PIMA COUNTY

PLANNING AND ZONING COMMISSION
WEDNESDAY, JULY 30, 2014

Additional Material

Item# 4

Co14-14-01 SONORAN CORRIDOR MAJOR STREETS AND SCENIC ROUTES PLAN AMENDMENT

1. Additional information from Pima County Department of Transportation on The Sonoran Corridor alternative alignments.
2. County Administrator Memorandum on Sonoran Corridor Alternatives Analysis.
3. Letter from City of Tucson indicating support for collaboration with Pima County on the proposed Sonoran Corridor.
4. Letter from Pima Association of Governments citing studies for corridor connecting I-10 and I-19.
5. Letter from ASARCO (Fennemore Craig, P.C.).
6. Letter from Granite Construction.
7. Letter from Freeport-McMoRan.
8. Mining Ownership Map.
9. Tucson Electric Power Line Map.
10. Comments from Arizona State Land Department.
11. Stakeholder Outreach Information.
11. Miscellaneous information submitted by member of the public at May 23, 2014 Planning and Zoning Commission meeting on this item.

PIMA COUNTY

Date: July 18, 2014

To: Planning and Zoning Commission

From: Jonathan Crowe, AICP, Principal Planner, Pima County Department of Transportation

Re: Co7-14-01 Sonoran Corridor Major Streets and Scenic Routes Plan Amendment - Alternative Alignments Report

The Sonoran Corridor

An Auxiliary Interstate Highway connecting I-19 and I-10

In 2013, Pima County Administration proposed the Sonoran Corridor, or Auxiliary Interstate Highway, as high-speed, limited-access corridor between Interstate 19 and Interstate 10. A freeway connection between I-19 and I-10 has been studied for nearly thirty years but development of the previously recommended Sahuarita Road alignment never occurred, in part due to the incorporation and development of the Town of Sahuarita. This new corridor provides access to the proposed Aerospace Business Park, Raytheon and Tucson International Airport. This report summarizes the proposed Sonoran Corridor alignment and provides initial GIS data and analysis of potential impacts. Much further analysis will be required to develop a preferred alignment based on a full evaluation of environmental impacts.

Development of Alternative Alignments

One of the objectives of the Sonoran Corridor is to provide high-speed access between I-19 and I-10. The Old Vail Connection Road exists as a dirt road from Old Nogales Highway to Wilmot Road and this corridor has been planned for many years as an arterial roadway, so it is logical to consider at least part of this alignment for future development and widening. Another objective of the Sonoran Corridor is to provide access to the proposed Aerospace Business Park which will be located along the relocated Hughes Access Road.

With these general objectives in mind, the shortest and most efficient route extends Old Vail Connection Road west through the Tohono O'odham Nation, San Xavier District (SXD) and connects to I-19 at the existing Papago Road interchange. However, it was determined that this route impacts archaeological resources and is not supported by SXD leadership, so it was rejected.

Given that the San Xavier District extends all the way south to Pima Mine Road, several alternative routes were developed that connect to Pima Mine Road. One of the advantages of extending the Sonoran Corridor this far south is that it can also serve the Town of Sahuarita. Three alternative routes were developed that used part of the Old Nogales Highway, but these routes were ultimately rejected because of anticipated impacts to businesses and private property and the costs associated with these impacts. A fifth alternative was developed that extends Pima Mine Road east to the future extension of Alvernon Way. This route was chosen for further study and analysis. A map of all five alternative routes is shown in Figure 1.

GIS Analysis of Alternative Alignments

Five alternative alignments were mapped and analyzed with GIS. This analysis included mapping Land Ownership, Land Use, Conservation Land Systems, FEMA Hazard Zones, and Archaeological Sensitivity and Survey Sites. The preferred alignment, shown as Alternative 4, primarily crosses undeveloped State Lands and impacts the fewest homes, businesses and private property. A summary of the GIS analysis is shown in Table 1 and subject maps are included at the end of this report.

