Thus, an Environmental Impact Statement (EIS) will be prepared to address the impacts of construction of the roadway along BLM-selected alternative alignments.

As a precursor to the NEPA process, three informational meetings will be held to notify the public of this proposed project. The public is encouraged to attend any of the following meetings:

- Tuesday, March 11, from 6:00-8:00 p.m. at Goodyear City Hall, 190 North Litchfield Road, Goodyear
- Wednesday, March 12, from 3:00-5:00 p.m. at the Global Water Conference Center, 22590 North Powers Parkway, Maricopa, and
- Wednesday, March 12, from 6:00-8:00 p.m. at the Mobile Elementary School, 42798 South 99th Avenue, north of State Route 238.

BLM staff and City of Goodyear resource specialists will be available to answer questions on the proposed ROW. If you have any questions, please contact Mr. Harvey Krauss, Community Development Director for the City of Goodyear, at 623-882-7957.

*Proud past. Vibrant future!*

Community Development Department - Planning & Zoning  
190 North Litchfield Road P.O. Box 5100 Goodyear, Arizona 85338  
623-932-3005 Fax 623-932-7748 1-800-872-1749 TDD 623-932-6500  
[www.goodyearaz.gov](http://www.goodyearaz.gov)

Appendix C

**NOTICE OF INTENT—*FEDERAL REGISTER***

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1500–1508); other appropriate Federal laws and regulations; and our policies and procedures for compliance with those laws and regulations.

Tennessee National Wildlife Refuge was initially established in 1945 by executive order. These lands, around Kentucky Lake, were designated for use by the Department of the Interior as a management area for migratory birds, especially wintering waterfowl and other wildlife. The Department of the Interior and the Tennessee Valley Authority entered into an agreement regarding which lands were to be reserved and managed as a national wildlife refuge. Currently, the refuge manages over 51,000 acres within three units: Big Sandy, Duck River, and Busseltown.

#### Public Availability of Comments

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.

**Authority:** This notice is published under the authority of the National Wildlife Refuge System Improvement Act of 1997, Public Law 105–57.

Dated: January 4, 2008.

**Jon Andrew,**

*Acting Regional Director.*

[FR Doc. E8–6782 Filed 4–1–08; 8:45 am]

**BILLING CODE 4310–55–P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Indian Affairs

#### Correction to the Notice of Availability of the Draft Environmental Impact Statement for the Proposed Absaloka Mine Crow Reservation South Extension Coal Lease Approval, Mine Development Plan and Related Federal and State Permitting Actions, Big Horn County, MT

**AGENCY:** Bureau of Indian Affairs, Interior.

**ACTION:** Notice.

**SUMMARY:** This notice advises the public that date for the public hearing on the Draft Environmental Impact Statement for the Proposed Absaloka Mine Crow Reservation South Extension Coal Lease Approval, Mine Development Plan and Related Federal and State Permitting

Actions, announced in the **Federal Register** on March 21, 2008, (73 FR 15189) was incorrect. The correct date for the public hearing is April 23, 2008.

**DATES:** The public hearing will be held April 23, 2008, beginning at 7 p.m. and continuing until all those who register to make statements have been heard.

**ADDRESSES:** The public hearing will be at the Big Horn County Courthouse, 121 3rd Street West, Hardin, Montana.

**FOR FURTHER INFORMATION CONTACT:** Rick Stefanic, (406) 247–7911.

**SUPPLEMENTARY INFORMATION:** This notice is published in accordance with section 1503.1 of the Council of Environmental Quality Regulations (40 CFR, Parts 1500 through 1508) implementing the procedural requirements of the National Environmental Policy Act of 1969, as amended (42 U.S.C. 4371 et seq.), Department of the Interior Manual (516 DM 1–6), and is in the exercise of authority delegated to the Director, Office of Environmental Policy and Compliance, via 516 DM 6.3B. and Environmental Statement Memorandum ESM04–12.6(e).

**Willie R. Taylor,**

*Director, Office of Environmental Policy and Compliance.*

[FR Doc. E8–6772 Filed 4–1–08; 8:45 am]

**BILLING CODE 4310–W7–P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[AZ–220–08–5101–ER–A235; AZA–34177]

#### Notice of Intent To Prepare an Environmental Impact Statement and Initiate Public Scoping for a Proposed Road (Sonoran Valley Parkway Project), Maricopa County, AZ

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice.

**SUMMARY:** The Bureau of Land Management (BLM) will direct the preparation of an Environmental Impact Statement (EIS) and conduct public scoping meetings for a road right-of-way (ROW) proposal submitted by the City of Goodyear pursuant to 42 U.S.C. 4332, the National Environmental Policy Act (NEPA) of 1969, as amended. The proposed project includes the construction, operation, and maintenance of a two-lane roadway across public land in order to access the Goodyear Master Planning Area (MPA). The MPA encompasses approximately 67 square miles annexed in May 2007.

**DATES:** Publication of this notice initiates the 30-day public scoping process. Written comments must be submitted to the BLM within 30 days following the date the notice is published in the **Federal Register**. The BLM will host public scoping meetings. The dates, times, and locations of these meetings will be announced at least 15 days in advance through local news media and the BLM Arizona Web site: <http://www.blm.gov/az/st/en.html>.

**ADDRESSES:** Written comments and issues related to the proposed EIS can be mailed to or hand delivered to the District Manager, Bureau of Land Management, Phoenix District, 21605 North 7th Avenue, Phoenix, AZ 85027. They may also be faxed to the BLM at 623–580–5580.

**FOR FURTHER INFORMATION CONTACT:** Camille Champion, Project Manager, Bureau of Land Management, Phoenix District, 21605 North 7th Avenue, Phoenix, AZ 85027; 623–580–5526; [Camille\\_Champion@blm.gov](mailto:Camille_Champion@blm.gov).

**SUPPLEMENTARY INFORMATION:** On February 7, 2008, the BLM received a ROW application from the City of Goodyear to construct and operate a 200-foot-wide roadway for the Sonoran Valley Parkway project. The length of the road would be between 12 and 16 miles long, depending on BLM-selected alternatives.

The roadway construction will commence at Section 13, T. 4 S., R. 1 W., Gila and Salt River Meridian, AZ, and run in a northwesterly direction approximately parallel to the existing El Paso Natural Gas corridor to the alignment of Rainbow Valley Road, then northerly along Rainbow Valley Road to tie into existing pavement at the intersection of Rainbow Valley Road and Riggs Road in Section 35, T. 2 S., R. 2 W., Gila and Salt River Meridian, AZ. A map of the proposed area will be available on the BLM Arizona website with the news release announcing the public meetings.

The EIS will consider the impacts of the Proposed Action, Alternative Actions, and the No-Action Alternative. The No-Action Alternative is required by Council on Environmental Quality regulation to be evaluated as part of the EIS, and will be fully addressed in the EIS as one of the alternatives. Specific alternatives and options will not be known until after data collection and public scoping has taken place.

The purpose of the public scoping process is to determine relevant issues, concerns, and ideas that will influence the scope of the environmental analysis and EIS alternatives. The public is invited to submit comments and

resource information and identify issues or concerns to be considered in the preparation of the draft EIS. All comments received will aid the BLM in identifying alternatives and mitigating measures and will help assure that all issues are considered in the EIS.

Preliminary issues that have been identified by the BLM include: water resources; vegetation; endangered and threatened species; wildlife; soils and geology; recreation, cultural resources; land use; and socioeconomics and environmental justice. If you have specific concerns regarding the above issues, or have other concerns or issues that the BLM should consider in processing this proposed ROW, please provide them in writing at the address listed above or state them verbally at one of the upcoming public scoping meetings. Those individuals, organizations, and agencies with a known interest in the proposal have been sent a scoping letter requesting comments on the proposal. Persons wishing to be added to the mailing list for this EIS may do so by contacting the BLM at the above address.

It is important that those interested in the proposed action participate during the scoping and draft EIS review processes so that any substantive comments are provided at a time when the BLM can meaningfully consider them. Comments, including names and addresses of respondents, will be available for public review at the Phoenix District office during regular business hours, 7:30 a.m. to 4:15 p.m. Monday through Friday (except holidays), and may be published as part of the EIS or other related documents.

Before including your address, phone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. If you do wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act, you must clearly state this at the beginning of your written comment. Such requests will be evaluated and honored to the extent allowed. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public inspection in their entirety.

**Authority:** 40 CFR 1501.7.

Dated: March 20, 2008.

**Teresa A. Raml,**

*District Manager.*

[FR Doc. E8-6793 Filed 4-1-08; 8:45 am]

**BILLING CODE 4310-32-P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[F-14840-B, F-14840-E2; AK-964-1410-HY-P]

#### Alaska Native Claims Selection

**AGENCY:** Bureau of Land Management, Interior.

**ACTION:** Notice of decision approving lands for conveyance.

**SUMMARY:** As required by 43 CFR 2650.7(d), notice is hereby given that an appealable decision approving lands for conveyance pursuant to the Alaska Native Claims Settlement Act will be issued to Tihtet' Aii, Inc. The lands are in the vicinity of Birch Creek, Alaska, and are located in:

#### Fairbanks Meridian, Alaska,

T. 17 N., R. 10 E.,

Secs. 17, 18, and 19.

Containing 1,835.14 acres.

The subsurface estate in these lands will be conveyed to Doyon, Limited, when the surface estate is conveyed to Tihtet' Aii, Inc. Notice of the decision will also be published four times in the Fairbanks Daily News-Miner.

**DATES:** The time limits for filing an appeal are:

1. Any party claiming a property interest which is adversely affected by the decision shall have until May 2, 2008 to file an appeal.

2. Parties receiving service of the decision by certified mail shall have 30 days from the date of receipt to file an appeal.

Parties who do not file an appeal in accordance with the requirements of 43 CFR Part 4, Subpart E, shall be deemed to have waived their rights.

**ADDRESSES:** A copy of the decision may be obtained from: Bureau of Land Management, Alaska State Office, 222 West Seventh Avenue, #13, Anchorage, Alaska 99513-7504.

**FOR FURTHER INFORMATION CONTACT:** The Bureau of Land Management by phone at 907-271-5960, or by e-mail at [ak.blm.conveyance@ak.blm.gov](mailto:ak.blm.conveyance@ak.blm.gov). Persons who use a telecommunication device (TTD) may call the Federal Information Relay Service (FIRS) at 1-800-877-8330, 24 hours a day, seven days a

week, to contact the Bureau of Land Management.

**Barbara Opp Waldal,**

*Land Law Examiner, Land Transfer Adjudication I.*

[FR Doc. E8-6769 Filed 4-1-08; 8:45 am]

**BILLING CODE 4310--P**

## DEPARTMENT OF THE INTERIOR

### Bureau of Land Management

[ID-400-1110-CB-241A]

#### Notice of Public Meeting, Coeur d'Alene District Resource Advisory Council Meeting and Recreation Subcommittee Meeting; Idaho

**AGENCY:** Bureau of Land Management, Interior

**ACTION:** Notice of public meeting.

**SUMMARY:** In accordance with the Federal Land Policy and Management Act (FLPMA), the Federal Advisory Committee Act of 1972 (FACA), and the Federal Lands Recreation Enhancement Act of 2004 (FLREA), the U.S. Department of the Interior, Bureau of Land Management (BLM) Coeur d'Alene District Resource Advisory Council (RAC) and Recreation RAC Subcommittee will meet as indicated below.

**DATES:** May 6, 2008. The meeting will start at 8 a.m. and end no later than 4 p.m. The public comment period will be from 1 p.m. to 1:30 p.m. The meeting will be held at the BLM Coeur d'Alene District Office located at 3815 Schreiber Way, Coeur d'Alene, ID 83815.

**FOR FURTHER INFORMATION CONTACT:** Lisa Wagner, RAC Coordinator, BLM Coeur d'Alene District, 3815 Schreiber Way, Coeur d'Alene, Idaho 83815 or telephone at (208) 769-5014.

**SUPPLEMENTARY INFORMATION:** The 15-member RAC advises the Secretary of the Interior, through the Bureau of Land Management, on a variety of planning and management issues associated with public land management in Idaho. The agenda will include the following topics: Forest Service recreation fee proposals (Recreation RAC Subcommittee), Big Horn Sheep presentation, Lochsa Exchange briefing and Cottonwood FO Resource Management Plan (RMP) update. Additional topics may be added and will be included in local media announcements. More information is available at [http://www.blm.gov/rac/id/id\\_index.htm](http://www.blm.gov/rac/id/id_index.htm).

All meetings are open to the public. The public may present written comments to the RAC in advance of or

## Appendix D

# **MEETING NOTIFICATION: GOODYEAR NEWSLETTER**



City of Goodyear  
**INFOCUS**  
*Connecting You with Your City*

**Contents**

- Council Calendar – page 2
- Council Corner – page 3
- Sonoran Road Public Meetings – page 3
- Western Avenue Makeover – page 3
- Water Conservation Program – page 4
- From the Mayor – page 5
- Mobile Rural Zoning Public Meeting – page 5
- Library Services in Goodyear – pages 6 and 7
- Thanks to Goodyear Volunteers – page 8
- Join the C.A.I.N. Committee – page 9
- Police Academy for Teens – page 9
- Missoula Children's Theatre – page 9
- Baseball Update – page 10
- Dust Control Ordinance – page 11
- Cowboy Codey – page 11
- Helikity Schedule – page 11
- Jobs with the City of Goodyear – page 11
- Ballpark Sculpture Haunting – page 11
- McDowell Road Improvement Update – page 12

**Calendar of Events**

**Public Meetings: Proposed Road to Mobile**  
 Wednesday, May 28; 6 to 8 p.m.  
 Goodyear City Hall, 190 N. Litchfield Rd.