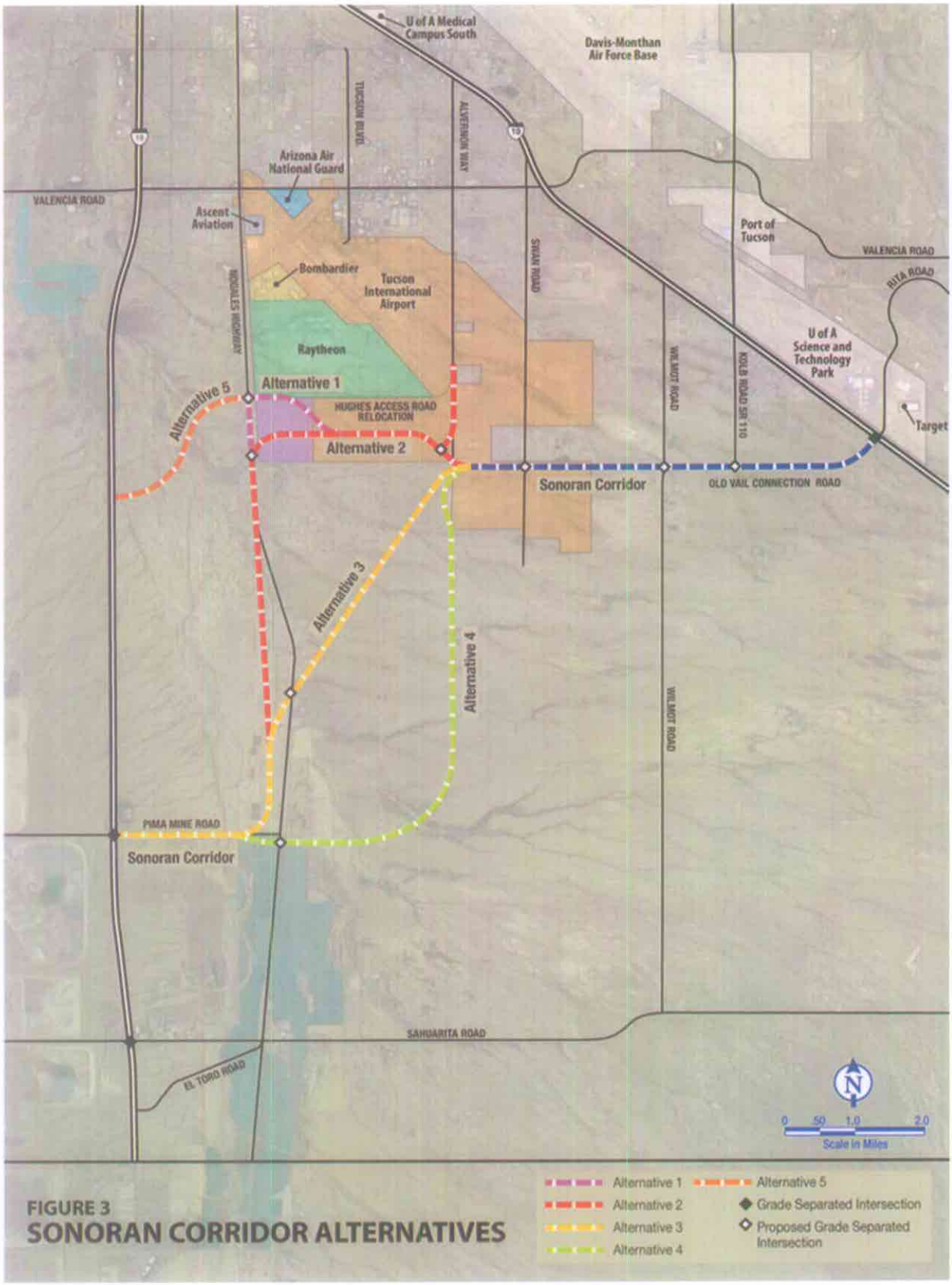


Figure 1: Sonoran Corridor Alignment Alternatives

Table1: Sonoran Corridor GIS Analysis Summary Table

	Alt 1		Alt 2		Alt 3		Alt 4		Alt 5	
Length (miles)	17.6		16.8		14.1		15.5		12.0	
	Acres	%	Acres	%	Acres	%	Acres	%	Acres	%
Right of Way	638		607		512		565		436	
Ownership										
Private	236	37%	235	39%	133	26%	109	19%	20	5%
Public Roadways	157	25%	127	21%	109	21%	108	19%	100	23%
Tucson Airport Authority	109	17%	106	17%	37	7%	42	7%	109	25%
State of Arizona	69	11%	70	12%	187	37%	243	43%	69	16%
Federal, Native American	22	3%	22	4%	22	4%	22	4%	91	21%
Federal	20	3%	15	2%	15	3%	15	3%	20	5%
Pima County	17	3%	25	4%					17	4%
City of Tucson	9	1%	9	1%	9	2%	27	5%	9	2%
Land Use										
Vacant	334	52%	345	57%	260	51%	339	60%	305	70%
Roadway	157	25%	127	21%	109	21%	108	19%	100	23%
Agricultural	0.4	0.1%	0.4	0.1%	81	16%	68	12%		
Residential	26	4%	23	4%	11	2%			2	0.5%
Commercial	14	2%	10	2%	17	3%	17	3%	15	3%
Mining	65	10%	65	11%	20	4%	21	4%	13	3%
Utility	15	4%	10	2%	1	0.2%	1	0.2%	1	0.1%
Misc Municipal	0	0%			13	2%	13	2%		
Police/Fire	27	4%	27	4%						
CLS Important Riparian Areas	11		11		13		24		5	
Agricultural Inholdings	7		7		7		23		0	
Multi-Use Mgt Areas	39		39		39		39		0	
Non-CLS	582		552		453		479		430	

Further Refinement of the Pima Mine Road Alignment

Once a preferred alignment along Pima Mine Road was identified, further analysis revealed constraints including utilities and local roadway access which suggested the need to create a separate interstate facility parallel to but separate from Pima Mine Road. This routing would not impact Pima Mine Road access and utility lines, nor would it impact the Central Arizona Project Pima Mine Road Recharge Facility. It would avoid identified archaeological sites on the San Xavier District lands as well. Further, it would connect to I-19 in a new interchange, which ADOT had recommended in a study from 2009. A map showing the current alignment of the Sonoran Corridor is shown in Figure 2. Further analysis of the entire corridor is ongoing.

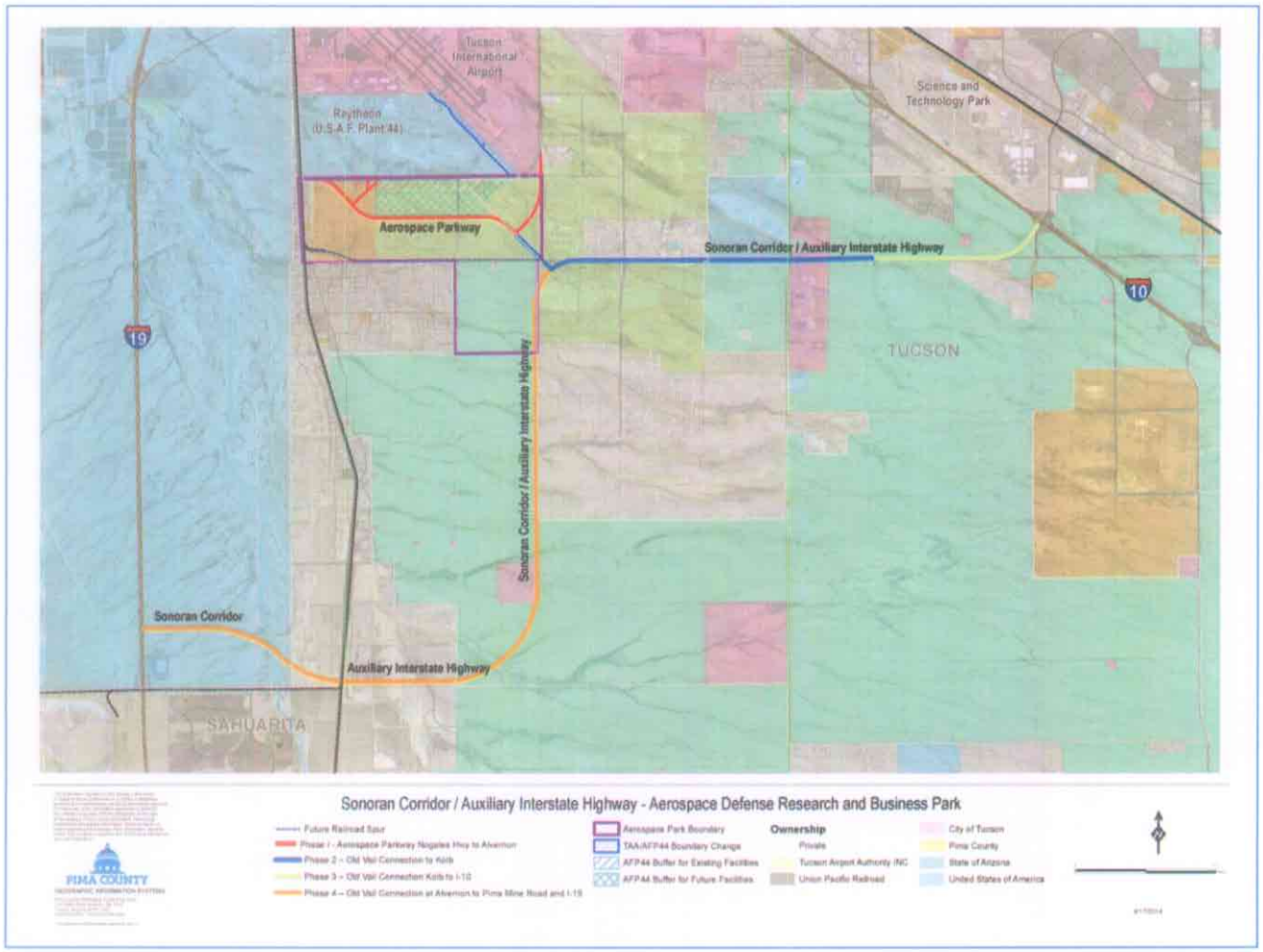


Figure 2: Sonoran Corridor Preferred Alignment

Description of Preferred Alignment

The proposed Auxiliary Interstate connects to I-19 to I-10 on the south and southeast side of Tucson. The route begins just north of the existing Pima Mine Road interchange on I-19 and ends at the Rita Road interchange on I-10 as shown in Figure 2. The route is approximately 15.5 miles long and travels through mostly undeveloped State Land and traverses land and portions of the Tohono O'odham Nation San Xavier District, City of Tucson, and unincorporated Pima County. The route generally parallels Pima Mine Road, then turns north along the Alvernon Road section line, then turns east along Old Vail Connection Road until it intersects I-10 at Rita Road. The following paragraphs describe the three main sections of the route in more detail.

Southern Section: Interstate 19 to Alvernon Way - length approximately 5 miles

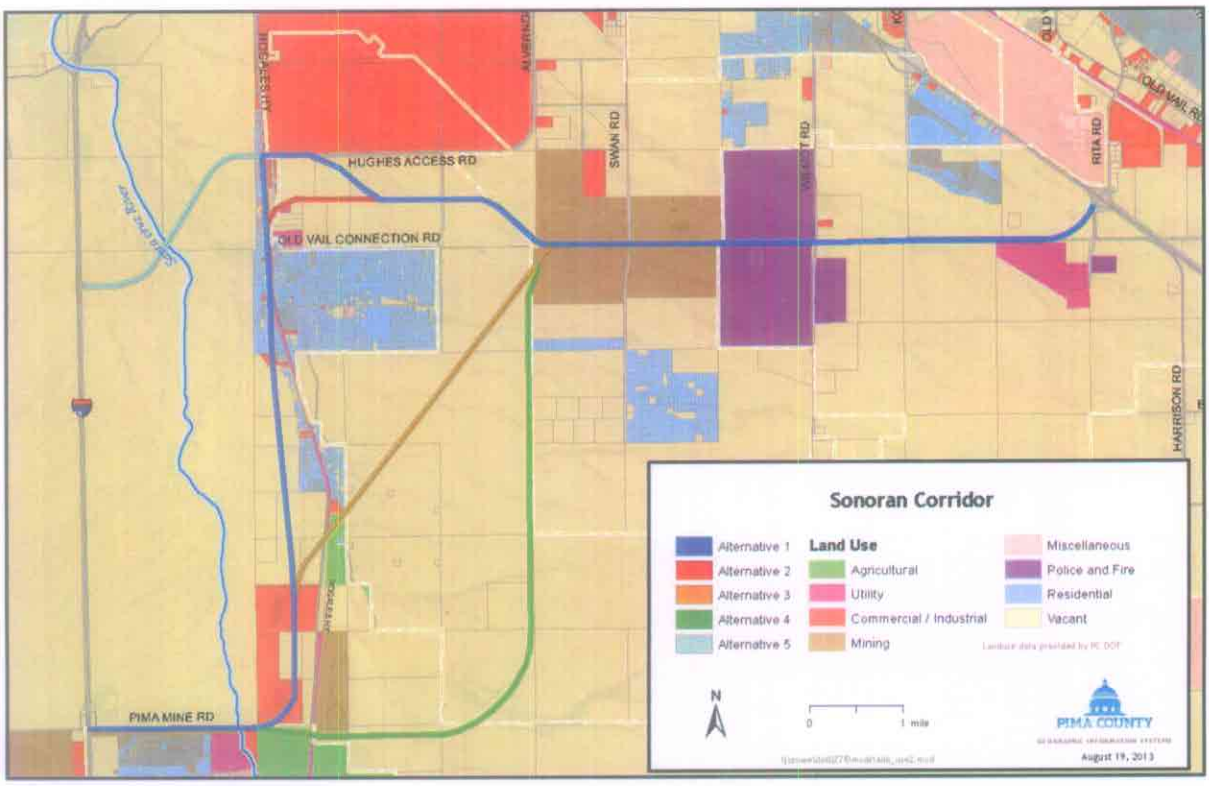
The proposed Auxiliary Interstate intersects I-19 north of Pima Mine Road at what would become a new interchange north of the Desert Diamond Casino. The current Pima Mine Road interchange does not meet current ADOT standards and would be relocated and/or modified with this project. From there, the route travels east through Tohono O'odham San Xavier District lands and curves south toward Pima Mine Road where it runs parallel to and north of Pima Mine Road, crossing Asarco Inc. property until Nogales Highway. This alignment minimized impacts to the Santa Cruz River, known cultural resources, and the CAP Pima Mine Road Recharge basins. The route then crosses over Nogales Highway, Union Pacific railroad line, and Asarco and Cyprus mining properties. The route continues east through undeveloped State Land and then gradually curves north to follow the section line that is aligned with Alvernon Way to the north.