Thursday, May 29; 3 to 5 p.m.  
 Global Water Conference Center  
 22590 N. Powers Pkwy., Maricopa, Arizona

Thursday, May 29; 6:30 to 8:30 p.m.  
 Mobile Elementary School  
 42798 S. 99th Ave., Mobile, Arizona

**West Valley Arts Council Event:**  
**Missoula Children's Theatre's "The Little Mermaid"**  
 Auditions: Monday, June 9; 10 a.m.  
 Performances: Saturday, June 14; 3 and 7 p.m.  
 Millennium High School Auditorium  
 14802 W. Wigwam Blvd.

**Movies in the Park "The Wizard of Oz"** rated G  
 Friday, June 13; 8 p.m.  
 Goodyear Community Park, 3151 N. Litchfield Rd.

**Public Meeting: Sonoran Valley Rural Guidelines**  
 Saturday, June 14; 10 a.m.  
 Mobile Elementary School, 42798 S. 99th Ave.

**Dry Heat Comedy Night**  
 Saturday, June 21; 8 p.m.  
 Goodyear Community Park, 3151 N. Litchfield Rd.

**Star Spangled 4th**  
 Friday, July 4; 6:30 to 10 p.m.  
 Goodyear Community Park, 3151 N. Litchfield Rd.

**Council Corner**



One of my goals as a Councilmember and representative of you, the residents of Goodyear, has been to attract new business and clean industry to our city to bring employment opportunities and improve the lifestyles for our families. So, I feel fortunate to have been appointed by our Mayor to be

Goodyear's representative on the Greater Phoenix Economic Council (GPEC) Board of Directors. This partnership of public, private and higher education institutions was formed to generate high quality investments and jobs in the Valley. Through our partnership with GPEC, many economic leads have come before our City.

Being on the GPEC board has given me a better understanding of the importance of our city becoming more sustainable through an effective and competitive economic development program. Due to my international experience, I was also appointed to the Arizona Global Network Committee and International Leadership Council working in concert with the Arizona Department of Commerce to attract foreign companies and direct investments to our state and to Goodyear.

Goodyear has made great strides working with landowners and the development community to develop business parks with the infrastructure (i.e. roads, water, and sewer systems) to attract new companies. The recent opening of Macy's Logistics and Distribution Center is testimony to that effort. We have created a positive development environment motivating developers to take the risk of building large, 500,000-square-foot spec buildings which make Goodyear more competitive.

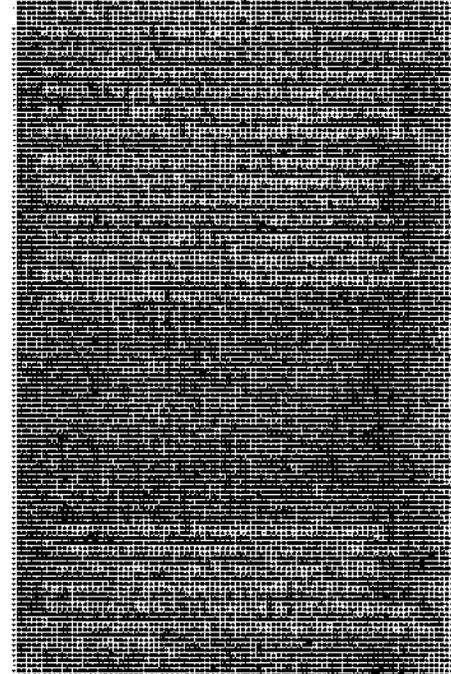
With these improvements, Goodyear is better able than ever to attract more diversified companies such as solar, biotech and the next generation technology which translates into higher paying quality jobs that can eliminate the long, congested commutes for our families. We are making great strides in developing our city's infrastructure.

The experts say, "Jobs go to the communities with the best educated work force, the most competitive infrastructure, a creative environment and a supportive government."

Goodyear's future is bright!

Georgia Lord

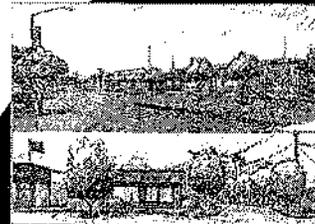
**Public Meeting: Proposed Road to Mobile**



**Western Avenue Gets a Makeover**

A \$475,000 grant is about to change the face of Western Avenue.

Work will begin in early 2009 on new sidewalks, lighting, accessible curb ramps, landscaping, curbs and gutters on Western Avenue between Litchfield Road and the City of Avondale, thanks to a recently approved \$475,334 Community Development Block Grant.



The Litchfield Corridor Redevelopment Task Force set the vision for this historic area. As the community grew, so did the traffic. Nearly 25,000 drivers pass through this area every day. With more than 480 residents, a police station, two neighborhood parks, a community center and the City pool, these improvements will help make the entire neighborhood a safer, more vibrant place.

Visit [goodyear.gov](http://goodyear.gov) for more on Goodyear City Council meeting schedules and to watch City Council meetings.

## Appendix E

### **MEETING NOTIFICATION: POSTCARD**

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**BUREAU OF LAND MANAGEMENT**

Lower Sonoran Field Office  
21605 North 7<sup>th</sup> Avenue  
Phoenix, Arizona 85027-2929

---

Place  
Postage  
Here

**OFFICIAL BUSINESS**

PENALTY FOR PRIVATE USE \$300

**BUREAU OF LAND MANAGEMENT**

Lower Sonoran Field Office  
21605 North 7<sup>th</sup> Avenue  
Phoenix, Arizona 85027-2929

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Place  
Postage  
Here

**OFFICIAL BUSINESS**

PENALTY FOR PRIVATE USE \$300



## **Public Scoping Meetings for the Proposed Sonoran Valley Parkway Environmental Impact Statement**

The City of Goodyear has submitted a right-of-way application to the Bureau of Land Management (BLM) Lower Sonoran Field Office for construction of a two-lane (up to six lanes) road that would provide access from the vicinity of Rainbow Valley Road and Patterson Road, though public lands administered by the BLM, to Goodyear's recently annexed area to the south, in the vicinity of Mobile. An Environmental Impact Statement (EIS) will be prepared to address the impacts of construction of this roadway.

As part of the EIS process, the public is encouraged to attend any of three open house-style meetings that will be held to allow interested parties to learn about and submit comments on the project:

- Wednesday, May 28, from 6:00-8:00 p.m. at Goodyear City Hall, 190 North Litchfield Road, Goodyear
- Thursday, May 29, from 3:00-5:00 p.m. at the Global Water Conference Center, 22590 North Powers Parkway, Maricopa, and
- Thursday, May 29, from 6:30-8:30 p.m. at the Mobile Elementary School, 42798 South 99th Avenue, north of State Route 238.

Comment forms will be available at each meeting for those interested in providing input. Comments will be accepted until June 13, 2008, and should be mailed to the Project Manager - SVPP, Bureau of Land Management, 21605 N. 7<sup>th</sup> Ave., Phoenix, AZ 85027, or by e-mail to [AZSVPP@blm.gov](mailto:AZSVPP@blm.gov). If you require additional information prior to the meetings, please contact Jim Andersen, at 623-580-5570.



## **Public Scoping Meetings for the Proposed Sonoran Valley Parkway Environmental Impact Statement**

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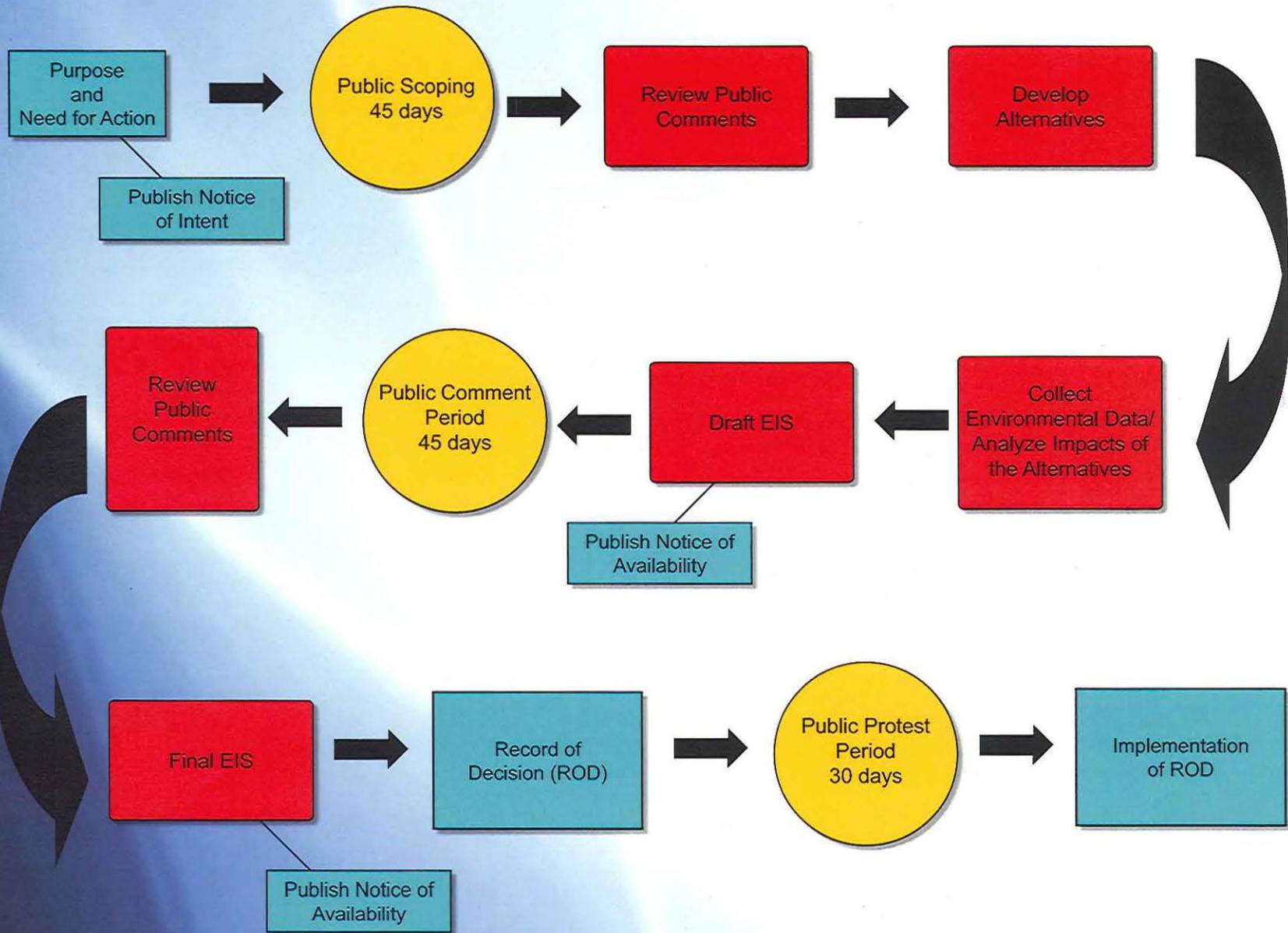
## Appendix F