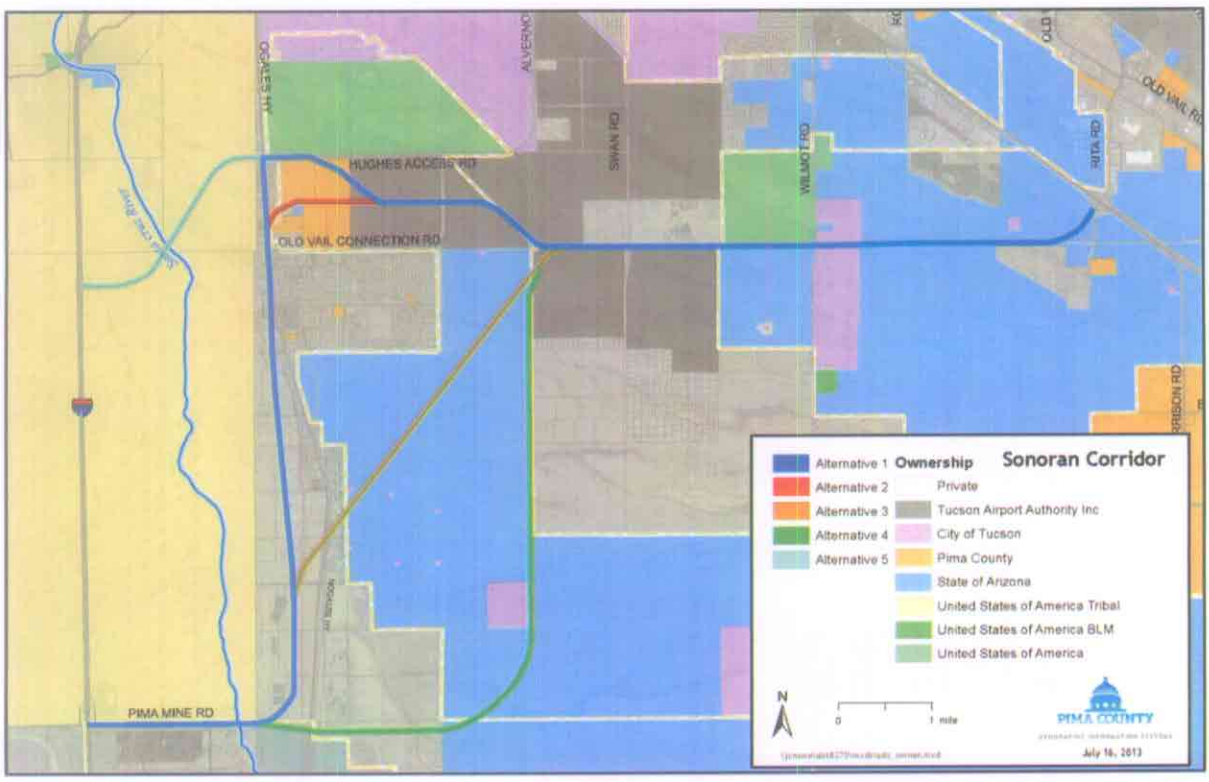
Middle Section: Alvernon Way to Old Vail Connection Road - length approximately 5 miles

From Pima Mine Road to Old Vail Connection Road, the route runs north through primarily undeveloped State Land along section lines that are aligned with Alvernon Way. The route generally follows the boundary of the City of Tucson and unincorporated limits and also passes along the western boundary of the Swan Southlands (Verano) planned development. As the route nears Old Vail Connection Road, it passes through undeveloped Tucson Airport Authority land, including surface mining sites. The route gradually curves east to follow the Old Vail Road alignment. At this point, the route would connect to the Aerospace Parkway.

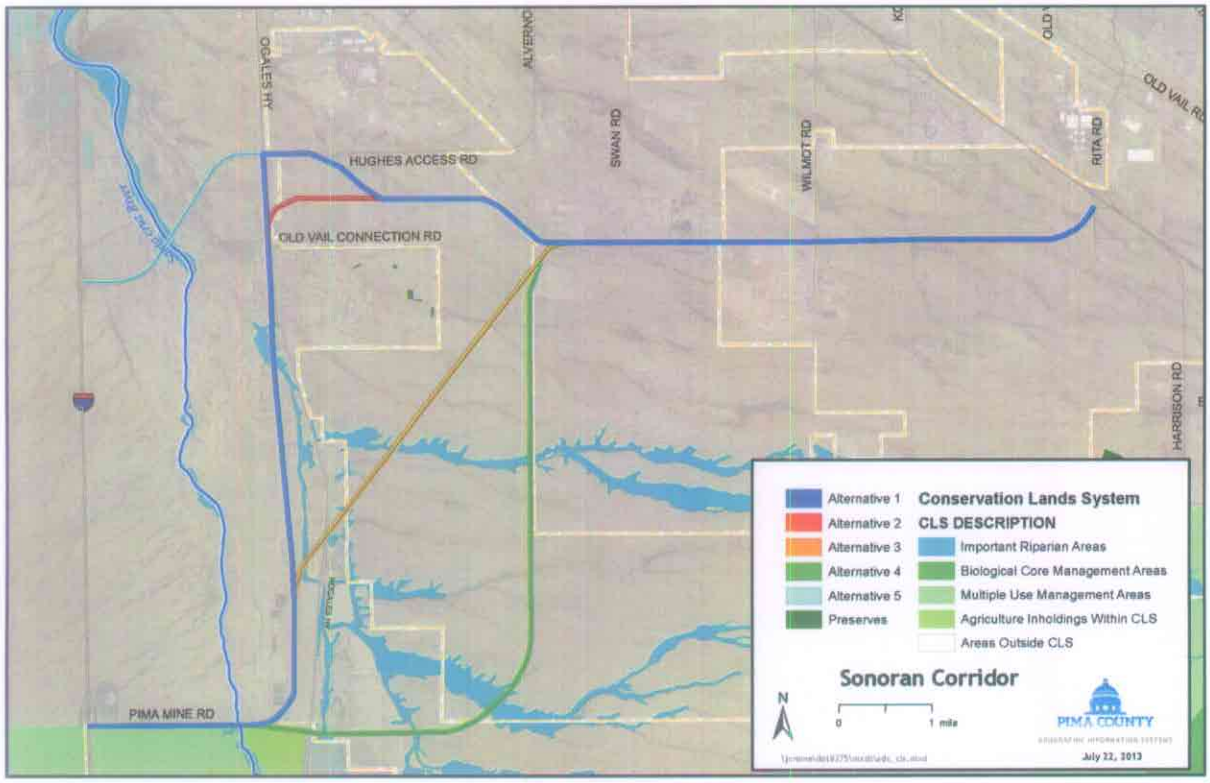
Northern Section: Old Vail Connection Road to Rita Road Interchange - length approximately 6.3 miles
From Alvernon Way, the route runs east along the current Old Vail Connection Road and eventually connects to the Rita Road interchange at I-10. The route passes through mostly undeveloped parcels owned by Tucson Airport Authority and also mining property owned by Cemex and Granite. Beyond the Craycroft Road alignment, the route passes in between the federal prison to the north and the state prison to the south. East of Wilmot Road, the route traverses mostly undeveloped State Land and then curves north to intersect I-10 at Rita Road.