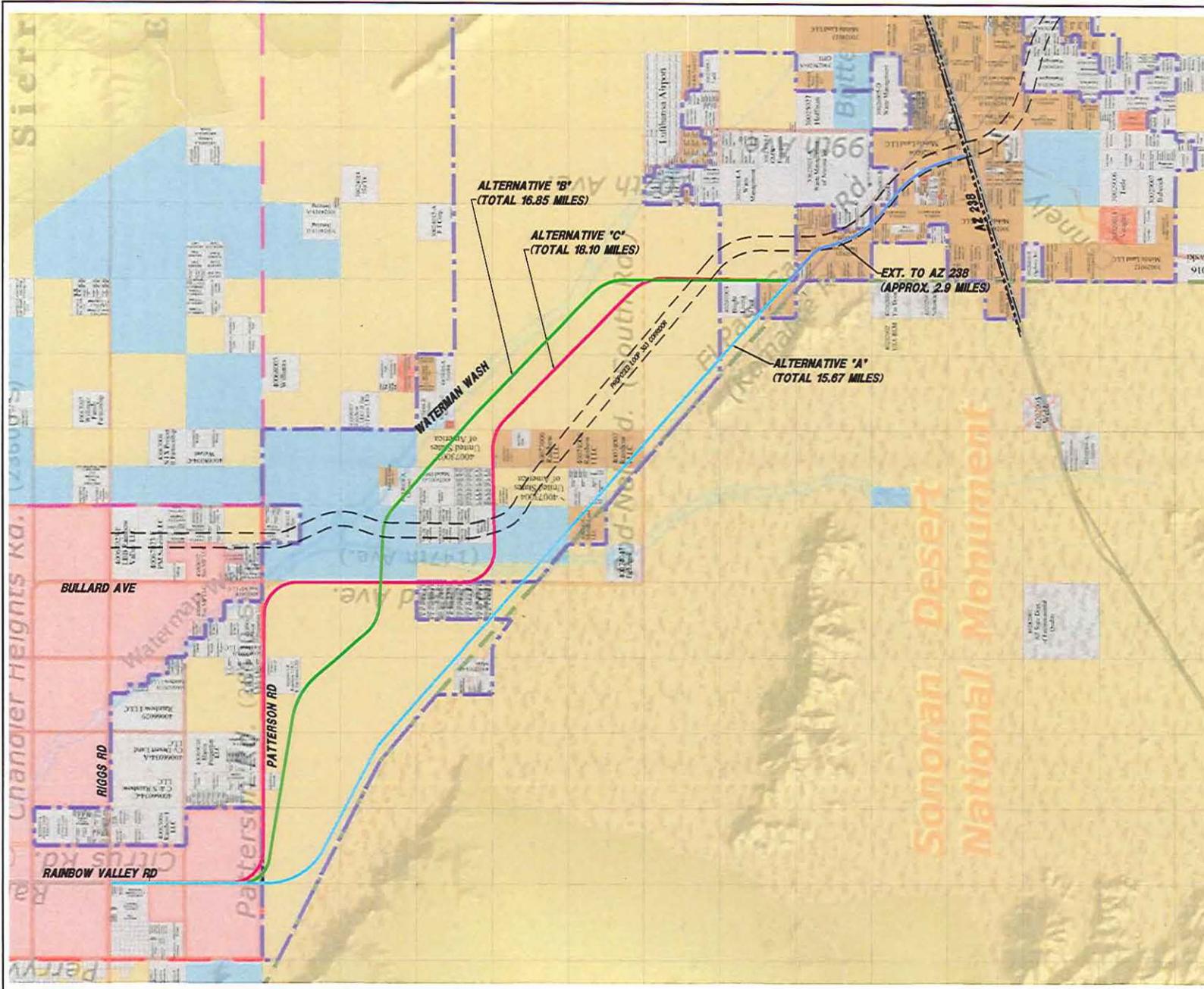
# POSTER BOARDS

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# THE ENVIRONMENTAL IMPACT STATEMENT PROCESS





V COMPANIES OF ARIZONA  
 2545 North 44th Street  
 Suite 100  
 Phoenix, Arizona 85008  
 P: 602.944.4800  
 www.VCOA.com

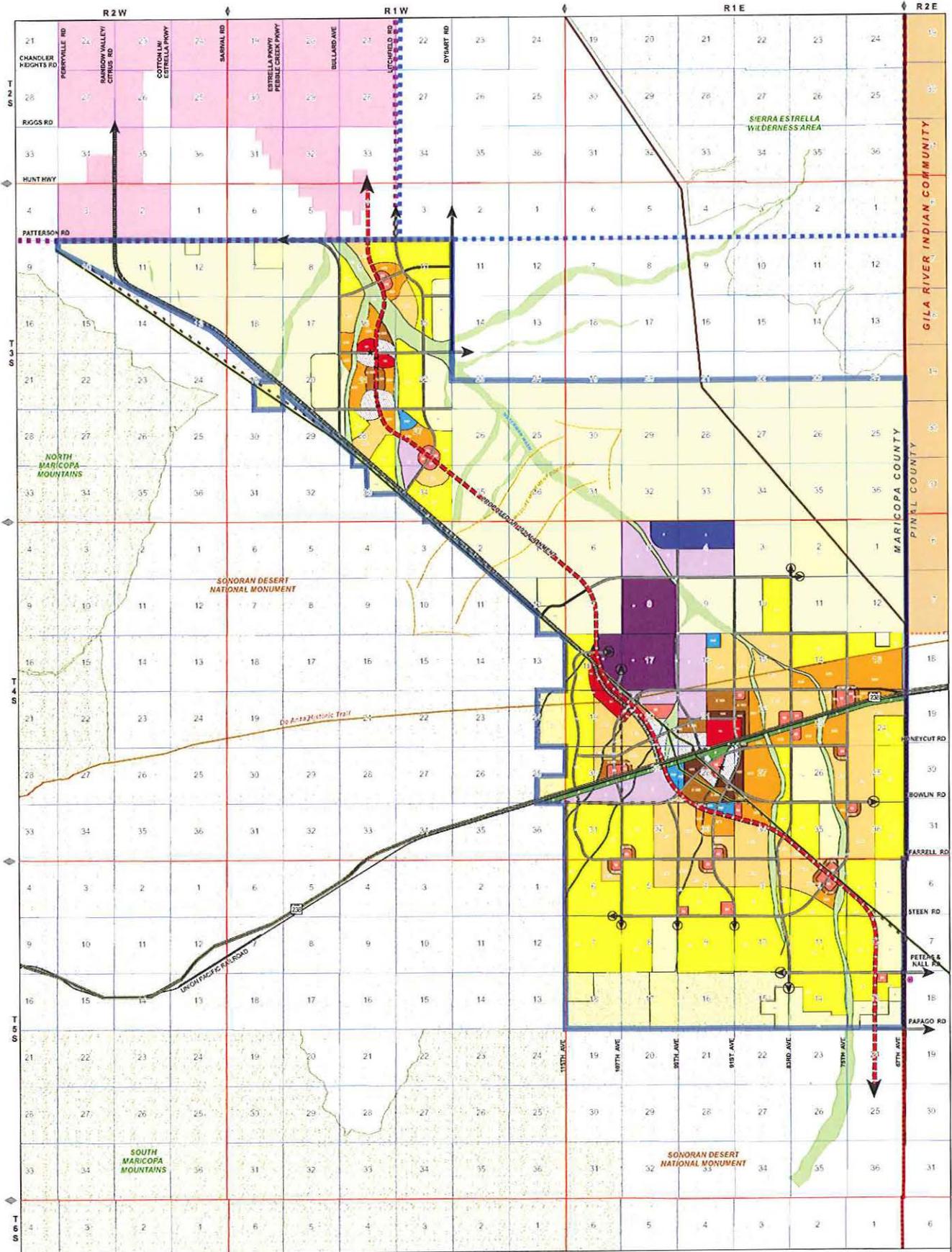
**LEGEND**

- PRIVATE
- STATE
- FEDERAL (B&M)
- MONTAGE OWNED
- GILA RIVER INDIAN COMMUNITY
- GOODYEAR CITY BOUNDARY
- GOODYEAR PLANNING BOUNDARY
- SONORAN DESERT NATIONAL MONUMENT
- INITIAL ANNEXATION BOUNDARY
- ALTERNATIVE "A"
- ALTERNATIVE "B"
- ALTERNATIVE "C"
- EXT. TO AZ 238
- LOOP 303

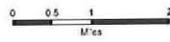
**ROAD ALIGNMENT ALTERNATIVES EXHIBIT  
 SONORAN VALLEY PARKWAY**

CITY OF GOODYEAR  
 ALLOCATION STUDY  
 2008A

JOB NO.	A06119
DRAWN	TAD
SCALE	1"=100'
DATE	05-18-08



**Sonoran Valley Planning Area  
Land Use Plan**



Map Revised: 1/07



- Sonoran Valley Planning Area
- City of Goodyear Municipal Planning Area
- City of Avondale Municipal Planning Area
- City of Maricopa Municipal Planning Area
- City of Gilbert Municipal Planning Area
- County Boundary
- Township Lines
- Section Lines
- Wilderness Areas
- Sonoran Desert National Monument

- Rural Residential (R1-DUAC)
- Low Density Residential (R2-DUAC)
- Low-Medium Density Residential (R3-DUAC)
- Medium Density Residential (R4-DUAC)
- High Density Residential (R5-DUAC)
- Community Commercial (C1-DUAC)

- Regional Commercial (RC)
- Mixed Use (MU)
- Light Industrial (LI)
- General Industrial (GI)
- Public/Quasi-Public (PQP)
- Airport (A)
- Parks (P)
- Open Space (OS)
- Open Space BLM (OS-OSBLM)

- Village Center
- Union Pacific Railroad
- Pinal West Substation (Proposed)
- Wildlife Movement Corridor
- De Anza Historic Trail
- El Paso Gasline
- Overhead Powerlines (Existing)
- Overhead Powerlines (Proposed)

- Proposed SR 303 Alignment
- Parkway/Arterial
- Collector
- ADOT Highway SR 208 (Existing)
- Internal Circulation Extension



# BIOLOGICAL RESOURCES



The bobcat (*Lynx rufus*) is a small to medium-sized cat that is generally most active at twilight and dawn. It can be encountered anywhere in the Sonoran Valley, especially along washes containing adequate cover, as it travels from the surrounding mountain ranges in search of prey, especially rabbits.



The mule deer (*Odocoileus hemionus*) is typically active most of the day as it forages for grasses, shrubs, and tender growth on trees and agave stalks. It can be observed in relatively open areas unsuitable for camouflaged attacks by mountain lions within the rocky, mountainous terrain surrounding the Sonoran Valley.



The California leaf-nosed bat (*Macrotus californicus*) is a small, insectivorous bat with large ears and an erect triangular-leaf shape on its nose. In the Sonoran Valley it can be observed at night foraging for insects; it has excellent night vision and hearing. By day it roosts in caves, abandoned mines, and tunnels.



The coyote (*Canis latrans*) is mostly active between dusk and dawn and is often heard howling after sunset. It is a common inhabitant of desert washes, such as Waterman Wash in the Sonoran Valley, where it feeds primarily on rabbits, rodents, and other small animals.



Desert bighorn sheep (*Ovis canadensis*) inhabit the steep, rugged terrain of the Sierra Estrella and Maricopa Mountains bordering the Sonoran Valley. Recent estimates by the Arizona Game and Fish Department suggest that both populations have fewer than 50 animals.



The Gla monster (*Helodermis suspectum*) is a slow-moving, lethargic venomous lizard that may be encountered in the rocky foothills bordering the Sonoran Valley. It spends most of its time in underground burrows; its total surface activity may be only about 3 weeks per year. It is not aggressive unless it is harassed or captured.



The javelina (*Tayassu tajacu*) is a medium-sized omnivorous mammal with a strong resemblance to a pig. Javelinas, which are most active from dawn to dusk, are relatively common inhabitants of desert washes in the Sonoran Valley, including Waterman Wash. Caution should be exercised around this animal as it will charge if it feels threatened.



The desert tortoise (*Gopherus agassizii*) can be found feeding on grasses, cactus fruits, or other leafy plants on rocky slopes and bajadas in the Sonoran Valley area. Suitable denning habitat consists of loose soil or rock crevices adequate for digging burrows. Desert tortoises should not be handled if encountered in the wild.



The mountain lion (*Felis concolor*) is a large, solitary, strongly territorial cat that, unlike most cats, may be active during the day. In the Sonoran Valley area it likely feeds mostly on mule deer, but may also take desert bighorn sheep and a variety of other mammals. Although rare, mountain lions have been known to attack humans, so extreme caution should be exercised around these large cats.



City of Goodyear Sonoran Valley Parkway



# CULTURAL RESOURCES

The cultural resources survey of the Sonoran Valley Parkway project area demonstrated the use of the area by prehistoric, Historic period, and early modern period Arizonans. Prehistorically, the general area is located at the western edge of the Hohokam culture area and at the eastern margin of the region occupied by the prehistoric Yumans (Patayan). The Hohokam, best known for their numerous village sites with ceremonial precincts and residential compounds, extensive irrigation systems, elaborate red-on-buff pottery, and shell jewelry manufacture, were concentrated in the Phoenix and Tucson basins of central and southern Arizona. The prehistoric Yumans occupied the Colorado River Valley and Arizona's western desert region and lived in small settlements, surviving on small-scale floodplain agriculture and the resources of the desert.



Prehistoric archaeological remains in the Sonoran Valley Parkway include ceramic sherds, flaked stone tools such as projectile points, choppers, and scrapers, and ground stone implements like mano and metates. This grinding slab or metate was used in the grinding of seeds or plant parts into flour or meal. Such implements are common on habitation sites or in areas that were repeatedly used during the seasonal collection of wild plant foods.



This is a portion of a Hohokam Santa Cruz red-on-buff jar that dates between A.D. 850-950. Such vessels were used for storage of foods and water and may have been used in food preparation. The jar may have been left behind by Hohokam using the area or perhaps it was traded to Yumans by the Hohokam.



This is a prehistoric plainware jar just exposed at the modern ground surface. Left behind many centuries ago, the jar likely served for food preparation or water storage.



This is a portion of the Butterfield Stage Overland Route north of the town of Mobile that was in use between 1858 and 1862. Portions of the original route are found across southern Arizona. In 1858, John Butterfield of Utica, New York was awarded a government contract of \$600,000 a year for six years to carry mail from St. Louis to San Francisco twice a week. He spent more than \$1,000,000.00 getting the company up and running. Between 100 and 250 coaches were used along with 1,000 horses and 500 mules. At its height, the company had around 800 employees. Extending some 2,800 miles, it was the longest stage line in the world at the time.



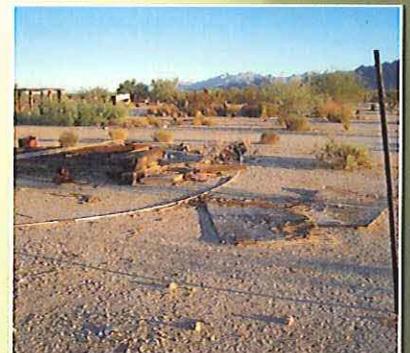
These are the remnants of a chicken coop recorded as part of AZ T:16:168(ASM), a historic African-American homestead. A land patent issued in 1935 suggests the homestead was owned by De Ezra Crothers. Archaeological investigations and further historical records reviews may shed light on who lived there as well as their lifestyle and role in local and regional economies.