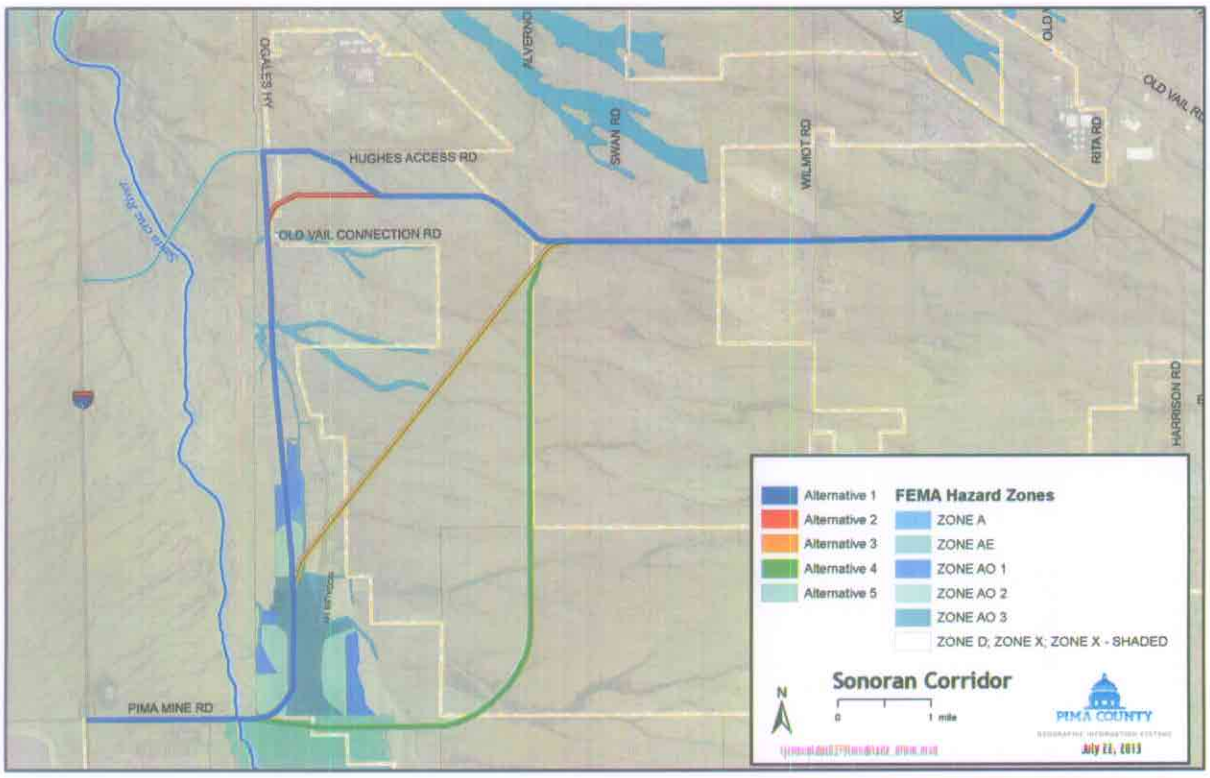
Alternatives Analysis GIS Maps



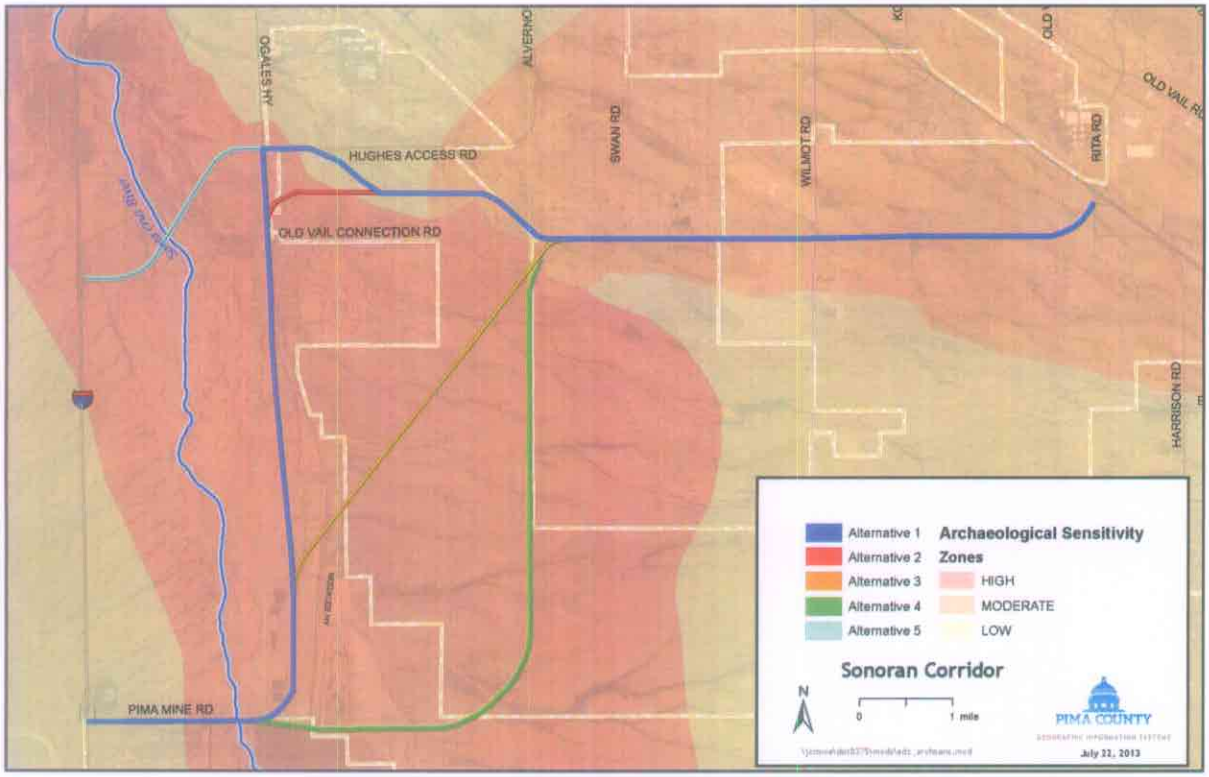


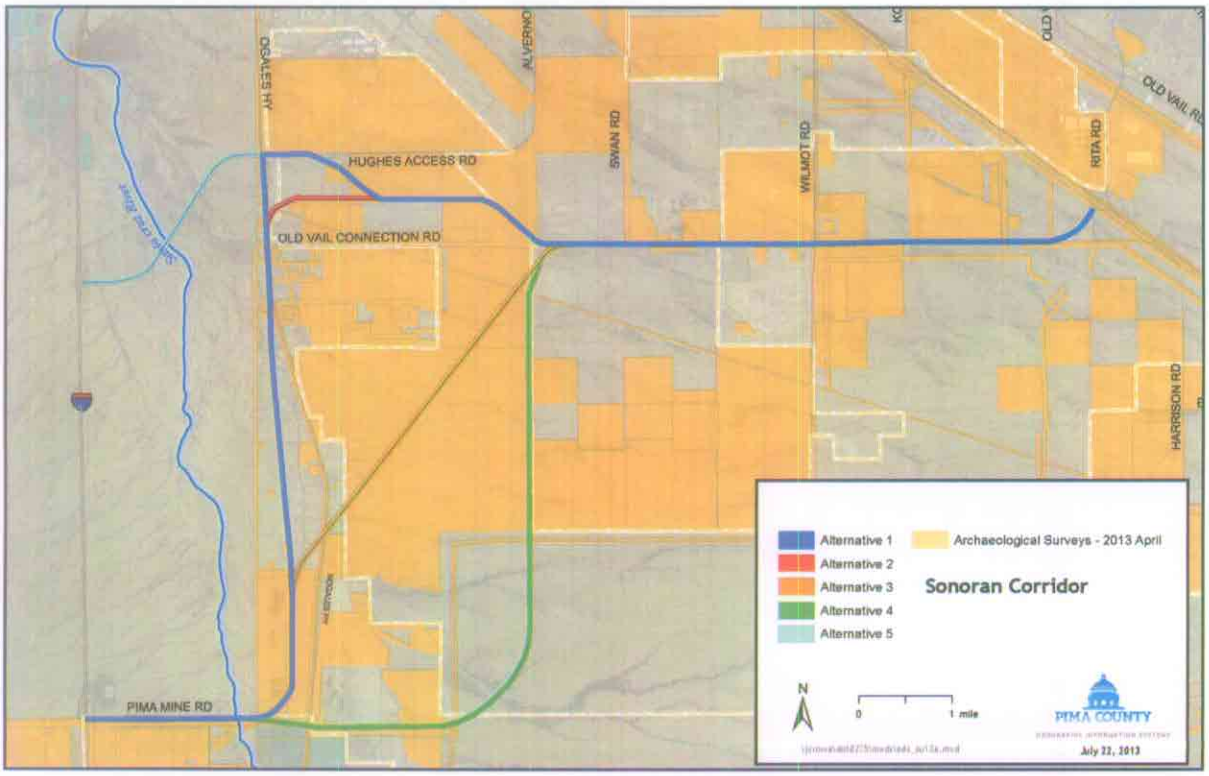
Alternatives Analysis GIS Maps





Alternatives Analysis GIS Maps





MEMORANDUM

Date: July 23, 2013

To: The Honorable Chairman and Members
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator

Re: **Sonoran Corridor Alternatives Analysis**

The County has taken a number of steps to protect our largest private employer, Raytheon, beginning with the acquisition of vacant lands south of Raytheon that threatened to be converted to urban uses that would create significant encroachment issues for Raytheon.

Presently, we are in the environmental and planning stages of relocating Hughes Access Road approximately one-half mile south of its present alignment. Because of the volume of public traffic, Hughes Access Road poses an encroachment hazard to Raytheon operations, and Raytheon must operate their facilities under a waiver from the United States Air Force. Relocation of Hughes Access is essential to allow Raytheon a full range of options regarding production facilities and potential expansion.

Planning activities are now underway to have the relocated Hughes Access Road fully designed, right of way acquired from the Tucson Airport Authority, and the start of construction in the first quarter of 2014 with completion approximately 12 months later. This is a significant undertaking by the County, as well as our region, to provide appropriate buffers for Raytheon's continued production and possible expansion.

In addition to the relocation of Hughes Access Road, the County has been actively involved in economic development planning related to the Aerospace and Defense Corridor, which is now concentrating on a number of alternatives related to highway connections between Interstates 10 and 19, known as the Sonoran Corridor alternatives. A number of alternatives are shown on the attached map. With the assistance of the Arizona Department of Transportation and other entities in our region, the County will continue to pursue a desired alternative for this connection, which has been planned for nearly 30 years.

If you have any questions regarding our activities related to the relocation of Hughes Access Road or the planning of the Sonoran Corridor alternatives, please contact me.

CHH/dph

Attachment

c: John Bernal, Deputy County Administrator for Public Works
John Moffatt, Director, Strategic Planning Office
Priscilla Cornelio, Director, Transportation Department