This feature, recorded at AZ T:16:122(ASM), is a depression partially filled with household trash. The site is the location of the Richard Cobb homestead. The study of can sizes and types, bottles, maker's marks, and the types of household items present can provide significant information on a household's social and economic status, diet, and daily activities.



Archaeologists look for any signs of past human activity. At site AZ T:16:120(ASM) a concentration of vegetation in a rectangular form reveals the location of a possible cistern or other subterranean feature. In the 1930s, the site was the homestead and residence of Lee Elliott Williams. Originally recorded in 1992, when it was owned by Hudson Walker, a house and other features were present and in use. However, since then, the site has been completely leveled and little remains.



This is modern-era debris encountered in the project area. In 50 years, such remains will become archaeological sites and will require documentation and recording.



City of Goodyear Sonoran Valley Parkway





MARICOPA ASSOCIATION of GOVERNMENTS

# I-8/I-10 Hidden Valley Transportation Framework Study

**PRELIMINARY DRAFT**

## Alternative A: Balanced Capacity

### Legend

- Study Area Boundary
- Williams Gateway Freeway Planning Corridor
- Pinal County North-South Freeway Planning Corridor

### I-10/Hassayampa Valley Roadway Framework Study Recommendations

- Proposed Arterial
- Proposed Parkway
- Proposed Freeway

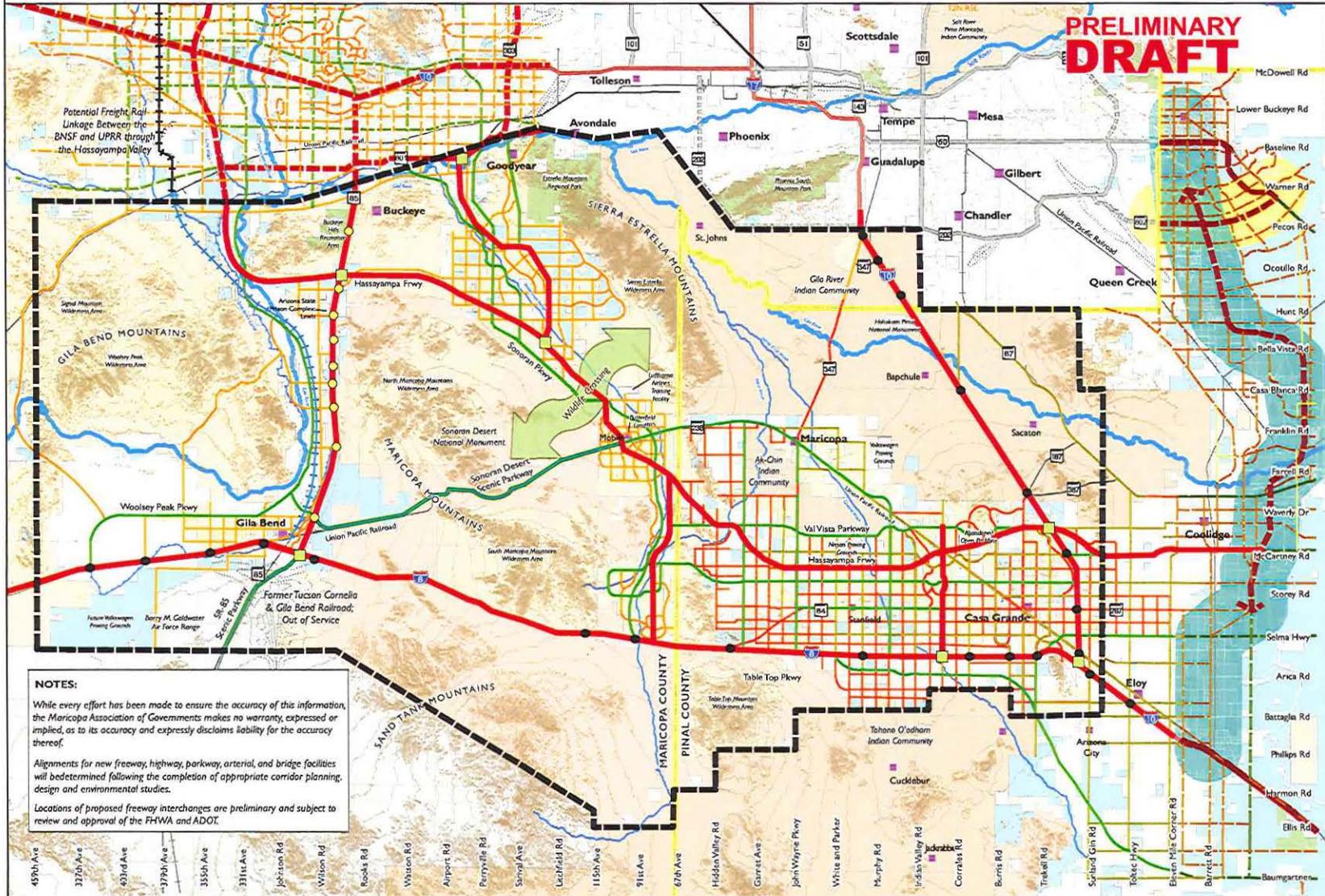
### Pinal County RSR Network

- Proposed Arterial
- Proposed Parkway
- Proposed Freeway

### Proposed Hidden Valley Network

- Arterial
- Pinal County RSRM Major Arterial
- Pinal County RSRM Minor Arterial
- Parkway
- Scenic Parkway
- Improved/Proposed Freeway
- Proposed Freight Railroad
- Existing Traffic Interchange
- Proposed Traffic Interchange
- Existing or Programmed System Interchange

Note: This proposed network is for a buildout scenario.



**NOTES:**

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

Alignments for new freeway, highway, parkway, arterial, and bridge facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.

Sources: MAG, ADOT, ALRIS, Maricopa County, Pinal County, City of Casa Grande, City of Goodyear, City of Maricopa, Town of Gila Bend; 2007



CITY OF SONORAN VALLEY PARKWAY  
 2100 West 4th Street  
 Phoenix, Arizona 85009  
 Phone: 602.258.2000  
 Fax: 602.258.2000  
 www.svparkway.com

SONORAN VALLEY PARKWAY  
 ALT "A" PHASE 1 AND POTENTIAL FULL BUILDOUT  
 MARICOPA COUNTY, ARIZONA

DATE	DESCRIPTION
11/11/11	ALT "A" PHASE 1
05/14/12	POTENTIAL FULL BUILDOUT
08/14/12	REVISED



ALT. "A" POTENTIAL FULL BUILDOUT

ALT. "A" PHASE 1 SECTION

## Appendix G

### **SCOPING: SIGN-IN SHEETS**

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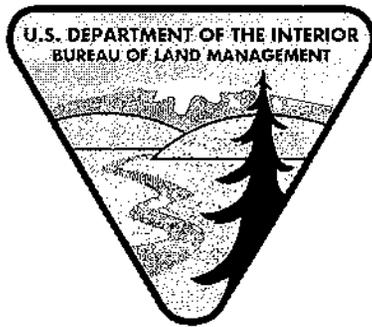




Bureau of Land Management  
Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 28, 6:00 PM – 8:00 PM

Name	Affiliation or Title	Address	Phone/Email	Mailing List Y or N
Estelle Helman		4719 N Greenview Circle W. LP.	stephensgrans @sbcglobal .net	
DANICA NORRIS		PO BOX 13524 PHX AZ 85002	danica@ azwild.org	Y
JAMES W. WALKER		13476 S. ZUNI RD BUCKEYE AZ 85326		
Michael Bruder			<del>MBRUDER@AZDOT.GOV</del> Mbruder@AZDOT.GOV	<del>Y</del> <u>MOPS</u>
DEE NASSOY	RAINBOW VALLEY CITIZENS GROUP	19801 W. RUSTLER BUCKEYE, AZ 85326	602-376-9012 DEE.SCOOBYDOO@ MSN.COM DLNASSOI@SDRNET.COM	Y
Buzke Lohay	FCDMC	2801 W. DUKANG ST PHOENIX 85009	602.506.0667 BuzkeLohay@marl.makcoppa.gov	Y
Elliot Silverston	URS	7720 N 16th St, Suite 100 Phoenix, AZ	602-371-1100 elliott_silverston@urscorp.com	Y

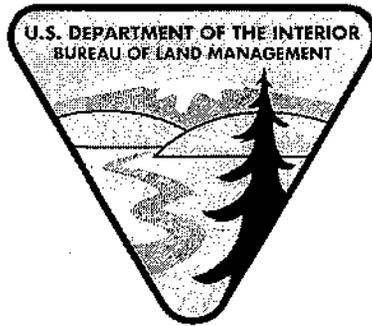


Bureau of Land Management  
Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 29, 3:00 PM – 5:00 PM



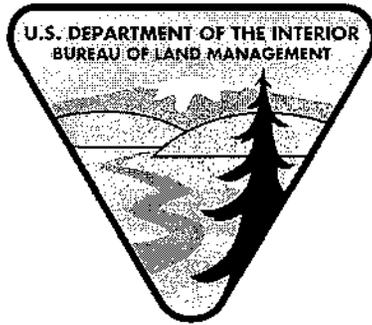
Name	Affiliation or Title	Address	Phone/Email	Mailing List Y or N
Gary Gilbert	Ak-Chin Ind. Community Tech II	42507 W. Paterst Hall Rd Maricopa, AZ 85238	(520) 568-1369 ggilbert@ak-chin.INDIA.AZ.US	Yes (need MAP) **
Brent Billingsley	City of Maricopa Dev Serv Dir	P.O. Box 610 Maricopa, AZ 85239	bbillingsley@cityofmaricopa.net	YES
Kelly ANDERSON	CITY OF MARICOPA MAYOR	11	560-1500 528	YES
GREN WALTERSTORFF	V3	1048 N. 44TH ST. PHOENIX, AZ 85008	602-648-4800	Y.
Chris Selew	City of Maricopa Transportation Manager	18816 N Arbor Dr Maricopa AZ 85238	602-316-6944	Yes
Dan Nelson	AZ GFD. Gov	5500 W Carefree Hwy Phx AZ	623 236-7153	Y.
HARVEY KRAUSS	CITY OF GOY COM. DEV. DIR.	P.O. Box 5100 GOODYEAR, AZ 85395	623-882-7775 HKRAUSS@GOODYEARAZ.GOV.	Y



Bureau of Land Management  
Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 29, 3:00 PM – 5:00 PM

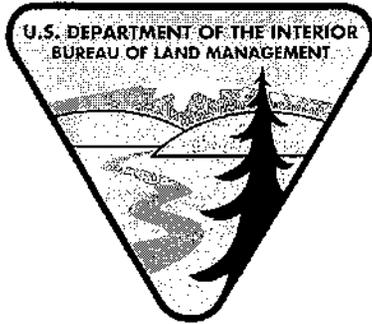
Name	Affiliation or Title	Address	Phone/Email	Mailing List Y or N
Joe Schmitz	City of Goodyear Planning DW	Po. Box 5100 Goodyear, AZ	623 882 7982 jschmitz@goodyearaz.gov	Y
Ben Morris	Maricopa Monitor Reporter	John Wayne Pkwy	520-568-4158	



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Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 28, 6:00 PM – 8:00 PM

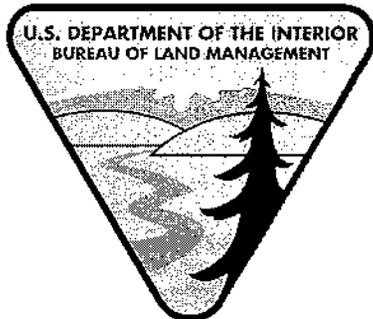
Name	Affiliation or Title	Address	Phone/Email	Mailing List Y or N
Kathleen Deputat	BLM/LSFO Project Mgr.	21605 N. 7 <sup>th</sup> Ave Phoenix 85027		
BILL NEWMAN	GOODYEAR P.D.	175 N 145TH AVE GOODYEAR	6238827665 BNEWMAN@GOODYEARAZ.GOV	Y
Nancy Maccarone	Homeowner	19620 W. Corto Ln Buckeye, 85326	623)486-1598 russandnan@men.com	X
Carolyn Mayberry	Municipa Cop/Asst Supv. Estrella Mt. Reagan/PR	14805 W. Vineyard Goodyear	623 932 3811 Carolynmayberry@ mail.municipa.gov	Want map? S X
GREN WOLTERSTORFF	V3 COMPANIES	1048 N. 44TH ST. PHOENIX, AZ 85008	602-648-4800 gwolterstorff@v3co.com	X
Duane Eitel	Dibble Engineering	7500 Dreamy Draw Dr Phoenix AZ 85020	duane.eitel@ dibblecorp.com 602-957-1155	X
HARVEY KRAUSS	City of Goodyear	P.O. Box 5100 Goodyear, AZ 85335	623-882-7957/ HKRAUSS@goodyearaz.gov	Y



Bureau of Land Management  
Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 28, 6:00 PM – 8:00 PM