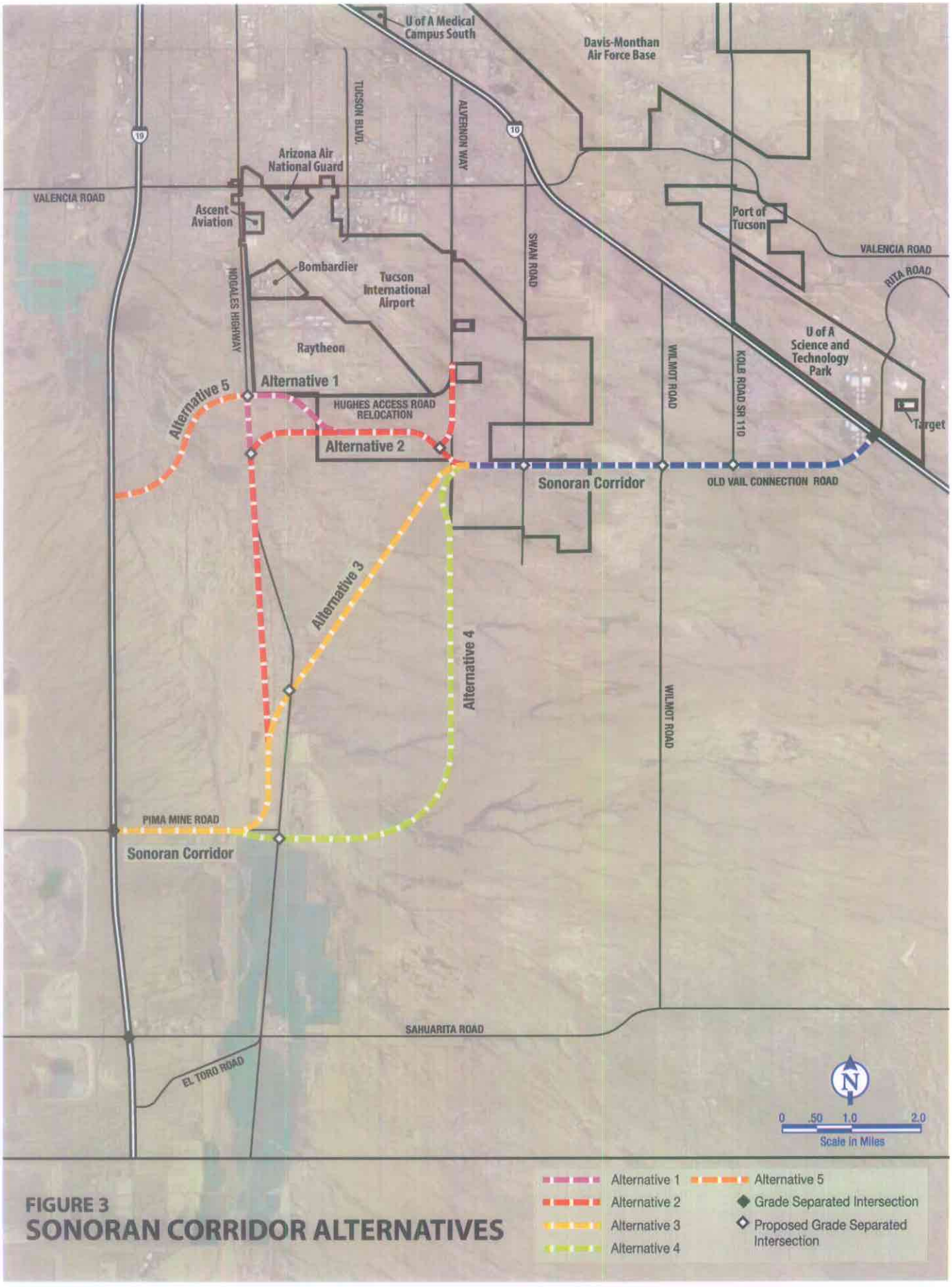


FIGURE 3
SONORAN CORRIDOR ALTERNATIVES

CITY OF TUCSON
OFFICE OF THE CITY MANAGER

May 23, 2014

Mr. John M. Bernal
Deputy County Administrator – Public Works
Pima County Administrator's Office
130 W. Congress
Tucson, AZ 85701

Subject: Pima County Major Streets and Routes Plan Amendment for Sonoran Corridor

Dear Mr. Bernal:

Thank you for the May 12 briefing Pima County staff provided to City of Tucson staff regarding the proposed Major Streets and Routes Plan amendment to include the Sonoran Corridor. City staff understands that Pima County seeks to designate a 400-foot corridor between I-10 and I-19, which could ultimately become part of the State Highway System. As outlined in your letter of April 24, 2014, this route would provide economic benefits for the region and the immediate vicinity.

Given the regional scope of the proposed Sonoran Corridor route and its location in several governmental jurisdictions, it is appropriate that the City of Tucson, Pima County, and other Pima Association of Governments (PAG) member jurisdictions work cooperatively to evaluate the benefits of having the corridor identified in key planning documents such our respective Major Streets and Routes Plans, Pima Prospers (the draft new Pima County Comprehensive Plan), and the upcoming PAG 2045 Regional Transportation Plan. As the City staff evaluates potential future amendments to the City of Tucson's Major Streets and Route Plan, we are committed to continuing to collaborate with Pima County staff on the proposed Sonoran Corridor.

We look forward to participating with your staff in the current Plan Amendment process.

Sincerely,

Albert Elías
Assistant City Manager

AE:JM:mp

Attachments: April 24, 2014 letter from Mr. John M. Bernal, Deputy County Administrator – Public Works
Exhibit 1: Location Map

C: Richard Miranda, City Manager
Nicole Ewing-Gavin, Director, Office of Integrated Planning
Daryl Cole, Director, Department of Transportation
Arlan Colton, Planning Official, Pima County Development Services
John Liosatos, PAG Director of Transportation Planning

COUNTY ADMINISTRATOR'S OFFICE
PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 740-8661 FAX (520) 740-8171

April 24, 2014

C.H. HUCKELBERRY
County Administrator

Mr. Albert Elías, Assistant City Manager
City of Tucson Manager's Office
City Hall, 10th Floor
255 W. Alameda
Tucson, AZ 85701

Re: Pima County Major Streets and Routes Plan to Include Sonoran Corridor

Dear Mr. Elías:

Pima County is taking the first steps to amend our Major Streets and Scenic Routes Plan to add the Sonoran Corridor at a 400-foot width. We expect the Board of Supervisors to initiate the amendment on May 6, 2014, and it will be on the May public hearing agenda of our Planning and Zoning Commission (P&Z) on May 28, 2014. Assuming action is taken by P&Z on May 28th, the Board of Supervisors public hearing will occur on June17, 2014. We see this as a vital first step toward implementation of the route so necessary for the region's economic development. Furthermore, the placement of this route on our respective Major Streets and Routes Plans is important in justifying the placement on the regional transportation plans administered by the Pima Association of Governments. This route is significant from a statewide perspective and we anticipate petitioning the Arizona Department of Transportation Board to add this route to the State Highway System.