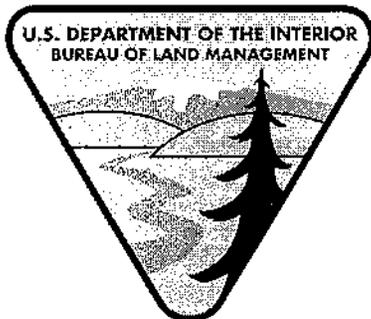
Name	Affiliation or Title	Address	Phone/Email	Mailing List Y or N
Kiara Mitchell	Rainbow Valley Citizens Group	22322 W. Crivello Buckeye AZ 85326	602-501-7638 AZKiara@ Yahoo	Y
Curt Mitchell	"	"	"	"
BRENT CAIRNS	ADR	5200 E. CAMBERBARK 100 STAYO RD, Phoenix	Sun. Care Charleston	Y



Bureau of Land Management  
Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 29, 6:30 PM – 8:30 PM

Name	Affiliation or Title	Address	Phone/Email	Mailing List Y or N
JOE HARRIS	SELF	P.O. Box 699 AVONDALE AZ 85323		Y
Nathan McDaniel	SELF	PMB325 4939 W. Ray Rd Ste 4 Chandler AZ 85226		Y
Al, Amador	self./USARMY		480)238-1292 Al.Amador@US.ARMY.MIL	Y
Bob & Pat Blair		425315 81 <sup>st</sup> Ave Maricopa, 85239		Y
ED + Pam Barnes		8219 W. Kinney Rd Maricopa AZ 85239		Y
Tina Ladd		9534 W. Schrader LN Maricopa, AZ 85239		Y
Pam Schrader		"		Y



Bureau of Land Management  
Lower Sonoran Field Office

Public Scoping Meeting  
Sonoran Valley Parkway  
Environmental Impact Statement  
May 29, 6:30 PM – 8:30 PM

Name	Affiliation or Title	Address	Phone/Email	Mailing List <input checked="" type="checkbox"/> or N
Steve Boyles	SELF	8139 W Kinney Rd	520-568-1858	Y/S
Tom O'Reilly	self	4234 E Pomer St Phoenix, AZ 85044	480-704-5385	Y
Kit Wood	Mobile ESD Supt.	42798 S. 99th Ave. Mesa, AZ A 25239	520-568-3947	Y
HARVEY KRAUSS	City of Gdy	P.O. Box 5100 Gdy, AZ 85395	623-882-7957 HKRAUSS@goodyearAZ.gov	Y
Hudson Walker	Mobile Res	42527 81 Ave	206-683-4333 520-494-7674	
Vivian Huggert	Mobile Res	9534 W. Schrader Ld.	520-309-1568	Y
Joe Schmitz	COG Planning	P.O. Box 5100 Goodyear AZ 85338	623-882-7982	Y copy of Mobile Sign-in

## Appendix H

# SCOPING: HANDOUT

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# BUREAU OF LAND MANAGEMENT

## SONORAN VALLEY PARKWAY

### ENVIRONMENTAL IMPACT STATEMENT

FACT SHEET

**Introduction:** The purpose of the Sonoran Valley Parkway Environmental Impact Statement (EIS) project will be to provide a secondary means of access to the greater Phoenix metropolitan area for current and future residents of west-central Maricopa County and northwestern Pinal County, and within the newly annexed portions of the City of Goodyear.

The need for the parkway is a result of a requirement for the City of Goodyear to be able to provide timely emergency services (police, fire, ambulance), as well as access to significant residential development that is planned in the newly annexed portions of the City. Currently, residents in and around the City of Maricopa and the Town of Mobile have only one viable option for commuting to and from the greater Phoenix area, by way of State Route (SR) 238 to SR 347 (Maricopa Road) to Interstate 10. Recent population growth has created peak traffic volumes that have significantly reduced the level of service on the existing roadway facilities. The Sonoran Valley Parkway would provide an alternate route, thus relieving some of the pressure on SR 347.

The City of Goodyear has placed great importance on establishing this parkway corridor to provide emergency access and accommodate anticipated future growth. The Southwest Area Transportation Study prepared in 2003 for the Maricopa Association of Governments (MAG) also indicated a need to establish a major arterial roadway corridor to meet future needs located approximately along the alignments proposed for this project.

**NEPA Process:** The National Environmental Policy Act (NEPA) requires that federal agencies fully disclose environmental impacts that would occur as a result of major federal actions. Because the proposed project is located primarily on BLM-administered lands, and the potential that significant impacts to the human environment may result from its implementation, an EIS is required. Public input is specifically requested during this process to help identify the scope of the EIS and to provide comments on the adequacy of the draft EIS before it is finalized.

The EIS is prepared to determine impacts that would significantly affect the human environment. The document will address issues such as biological resources, water resources, cultural resources, air quality, land use, transportation, noise, visual resources, socioeconomics, recreation, and more.

Once impacts and mitigation have been thoroughly identified in the final EIS, the BLM may issue a Record of Decision (ROD) to implement the project.



**Public Scoping Period:** Scoping comments will be accepted until **June 13, 2008**. Questions and comments can be mailed to:

**Project Manager – SVPP**  
Lower Sonoran Field Office  
Bureau of Land Management  
21605 North 7<sup>th</sup> Avenue  
Phoenix, AZ 85027

Email: [AZSVPP@blm.gov](mailto:AZSVPP@blm.gov)

## Appendix I

# **SCOPING: BLANK COMMENT FORM**

---





**Place First  
Class Stamp  
Here**

Bureau of Land Management  
Lower Sonoran Field Office  
21605 North 7<sup>th</sup> Ave.  
Phoenix, Arizona 85027-2929

**Attn: Project Manager – SVPP**

-----  
**Fold Here**

#### **How to Comment Effectively**

To be effective, comments should be specific and factual. Remember, the purpose of scoping is to identify significant issues related to the proposed action and issues to be considered in the Environmental Impact Statement (EIS).

The format for commenting is up to you to choose. Comment forms are available, but not required. Send comments by mail, email, or hand-deliver to the Bureau of Land Management before the public scoping period ends on June 13, 2008.

Below are several tips for making effective comments.

- Be brief so the reviewer won't miss the point of your comment.
- Be specific so the reviewer clearly understands your concerns. Statements such as "I am concerned about additional traffic this will cause," are useful in generating issues that can be analyzed. Statements such as "I don't like it" or "don't do this," are not useful in generating issues that can be analyzed.
- Know your subject so that your comments are both focused and accurate.
- State the facts and back them up where possible. Be sure to reveal your sources of information to help make your point.
- Be honest and realistic. Distortions of facts or misstatements may cause the reviewer to question the accuracy of your other statements. Requests that are not legal or feasible also reduce the credibility of your comments.
- Be polite. Even though you may be upset about a proposal, try to state your opinion objectively. Communication is increased by extending the same courtesies to agency staff that you expect from them.

The public comment period is the beginning of the EIS process and represents the foundation of the analysis. Your comments provide important input to the analysis of the social and natural environment.

## Appendix J

# SCOPING COMMENTS

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**Sonoran Valley Parkway Scoping Meeting Notes**  
**May 29, 2008, 3:00-5:00pm, Maricopa Global Water Conference Center**

Dan Nelson, AGFD

- What kind of parkway will this be in terms of ROW, etc?
  - o Approximately 2-6 lanes, 200ft ROW

Ben, Maricopa County Monitor

- What is the timeline?
  - o ASAP. 15-18 months for EIS, 2-3 years for road

Dan

- Who is responsible for maintenance?
  - o City of Goodyear

Ben

- Who is financing this?
  - o Private developer – Montage
- Will the road be built before or after development?
  - o Montage is required to build in 3 years. Don't need houses in place before rd. is built

Dan

- When are final plats approved?
  - o 1 year
- What is main inspiration for rd?
  - o 67 square miles and existing residents – need for access for police and fire

Brent, City of Maricopa

- When will purpose and need be done?
  - o About 6 weeks. Tentatively July 13<sup>th</sup>

**Sonoran Valley Parkway Scoping Meeting Notes**  
**May 29, 2008 6:30-8:30pm, Mobile Elementary**

- What is the total stretch of highway?
  - o Based on alternatives, 15.7 to 18.1 miles and 2.9 miles to Hwy 238
- What is the preferred alternative
  - o Sonoran Rd along the national monument
- Is that the boundary of the national monument?
  - o Yes
- How long is the pipeline?
  - o Approximately 2 miles
- How to mitigate alignment along monument
  - o Signage, guard rails, educational materials, etc.
- What road does it begin?
  - o Rainbow and Riggs
- How far to I-10?
  - o Approximately 10 miles
- Is 2-lanes going to be enough to relieve traffic?
  - o 2 lanes initially to be expanded to 4. Developer is funding for 2.
- What is the status of the 303 coming to I-8
  - o Corridor studies are being done – several years off. This project is separate from that.
- How to build all houses with only 2 roads?
  - o 50 year project to build a new town
- 238 is being destroyed and 347 getting to be the same due to overloading
- On 238 you get stuck behind trucks, trailers, etc. 2 lanes isn't enough
  - o Funding for 4 lanes just isn't there right now
- Any federal or city money used for this project?
  - o No –all private
- This is the only alignment? Along national monument?
  - o 303 will also eventually relieve traffic
- That is 20 years from now
  - o Initially, this will be the only alignment
- Will 303 be state funded?
  - o Yes, funding through MAG, administered by ADOT
- Will houses build up in conjunction with roads or will they wait until traffic is bad?
  - o Goodyear has done a good job so far with transportation
- For people living out here, pressure to get to work is great
- Is there a time frame for expansion?
  - o No
- What about houses? Will 238 be widened?
  - o Montage will build its own roads. 238 is a state issue
- When first stage of 2000 homes is in place, that will be 2000 cars. Has anyone considered that the 238 is in bad shape? Is anyone looking in to that?
  - o We are looking into it. Montage will provide commercial facilities

- Let's talk about employment – those people need to go to work and the 238 is in bad shape. A restaurant and mini mart wont take care of 2000 homes.
  - o Cities and towns evolve over time. 2000 homes wont come at once.
- I don't see answers for existing residents in this project We are concerned when its built it wont be sufficient to support people out there
- Montage is building homes, they should pay for a bigger road
- We need to make 238 safer before building new roads
- How long to get this road?
  - o About 3 years. 1-1.5 years for NEPA, 1 year to build
- Are you aware a new base is being built at Buckeye on I-10?
- Why is that the preferred alternative?
  - o It is already disturbed and the most direct route
- Why not choose other alts?
  - o Alts chosen avoid existing washes and follow existing alignments as much as possible
- Waterman wash is next to my home and I had to move. How can a city put a road there?
  - o Montage will have to retain water there
- What about people on S of 238? Montage said they wouldn't do anything until they are built out. If a train blocks the intersection we wouldn't have fire protection.
  - o That isn't the care Montage will build out eventually to cross over and under train tracks.
- Shouldn't crossings be a priority to the city?
- Just wanting to know we aren't paying for all this
  - o Yes. When there is a need and tax base the city can expand the road.
- Is the road going to be off the power and gas line easement?
  - o No it will be 75' from power lines
  - o We are trying to cross drainages without destroying them using con arches
  - o AGFD contracted to do corridor studies
- Just want to confirm 15-18 months approval and another year to build?
  - o Yes certain procedures must take place
- So December 2010 or January 2011? We haven't graduated 8<sup>th</sup> graders who go to HS. We prefer Buckeye and Goodyear school district and need to get a road there.
- Think about merger on 238 and impact there
  - o ADOT will require turning lanes for traffic to pass through.
  - o It will eventually be a major interchange
- Concern about getting onto 238. 83<sup>rd</sup> is only current crossing.
  - o 238 may need to shift, but it will be worked out
- Can existing dirt rd be maintained in 2.5 years before road goes in?
  - o Technically not a road
  - o Roads are adjunct to corridor and are for maintenance
  - o If Goodyear approached BLM it could be done
- Why would we care about the cultural resources? Can we get rid of them?
- Are you going to put a fence around cultural stuff?
  - o It depends on if it's a significant site



Jack  
Ragsdale/PDO/AZ/BLM/DOI  
06/12/2008 02:27 PM

To AZSVPP@blm.gov  
cc Jim Andersen/PDO/AZ/BLM/DOI@BLM  
bcc  
Subject Fw: Sonoran Valley Parkway

FYI

Jack Ragsdale  
Outdoor Recreation Planner  
Lower Sonoran Field Office  
21605 N. 7th Ave.  
Phoenix, AZ 85027  
623-580-5643

----- Forwarded by Jack Ragsdale/PDO/AZ/BLM/DOI on 06/12/2008 02:25 PM -----



"CHARLES R ADAMS"  
<CHARLESRA1941@MSN.C  
OM>  
06/12/2008 02:16 PM

To <Jack\_Ragsdale@blm.gov>  
cc  
Subject Sonoran Valley Parkway

In all the world there is only one Sonoran Desert with it's unique mix of plants and animals. One of the most beautiful examples of this lies along the western edge of the Estrella mountains. Unfortunately many thousands of acres have already fallen to the developers and can never be replaced.

Now the developers, in their haste to gobble up more land, do not want to wait for environmental impact studies to be completed. Instead they want to build freeways on the peoples land which is under the stewardship of the BLM. The construction of a freeway next to the Sonoran Desert Monument will have an adverse effect on the land as well as the abundant animal life in the area.

Environmental Impact studies were designed to insure that all avenues are explored and that imprudent action does not deprive us of resources that can not be replaced.

There are no exigent circumstances to rush foreword with the building of a road to satisfy the developers hast. Once the Desert is gone it can not be replaced. I would strongly oppose allowing any BLM managed land to be used in such a reckless manner when the only benefit that can be shown is to the developer.

Charles R Adams  
20640 West Arlington Road  
Buckeye, Arizona 85326  
623 386-2898  
[charlesra1941@msn.com](mailto:charlesra1941@msn.com)



"Lisa Andersen "  
<LAndersen@azdot.gov>  
05/27/2008 03:26 PM

To <AZSVPP@blm.gov>  
cc  
bcc

Subject BLM EIS Proposed Sonoran Valley Parkway

ATTN: Jim Andersen

Hello Jim,

I recently received a postcard indicating that the BLM is conducting public scoping meetings regarding a new roadway "Sonoran Valley Parkway". I would greatly appreciate a map of the proposed roadway alignments or corridors when it becomes available to determine if there are any proposed impacts to ADOT. Thank you, Lisa

Lisa M. Andersen

Environmental Coordinator

Arizona Department of Transportation

Phoenix Maintenance District

2140 West Hilton Ave

Phoenix, AZ 85009

Phone: 602.712.6692

Fax: 602.712. 6983

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THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
 PHOENIX, AZ 85086-5000  
 (602) 942-3000 • WWW.AZGFD.GOV

**GOVERNOR**  
 JANET NAPOLITANO  
**COMMISSIONERS**  
 CHAIRMAN, WILLIAM H. MCLEAN, GOLD CANYON  
 BOB HERNBROOK, TUCSON  
 JENNIFER L. MARTIN, PHOENIX  
 ROBERT R. WOODHOUSE, ROLL  
 MICHAEL M. GOLIGHTLY, FLAGSTAFF  
**DIRECTOR**  
 LARRY V. MILES  
**DEPUTY DIRECTOR**  
 STEVE K. FERRELL



08 JUN 11 PM 2:38

June 9, 2008

Teri Raml  
 District Manager  
 Bureau of Land Management  
 Phoenix District  
 21605 North 7<sup>th</sup> Avenue  
 Phoenix AZ 85027

Loe SL  
 Kathy LD  
 Linda LM  
 Jack JP

Re: **Comments on Proposed ROW for the Sonoran Valley Parkway**

Dear Ms. Raml:

The Arizona Game and Fish Department (Department) appreciates the opportunity to comment on the environmental impact of the proposed Sonoran Valley Parkway. The Department has 5 major concerns:

1. Habitat Fragmentation

The 200' by 12-16 mile Right-of-Way (ROW) will be a direct loss of wildlife habitat. In addition to the loss within the ROW, the effects (noise, light, air and water pollution) of a roadway can extend well beyond the boundary of the ROW. More importantly, the proposed parkway will create a substantial barrier to wildlife movement through the corridor between the Sierra Estrella Wilderness Area and the Sonoran Desert National Monument. This is a critical wildlife movement corridor that both the Department and BLM have identified within the framework of the Phoenix South Plan RMP revision, and as partners in various transportation planning forums. The net effect will be a reduction in biological diversity in both the Wilderness Area and the Monument.

2. State Smart Growth

The primary function of this parkway will be to connect yet-to-be-developed bedroom communities to employment opportunities in the southwest Phoenix metropolitan area. The increased commuter traffic will represent a threat to wildlife crossing the parkway. The energy needs of these communities will require increased infrastructure to transport electricity and natural gas, thus creating more fragmentation. Although the parkway is included in the Maricopa Association of Government's I-8/I-10 Hidden Valley Transportation Framework Study, it is not part of a comprehensive land use planning effort. The proposed parkway will increase development, ultimately leading to loss of habitat,

increased non-native species, introduction of disease and parasites, water diversion, and pollution.

3. Unauthorized Off-Highway Vehicle (OHV) Use

BLM has already opted to close much of the nearby monument to motorized travel due to irresponsible and unregulated OHV traffic. The increased access provided by the parkway and the associated increase in development in nearby areas will inevitably lead to increased unauthorized OHV traffic. Illegal OHV traffic leads to degraded habitat, reduction in sensitive wildlife populations, and increases the opportunity for poaching and harassment of wildlife.

4. Riparian Area Disturbance

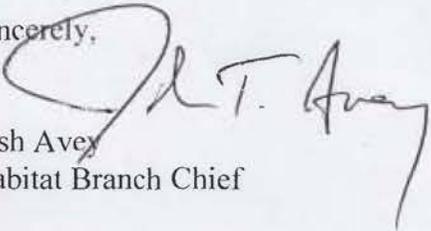
Riparian areas in the Sonoran desert are critical habitat for many species. The proposed parkway will cross approximately 60 washes and drainages. Where the footprint of the parkway crosses the washes, short stretches of these critical habitats will be removed and fragmentation increased. These washes also need to be recognized as critical movement corridors for wildlife. Avoidance or complete mitigation should be required wherever a wash crossing is anticipated.

5. Access to the Sonoran Desert National Monument

In the Phoenix South RMP, access to the monument along the boundary proximal to the proposed parkway was a major issue. We have seen no discussion of how the proposed parkway will integrate with other transportation issues.

In summary, the Department believes that no matter how much mitigation is planned; this parkway will have a substantial negative impact on the State's wildlife resources. Further, this ROW does not adhere to principles put forth per the Governor's Smart Growth Initiative in regards to city/county planning and natural resource conservation. We respectfully request you deny this application for a ROW across BLM Land. We further request that if the City of Goodyear wants to pursue this project, you encourage them to develop a comprehensive land use plan (including a Habitat Conservation Plan) in cooperation with Maricopa County. We would appreciate the opportunity to provide additional input as your decision making proceeds. Please contact me at 623-236-7605 if you have any questions regarding this letter.

Sincerely,

  
Josh Avey  
Habitat Branch Chief



YOUR COMMENTS ARE IMPORTANT!

**PUBLIC COMMENTS  
FOR THE  
SONORAN VALLEY PARKWAY  
ENVIRONMENTAL IMPACT STATEMENT (EIS)**

If you would like to make a comment or be added to our mailing list, please fill out this form and hand it to any of our staff or mail it to the address provided. You are also welcome to write a letter or send an email to: [AZSVPP@blm.gov](mailto:AZSVPP@blm.gov). Thank you!

**COMMENT:** I am from the City of Maricopa.

Maricopa would like to be included as a coordinating agency due to our proximity to the project and mutual interest in a Western connection to the Phoenix metro area.

We prefer any alignment that does not preclude a future 303 or Anasazi freeway corridor and will work in concert with future "High Capacity" improvements.

A future connection will significantly benefit the City and we are in support.

**NAME:** Brent Billingsley  
**EMAIL:** [bbillingsley@cityofmaricopa.net](mailto:bbillingsley@cityofmaricopa.net)  
**ADDRESS:** P.O. Box 410  
Maricopa, AZ 85239

**PLEASE ADD ME TO THE MAILING LIST (circle one):**

YES

NO

**I would like to receive a copy of the Draft EIS (circle one):**

Hard Copy  CD

Please be advised that submitted comments and personal information associated with comments, such as names and addresses, become part of the Administrative Record for this NEPA review. As such, they may be made available to a third party upon request under the authority of the Freedom of Information Act (FOIA). Personally identifying information is protected by the Privacy Act. If you do not wish for your personal information to be released under the FOIA, you may choose to not include it with your comments. Alternatively, you may request an exemption from FOIA with your comment submittal. Should you choose the latter, you would be informed by the Bureau of Land Management as to whether or not your request qualifies for an exemption. If it does not, you would be afforded the opportunity to resubmit your comments without personal information or to withhold them altogether.



Jack  
Ragsdale/PDO/AZ/BLM/DOI  
06/12/2008 03:28 PM

To AZSVPP@blm.gov  
cc Jim Andersen/PDO/AZ/BLM/DOI@BLM  
bcc  
Subject Sonoran Valley Parkway

FYI

Jack Ragsdale  
Outdoor Recreation Planner  
Lower Sonoran Field Office  
21605 N. 7th Ave.  
Phoenix, AZ 85027  
623-680-5643

— Forwarded by Jack Ragsdale/PDO/AZ/BLM/DOI on 06/12/2008 03:26 PM —



"Diane Chaplin"  
<dianec6@MSN.COM>  
06/12/2008 02:29 PM

To <Jack\_Ragsdale@blm.gov>,  
<Bhazlett@mag.maricopa.gov>  
cc  
Subject

I am a native of Arizona, born in Phoenix (1963) and remember when the location of Metro Center and there after was ranch land and desert.

To get out of the congestion and all we moved to what is know as GrandView Ranches II. I watched in the last few years, as Goodyear made the cotton farmer scarce along Estrella Parkway and has been on a city building spree.

I do realize that there has to be change and our population increases, but I just want our government, representatives, project managers, and anyone that is in the line of making changes, to make educated, well thought out and environmentally wise decisions.

I realize that Mobil wants to do something now and is willing to have developers fund the project. I appreciate their needs, but feel that they are being somewhat selfish. They have been as they are prior to Goodyear's annexation and should try to plan for a suitable situation.

We have a desert oasis that is being ruined in many areas because of growth that is not planned for the future and does not take our parks, land, plant and wildlife into prospective. That being said, is it possible that Goodyear, since they annexed for Mobil, make arrangements in their backyard without causing disarray to other areas? I have not been able to attend many meetings as I would like but try to stay informed. I do not have a foolproof solution at this time, but really feel that some of the route planned does interfere with our desert terrain and wildlife.

And as silly as it may seem, I still do not see why Estrella Mountain Ranch area, cannot have a roadway/parkway though there area as originally planned in 1976. Noted that they do have the ugly electric lines installed but it would interupt wildlife. **There has been a turnstyle route implemented for the 303 already. Their community rambles on and on and they already have the wide road area, Estrella Parkway, supplied.** Starting in front of the park, move the median, put the plants on the side of the road verses in the middle and there you have it, without as much destruction/construction and cost since the roadway is already there.

I do hope that someone that is able to attend the meeting this evening has a great alternative idea that is suitable.

Regards,  
Diane Chaplin



YOUR COMMENTS ARE IMPORTANT!

PUBLIC COMMENTS  
FOR THE  
SONORAN VALLEY PARKWAY  
ENVIRONMENTAL IMPACT STATEMENT (EIS)

If you would like to make a comment or be added to our mailing list, please fill out this form and hand it to any of our staff or mail it to the address provided. You are also welcome to write a letter or send an email to: AZSVPP@blm.gov. Thank you!

COMMENT: I think The Road Along The Sonoran Desert Monument and then cut over to Estrella Parkway since it is already a 4 lane road and you would not have to spend more money to enlarge Estrella Parkway

~~Also~~ Also any historical sites be recorded and artifacts be displayed in local museums

NAME: JOE HARRIS

EMAIL: \_\_\_\_\_

ADDRESS: P.O. Box 699 AVONDALE AZ 85323

PLEASE ADD ME TO THE MAILING LIST (circle one):  YES  NO

I would like to receive a copy of the Draft EIS (circle one):  Hard Copy  CD

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June 12, 2008

To Whom It May Concern:

My name is Violet Huggett and I am a resident in Mobile. I attended the meeting held on May 29, 2008 and wanted to submit a public comment. I am in favor of the 17 mile road purposed at the meeting which follows along the gas line (choice A). By having the road closer to the mountain the road will be more straight which takes up less ground. My only suggestion is while we wait for road approvals is to make a dirt road while we wait for pavement.

By doing this we will have access sooner to Goodyear. Currently the gas line service road is being used heavily since the annexation and with the gas lines so close to the surface it doesn't make the road very safe. People have found this road to be a quicker route and it would be very difficult to have drivers discontinue using this road. Putting in a dirt road will keep those who are using the gas line service road now, and are not aware of the dangerous gas lines, safe. Not only are a few Mobile residents using the gas line road and have for many years but there are others outside of our community who has found this road as well.

Thank you for the opportunity to express my thoughts and I hope my comments help. If you wish to contact me you can reach me at 520-309-1568.

Sincerely,

Violet Huggett  
9534 W. Schrader Ln.  
Maricopa, AZ 85239



"Larry Koontz "  
<lkoontz@lc.usbr.gov>  
05/14/2008 02:42 PM

To <AZSVPP@blm.gov>  
cc "Bruce Ellis" <BELLIS@lc.usbr.gov>, "Pete Castaneda"  
<POCASTANEDA@lc.usbr.gov>, "Sandy Eto"  
<SETO@lc.usbr.gov>, "Susan Woods"  
bcc

Subject Public Scoping Meetings - Sonoran Valley Parkway

Good Afternoon,

Reclamation is not going to have anyone available to attend the planned scoping meetings as outlined in your May invitation. We would like to review a copy of the application to see where the parkway will run and what, if any, facilities might be impacted. Whatever materials you are planning on using for the scoping meetings would be fine for us to review as well.

Please send this information to me, and I will see that our Environmental Division gets a copy also.

Thanks!

Larry A. Koontz, SR/WA  
Realty Specialist  
Bureau of Reclamation  
Phoenix Area Office  
6150 W. Thunderbird Road  
Glendale, AZ 85306-4001  
(623) 773-6247 Phone  
(623) 773-6480 or 85 Fax



YOUR COMMENTS ARE IMPORTANT!

PUBLIC COMMENTS  
FOR THE  
SONORAN VALLEY PARKWAY  
ENVIRONMENTAL IMPACT STATEMENT (EIS)

If you would like to make a comment or be added to our mailing list, please fill out this form and hand it to any of our staff or mail it to the address provided. You are also welcome to write a letter or send an email to: AZSVPP@blm.gov. Thank you!

COMMENT:

I do not agree with using state Trust Land + BLM land for additional roads + Parkways.

There is a lot of environmentally sensitive animals and plants in this area.

NAME: Kiara Mitchell

EMAIL: AZKiara@yahoo.com

ADDRESS: 22322 W. Crivello Ave  
Buckeye, AZ 85326

PLEASE ADD ME TO THE MAILING LIST (circle one):

YES

NO

I would like to receive a copy of the Draft EIS (circle one):

Hard Copy  CD

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**Mobile Elementary School District No. 86**

42798 South 99<sup>th</sup> Ave \* Maricopa, Arizona 85239

Telephone: (520) 568-2280 \* (520) 568-3947

Fax: (520) 568-9361

**Governing Board**

Pat Blair, President

Delores Brown, Member

Derek Jacobson, Member

**Superintendent**

Dr. Kit Wood

June 12, 2008

To Whom It Concerns:

This letter is written on behalf of the Mobile Elementary School District governing board, administration, and school district to affirm our approval and agreement with the plan to build the Sonoran Valley Parkway as proposed during the meeting held at Mobile Elementary School on May 29, 2008. This approximately 17 mile parkway, will provide access for emergency and residential services and needs to the Mobile area, and will also provide a transportation route for our students to attend one of the high schools in the Buckeye Union High School District, upon promotion from the current k-8 grade Mobile Elementary School.

The 17 mile Sonoran Valley Parkway is needed for many reasons. Many of these—police, fire, ambulance, and future residential development were mentioned at the May meeting. However, one of the most compelling reasons to support and expedite the building of this parkway lies in the fact that the promoting 8<sup>th</sup> grade students at Mobile Elementary School need a quality high school to attend. Completion of the Sonoran Valley Parkway will provide a bus route from Mobile to one of the high schools in Buckeye USD.

The current high school choices to Mobile students and their parents are few and distant, and they are not schools of primary choice. The completion of the Sonoran Valley Parkway is encouraged with attention to undertaking means to expedite the process where possible, by the Mobile ESD #86 governing board and superintendent.

Please contact us if you have additional questions.

Sincerely,

Mrs. Pat Blair,  
President

Mrs. Delores Brown  
Member

Mr. Derek Jacobson,  
Member

Dr. Kit Wood,  
Superintendent



"Orndorf, RobertX S"  
<robertx.s.orndorf@intel.com>

05/08/2008 12:54 PM

To <azsvpp@blm.gov>

cc

bcc

Subject Road Sonoran Desert National Monument

Please don't let this happen!

Thank You

Rob Orndorf  
16333 W Mckinley st  
Goodyear Az 85338

----- Forwarded by Jack Ragsdale/PDO/AZ/BLM/DOI on 06/12/2008 02:24 PM -----

"Chari Poteet" <azdoglady@hughes.net>

To <Jack\_Ragsdale@blm.gov>

cc

06/11/2008 05:33 PM

Subject

*Dear Mr. Ragsdale,*

*I have lived in Rainbow valley for almost 10 years now. I love the area and the "ruralness" of it!! Since the building of the Estrella Mountain Ranch 12 foot wall, I have seen an increase in the rabbits because the coyotes can't get to them. I've also seen a large decrease in wildlife because of the building. The natural order of things is being disrupted!!!*

*I strongly feel that making Rainbow Valley Road a six lane road or a main thoroughfare would so negatively impact the wildlife in the area as to possibly eliminating some species. I have seen a bird or two and a jackrabbit that is deformed.....possibly because their access to mates outside their own gene pool has been cut off from them.*

*So, if my concerns sound reasonable, I beg you to not give up BLM land for roadways!*

*Thank you for letting me voice my concerns  
Make a great day as only you can!*

*Chari Poteet, RN*



prapuano@aol.com  
05/07/2008 11:26 AM

To azsvpp@blm.gov  
cc  
bcc  
Subject Sonoran Valley Parkway

I am a homeowner on Riggs Road, just east of Rainbow Valley Road. Please forward me information, maps if available. I am unable to attend the May 28 or May 29 meetings but would like more information before commenting.

Thank you,

Paul Rapuano  
602.790.9161

---

Plan your next roadtrip with [MapQuest.com](http://MapQuest.com): America's #1 Mapping Site.



Lowell Samples  
<ltsrcg@yahoo.com>

05/02/2008 03:09 PM

Please respond to  
ltsrcg@yahoo.com

To azsvpp@blm.gov

cc

bcc

Subject: Proposed Goodyear-Mobile Highway: Two Concerns

The Maricopa Monitor newspaper reported that BLM is using the above azsvpp e-mail address to receive comments about a highway proposed between Goodyear and Mobile. This highway would cross part of the Sonoran Desert National Monument. I am a resident of the town of Maricopa and would like to make a couple of points for you to consider.

First, I enjoy hiking for recreation during the cooler half of the year in both the North and South Maricopa Mountains Wilderness Areas. I would hope that noise from the highway would not be audible in the northern wilderness area. Currently motorbikes, ATV's, and aircraft are the main sources of noise there. It would be best if highway vehicle noise not add further to the noise level.

Second, consider the massive Waste Management landfill about 3-4 miles north of Mobile. I would guess that 50 truckloads of garbage currently pass through the town of Maricopa *daily* enroute to the landfill. These trucks have left a trail of strewn plastic bags along Highway 347 north of Maricopa. I wonder if the proposed Goodyear-Mobile highway would also be used to transfer trash to the landfill. If so, then consider widespread non-biodegradable litter that would result from the use of the proposed highway.

Thank you for allowing people to comment on the proposed highway.

Lowell Samples  
Maricopa

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Be a better friend, newshound, and know-it-all with Yahoo! Mobile. [Try it now.](#)

il



YOUR COMMENTS ARE IMPORTANT!  
YOUR COMMENTS ARE IMPORTANT!

PUBLIC COMMENTS  
FOR THE  
SONORAN VALLEY PARKWAY  
ENVIRONMENTAL IMPACT STATEMENT (EIS)

If you would like to make a comment or be added to our mailing list, please fill out this form and hand it to any of our staff or mail it to the address provided. You are also welcome to write a letter or send an email to: AZSVPP@blm.gov. Thank you!

COMMENT:

Would like to see the road from  
Goodyear to Mobile done as soon  
as possible so we have another  
route out/in. Could be a dirt  
road first.

NAME: Pam Schrader

EMAIL: Pamala.Schrader@yahoo.com

ADDRESS: 37812 S. 96th Dr.  
Maricopa, AZ 85339

PLEASE ADD ME TO THE MAILING LIST (circle one):      YES      NO

I would like to receive a copy of the Draft EIS (circle one):      Hard Copy      CD

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**SIERRA  
CLUB**  
FOUNDED 1892

Grand Canyon Chapter • 202 E. McDowell Rd, Ste 277 • Phoenix, AZ 85004

Phone: (602) 253-8633 Fax: (602) 258-6533 Email: [grand.canyon.chapter@sierraclub.org](mailto:grand.canyon.chapter@sierraclub.org)

June 13, 2008

Project Manager – SVPP  
Bureau of Land Management  
21605 N. 7<sup>th</sup> Ave.  
Phoenix, AZ 85027  
Submitted via email to [AZSVPP@blm.gov](mailto:AZSVPP@blm.gov)

Dear Project Manager-SVPP:

Please accept these comments on behalf of the Sierra Club's Grand Canyon (Arizona) Chapter and our 14,000 members in Arizona. The Sierra Club's mission is to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; to educate and enlist humanity to protect and restore the quality of the natural and human environment; and to use all lawful means to carry out these objectives. The Sierra Club has a significant interest in these Bureau of Land Management (BLM) public lands and resources that will be negatively affected by the proposed Sonoran Valley Parkway. Our members use and enjoy these lands, plus have advocated for their protection. Likewise, the Sierra Club has long been involved in seeking to curb urban sprawl and improve air quality in Arizona.

Because of its scope and potential negative impacts on the Phoenix area's air, land, and water, we agree that it is incumbent upon the Bureau of Land Management (BLM) to prepare a full Environmental Impact Statement (EIS). It also could have significant impacts on one of the nearby protected areas, the Sonoran Desert National Monument. The Federal Highway Administration's regulations (23 CFR Part 771) implementing the National Environmental Policy Act of 1999, as amended (NEPA, 42 U.S.C. 4321-4347) make it clear that an Environmental Impact Statement is needed for a project of this nature. The relevant passage is 23 CFR 771.115(a)(1-2) which states that:

Actions that significantly affect the environment require an EIS (40 CFR 1508.27). The following are examples of actions that normally require an EIS:

- (1) A new controlled access freeway.
- (2) A highway project of four or more lanes on a new location.

The proposed parkway will include construction and operation, plus ongoing maintenance of a 200 foot-wide, two-lane road that will cut through the heart of this BLM public land for 12 to 16 miles and serve to further exacerbate suburban sprawl and fragment wildlife habitat. Furthermore, it is likely to result in the degradation of air quality as it promotes an increase in vehicle miles traveled in an area where there will be no alternative forms of transportation and where people are likely to commute to their jobs.

In developing the draft EIS, it is imperative that you evaluate the additional development this freeway will facilitate, the increase in the number of cars, and the even greater increase in the number of vehicle miles traveled it will facilitate. The immediate and long-term impacts should be examined as well as the cumulative

impacts. Also of great significance and in need of extensive analysis are the substantial and negative impacts of this proposed parkway on air quality and the increased traffic congestion that the additional development will promote.

Any National Environmental Policy Act analysis should include a detailed analysis on air quality and the resulting impact on public health including the cumulative impacts. Obviously, this proposed parkway will result in an increase in the number of vehicles on the road as well as an increase in the number of vehicle miles traveled. Transportation is the number one contributor to ozone pollution in the Phoenix area and the Phoenix area is already a non-attainment area for ozone pollution. The significant negative economic impact of increased and ongoing ozone exceedances and violations should also be evaluated.

The recent revisions to the ozone National Ambient Air Quality Standard announced by the Environmental Protection Agency (EPA) on March 12, 2008, will likely result in four counties in Arizona (Maricopa, Pima, Pinal, and Gila) being ozone nonattainment areas in the future. As indicated above, Maricopa County is already there; in 2005, 30 exceedances of the federal health standard for ozone occurred. Arizona just received another failing grade from the American Lung Association of Arizona for our ozone pollution. The increases in ozone precursor emissions resulting from this parkway and the attendant urban sprawl will make it even more difficult to reach the new ozone standard of 0.075 parts per million (ppm), which scientists have argued is not protective enough of human health but is clearly more protective than the previous standard of 0.084 ppm.

Ozone pollution has real and significant public health impacts. It damages lung tissue by reacting chemically with it. Exposure to ozone increases the risk of asthma attacks and affects children's lung function and development. It also causes pulmonary inflammation and a risk of premature mortality. **There are also significant costs associated with it.** The Surface Transportation Policy Project estimated that transportation-related public health costs associated poor air quality in the Phoenix area amounted to \$383,665,188 in 2001.<sup>1</sup> Arizona has one of the highest asthma rates in the country and, according to the Maricopa County Asthma Coalition, 82,635 children in Maricopa County alone have active asthma. They also indicate that 3,704 children in Maricopa County were hospitalized due to asthma in 2004. According to the American Lung Association, asthma costs the American economy approximately \$19.7 billion each year – \$14.7 billion in direct health care costs and \$5 billion in indirect costs including lost productivity. The cost of treating asthma for young people 18 years of age and younger is estimated to be \$3.2 billion a year.

In a study published in The Journal of the American Medical Association in 2004, researchers found that small increases in ground level ozone resulted in an increased number of deaths, an increase of only 10 parts per billion in ozone levels in a week related to a 0.52 percent daily increase in deaths the next week.

We ask that you consider whether the needs of this area can be met in a different way. Will the development move forward without the road? How much will the road increase development and travel? Numerous studies have shown that building and widening highways induces more traffic. Soon after new lanes or a new road is opened traffic will increase to 10 to 50% of the roadway capacity as motorists decide to take more or longer trips or switch routes. This is short-term induced travel. In the longer term (three years or more), as the new roadway capacity stimulates more development and urban sprawl and people move out farther from work and shopping, the total induced travel rises to

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<sup>1</sup> *Clearing the Air, Public Health Threats from Cars and Heavy Duty Vehicles- Why We Need to Protect Federal Clean Air Laws*, Surface Transportation Policy Project, 2003

50 to 100% of the roadway's new capacity. The extra traffic contributes to congestion local at both ends of the highway travel and further contributes to air quality problems.<sup>2</sup>

In conducting the evaluation and developing the alternatives, we ask that you consider mass transit including additional light rail, commuter rail, and bus rapid transit. A rail alternative and other mass transit options should be evaluated. This could significantly affect air quality in a positive way and do a lot more to relieve traffic congestion.

We are very concerned about the impacts of yet another road through our public lands on wildlife. There is likely to be a significant increase in the amount of roadkill as well as a great deal of disturbance and fragmentation. Wildlife is increasingly getting squeezed throughout the Valley. This should be looked at extensively relative to a build versus no-build alternative and monitoring and mitigation measures should be evaluated in the draft EIS. In addition to habitat fragmentation, there is also the issue of direct mortality to wildlife including snakes, lizards, and other reptiles. According to the American Wildlands more than a million vertebrates are killed daily in the United States on our nation's roads – roadkill is the number one way that humans kill wildlife.<sup>3</sup> Researchers have found that there is significant mortality for snakes, even on roads through or near national parks and monuments.

"A total of 368 snakes (104 live, 264 dead) were recorded over four years on State Route 85 from Why to Lukeville, Pima Co., Arizona, during 15525 km of road-cruising; mostly within Organ Pipe Cactus National Monument. We computed an estimate of 2383 snakes killed (13.5/km/year) during the four years on this stretch of pavement, estimate that actual numbers killed would be closer to 4000 (22.5/km/year)."<sup>4</sup>

The research and impacts of roads on wildlife including on various species and populations is well documented as are the programs for monitoring and mitigating those impacts.<sup>5</sup> Obviously, the best thing for wildlife, air quality, and our health is no parkway. That should be looked at extensively in these NEPA documents.

Thank you for the opportunity to comment. Please keep us informed of any developments relative to this project.

Sincerely,



Sandy Bahr  
Chapter Director  
Sierra Club – Grand Canyon Chapter

---

<sup>2</sup> <http://www.sierraclub.org/sprawl/transportation/seven.asp>

<sup>3</sup> American Wildlands, [http://www.wildlands.org/l\\_highways.html](http://www.wildlands.org/l_highways.html)

<sup>4</sup> ROSEN P. C. ; LOWE C. H. ; Highway mortality of snakes in the Sonoran desert of Southern Arizona, Biological conservation 1994, vol. 68, n°2, pp. 143-148 (15 ref.)

<sup>5</sup> Forman, Richard T. T., Daniel Sperling, John A. Bissonette, Road Ecology: Science and Solutions, 2002.



C MYRON WAGNER  
<mpwagner@q.com>  
05/10/2008 09:24 PM

To <azsvpp@blm.gov>  
cc  
bcc  
Subject: Goodyear road

I just read the proposal for an up to 6 lane road connecting Goodyear and Mobile through public lands.

For many years, this area of the state, in close proximity to Phoenix, has remained a relatively undamaged part of Arizona. The Sonoran Desert National Monument has helped to maintain this fragile condition. BLM lands that separate the Indian Community to the east from the Monument complete the buffer zone. Permanently destroying this for the sake of allowing a city 17 miles away to expand to a non contiguous area is an unbelievable request! Please do NOT allow this to happen. This area will become more and more precious to future Arizonans as an island of real Arizona desert enveloped by the Phoenix metropolitan sprawl.

Regards  
Myron Wagner  
P O Box 1747  
Higley Arizona  
85236

## Appendix K

# TRIBAL OUTREACH

---





# United States Department of the Interior



## BUREAU OF LAND MANAGEMENT

Phoenix District  
Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027  
[www.blm.gov/az/](http://www.blm.gov/az/)

July 16, 2008

In Reply Refer To:  
2800 (AZ-220)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7547

The Honorable Delia Carlyle  
Chairwoman  
Ak-Chin Indian Community  
42507 West Peters & Nall Road  
Maricopa, Arizona 85239

Dear Chairwoman Carlyle:

The Bureau of Land Management (BLM) Lower Sonoran Field Office (LSFO) has received a right-of-way (ROW) application from the City of Goodyear to construct and operate a 200-foot-wide roadway for the Sonoran Valley Parkway project. The length of the road would be between 12 and 16 miles long, depending on the BLM-selected alternatives. Please see the enclosed maps that depict the three proposed alternatives.

The roadway construction will commence at Section 13, T. 4 S., R. 1 W., Gila and Salt River Meridian, Arizona, and run in a northwesterly direction approximately parallel to the existing El Paso Natural Gas corridor to the alignment of Rainbow Valley Road, then northerly along Rainbow Valley Road to tie into existing pavement at the intersection of Rainbow Valley Road and Riggs Road in Section 35, T. 2 S., R. 2 W., Gila and Salt River Meridian, Arizona.

Cultural inventories of the proposed project areas have been initiated and data on previous work will be gathered. When all of this information has been incorporated into a report, a copy will be provided to your cultural staff.

An Environmental Impact Statement (EIS) will be prepared for this action. The EIS will discuss the existing conditions of each resource and environmental consequences of the Alternative(s) on the following issues:

- Biological resources (plants, wildlife, threatened and endangered species, and livestock grazing)
- Cultural resources (archaeological sites, historic sites, and traditional cultural places)
- Land use (recreation, access, rights-of-way, etc.)
- Socio-economics
- Physical resources (waters of the U.S., ground/surface water use, air quality, etc.)

THE



HOPI TRIBE

RECEIVED  
PDO

Benjamin H. Nuvamsa  
CHAIRMAN

Todd Honyaoma, Sr.  
VICE-CHAIRMAN

08 AUG -1 AM 8:13  
BUREAU OF LAND MGT  
PHOENIX, ARIZONA

Handwritten initials or signature, possibly "CB", in the right margin.

July 28, 2008

James H. Maes, Acting Field Manager  
Attention: Kathleen Depukat, Project Manager  
Bureau of Land Management, Phoenix District, Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027

Dear Mr. Maes,

Thank you for your correspondence dated July 16, 2008, regarding the Lower Sonoran Field Office receiving a right-of-way application from the City of Goodyear to construct and operate a 12-16 mile long Sonoran Valley Parkway. The Hopi Tribe claims ancestral and cultural affiliation to prehistoric cultural groups in this project area, the Hopi Cultural Preservation Office supports identification and avoidance of prehistoric archaeological sites and Traditional Cultural Properties, and we consider the archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we appreciate the Bureau of Land Management continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office understands an Environmental Impact Statement will be prepared for this action. We request to be provided with copies of the cultural resource survey report of the area of potential effect and if any prehistoric sites area identified that will be adversely affected by project activities, we request consultation on any proposed draft treatment plans.

Should you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office. Thank you again for your consideration.

Respectfully,

Handwritten signature of Leigh J. Kuwanwisiwma, Director of the Hopi Cultural Preservation Office.

Leigh J. Kuwanwisiwma, Director  
Hopi Cultural Preservation Office

xc: Arizona State Historic Preservation Office



# United States Department of the Interior



## BUREAU OF LAND MANAGEMENT

Phoenix District  
Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027  
[www.blm.gov/az/](http://www.blm.gov/az/)

July 16, 2008

In Reply Refer To:  
2800 (AZ-220)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7769

The Honorable Ned Norris  
Chairman  
Tohono O'odham Tribal Nation  
P.O. Box 837  
Sells, Arizona 85634

Dear Chairman Norris:

The Bureau of Land Management (BLM) Lower Sonoran Field Office (LSFO) has received a right-of-way (ROW) application from the City of Goodyear to construct and operate a 200-foot-wide roadway for the Sonoran Valley Parkway project. The length of the road would be between 12 and 16 miles long, depending on the BLM-selected alternatives. Please see the enclosed maps that depict the three proposed alternatives.

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Cultural inventories of the proposed project areas have been initiated and data on previous work will be gathered. When all of this information has been incorporated into a report, a copy will be provided to your cultural staff.

An Environmental Impact Statement (EIS) will be prepared for this action. The EIS will discuss the existing conditions of each resource and environmental consequences of the Alternative(s) on the following issues:

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- Land use (recreation, access, rights-of-way, etc.)
- Socio-economics
- Physical resources (waters of the U.S., ground/surface water use, air quality, etc.)

Would we very much like to identify your community's concerns so that they may be considered and incorporated into the environmental analyses. We would like to initiate consultation with you on the proposed action in accordance with the National Environmental Policy Act, the National Historic Preservation Act, and the American Indian Religious Freedom Act to ensure that any concerns you may have about the project are fully considered. In particular, we hope that you will let us know if there are any resources or places of traditional cultural or religious importance to members of your community that might be affected by the proposed action as this project develops. If there are traditional cultural or religious leaders you feel we should consult, please provide us with their names, addresses, and telephone numbers so we can contact them directly.

If you would like us to arrange a meeting, or would like additional information, please feel free to contact me or the Project Manager, Kathleen Depukat, at the address on this letterhead or by telephone at 623-580-5500. If you would like to provide us with the contact information of your natural resource staff, we will gladly provide them with a copy of this information.

Sincerely,

James H. Maes  
Acting Field Manager

Enclosures

cc: CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7585  
Mr. Peter Steere  
Cultural Affairs Program  
Tohono O'odham Tribal Nation  
P.O. Box 837  
Sells, Arizona 85634



# United States Department of the Interior



## BUREAU OF LAND MANAGEMENT

Phoenix District  
Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027  
[www.blm.gov/az/](http://www.blm.gov/az/)

July 16, 2008

In Reply Refer To:  
2800 (AZ-220)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7578

The Honorable Diane Enos  
President  
Salt River Pima-Maricopa Indian Community  
10005 East Osborn Road  
Scottsdale, Arizona 85256

Dear President Enos:

The Bureau of Land Management (BLM) Lower Sonoran Field Office (LSFO) has received a right-of-way (ROW) application from the City of Goodyear to construct and operate a 200-foot-wide roadway for the Sonoran Valley Parkway project. The length of the road would be between 12 and 16 miles long, depending on the BLM-selected alternatives. Please see the enclosed maps that depict the three proposed alternatives.

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If you would like us to arrange a meeting, or would like additional information, please feel free to contact me or the Project Manager, Kathleen Depukat, at the address on this letterhead or by telephone at 623-580-5500. If you would like to provide us with the contact information of your natural resource staff, we will gladly provide them with a copy of this information.

Sincerely,

James H. Maes  
Acting Field Manager

Enclosures

cc: CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7622  
Mr. Shane Anton  
Cultural Programs Supervisor  
Salt River Pima-Maricopa Indian Community  
10005 East Osborn Road  
Scottsdale, Arizona 85256



# United States Department of the Interior



## BUREAU OF LAND MANAGEMENT

Phoenix District  
Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027  
[www.blm.gov/az/](http://www.blm.gov/az/)

July 16, 2008

In Reply Refer To:  
2800 (AZ-220)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7561

The Honorable Ben Nuvamsa  
Chairman  
The Hopi Tribe  
P.O. Box 123  
Kykotsmovi, Arizona 86039

Dear Chairman Nuvamsa:

The Bureau of Land Management (BLM) Lower Sonoran Field Office (LSFO) has received a right-of-way (ROW) application from the City of Goodyear to construct and operate a 200-foot-wide roadway for the Sonoran Valley Parkway project. The length of the road would be between 12 and 16 miles long, depending on the BLM-selected alternatives. Please see the enclosed maps that depict the three proposed alternatives.

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Sincerely,

James H. Maes  
Acting Field Manager

Enclosures

cc: CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7615  
Mr. Leigh Kuwanwisiwma  
Cultural Preservation Office Director  
The Hope Tribe  
P.O. Box 123  
Kykotsmovi, Arizona 86039



# United States Department of the Interior



## BUREAU OF LAND MANAGEMENT

Phoenix District  
Lower Sonoran Field Office  
21605 North 7th Avenue  
Phoenix, Arizona 85027  
[www.blm.gov/az/](http://www.blm.gov/az/)

July 16, 2008

In Reply Refer To:  
2800 (AZ-220)

CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7554

The Honorable William Rhodes  
Governor  
Gila River Indian Community  
P.O. Box 97  
Sacaton, Arizona 85247

Dear Governor Rhodes:

The Bureau of Land Management (BLM) Lower Sonoran Field Office (LSFO) has received a right-of-way (ROW) application from the City of Goodyear to construct and operate a 200-foot-wide roadway for the Sonoran Valley Parkway project. The length of the road would be between 12 and 16 miles long, depending on the BLM-selected alternatives. Please see the enclosed maps that depict the three proposed alternatives.

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Sincerely,

James H. Maes  
Acting Field Manager

Enclosures

cc: CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7608  
Mr. Barnaby Lewis  
Cultural Resource Program Manager  
Gila River Indian Community  
P.O. Box 2140  
Sacaton, Arizona 85247

Would we very much like to identify your community's concerns so that they may be considered and incorporated into the environmental analyses. We would like to initiate consultation with you on the proposed action in accordance with the National Environmental Policy Act, the National Historic Preservation Act, and the American Indian Religious Freedom Act to ensure that any concerns you may have about the project are fully considered. In particular, we hope that you will let us know if there are any resources or places of traditional cultural or religious importance to members of your community that might be affected by the proposed action as this project develops. If there are traditional cultural or religious leaders you feel we should consult, please provide us with their names, addresses, and telephone numbers so we can contact them directly.

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Sincerely,

James H. Maes  
Acting Field Manager

Enclosures

cc: CERTIFIED MAIL - RETURN RECEIPT REQUESTED NO. 7008 0150 0003 1455 7592  
Mr. Gary Gilbert  
Cultural Resource Preservation Program  
Ak-Chin Indian Community  
47685 North Eco Museum Road  
Maricopa, Arizona 85239