Most of the route falls within the City of Tucson and most of the potential for creating a greater industrial base as well, within the Aerospace and Defense Corridor. Attached is the most recent map which we will present to the Planning and Zoning Commission and Board of Supervisors. Note that there is also a link from the relocated Hughes Access Road that is proposed to connect to the Corridor. We request that the City join together with us and begin the process for amending the City's Major Streets and Routes Plan so that we conclude the amendment process for the entire route at the earliest possible date.

We are available to meet at your earliest convenience if you so desire, and provide you with our material if it will help as a basis for developing your own.

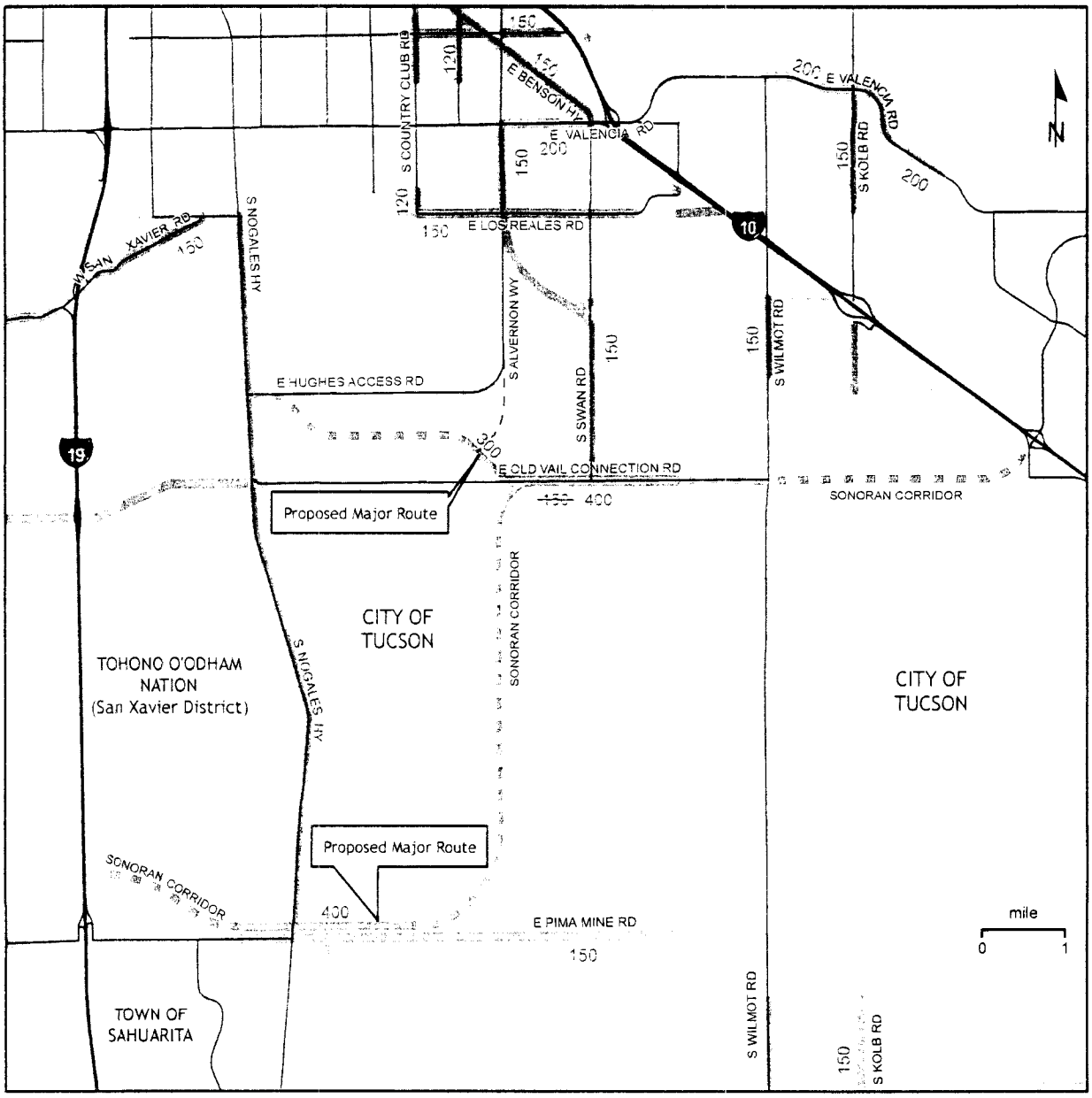
Sincerely,

John M. Bernal
Deputy County Administrator – Public Works

Attachment

Cc: C.H. Huckelberry, County Administrator
Dr. John Moffatt, County Administrator's Office of Strategic Planning
Carmine DeBonis, Director, Development Services Department
Priscilla Cornelio, Director, Department of Transportation
Daryl Cole, Director, City of Tucson Department of Transportation
Andrew McGovern, Traffic Engineering Administrator, City of Tucson Department of Transportation

Exhibit 1: Location Map



Major Route

Scenic, Major Route

Scenic, State or Interstate Highway

150 Planned Right-of-Way Width

Proposed Major Route

Proposed Major Route by Others

Other Jurisdiction

April 23, 2014

June 12, 2014

Pima County Planning and Zoning Commission Chair, Vice Chair, and Members
c/o Ms. Celia Turner, Commission Coordinator
Pima County Development Services Department
201 N. Stone Ave.
Tucson, AZ 85701
Celia.Turner@pima.gov

Subject: Major Streets and Scenic Routes Plan Amendment

Dear Pima County Planning and Zoning Commission Members,

For your consideration of the above referenced Major Streets and Scenic Routes Plan Amendment, I am writing to inform you of recent studies and published documents that reference the Sonoran Corridor. These include the Pima Association of Governments (PAG) Regionally Significant Corridors (RSC) Study, the Joint Planning Advisory Council (JPAC) Freight Transportation Framework Study, and the Tucson Regional Economic Opportunities (TREO) Economic Blueprint Update.

In various ways, these documents describe the benefits of the proposed facility, including how it would increase regional mobility of people and goods, connect large employment centers, reduce interstate traffic congestion near the urban core, and serve as an anchor facility for attracting and retaining aerospace and other manufacturing companies in this multimodal nexus of air, rail, and roadway transportation facilities. Although a corridor connecting I-10 and I-19 south of Tucson International Airport (TIA) has been identified in many plans, studies, and reports dating back to the 1980s, those discussed below only represent a few of the latest.

Regionally Significant Corridors Study
On January 23, 2014, the Pima Association of Governments (PAG) Regional Council formally accepted the RSC Study that includes the approximate alignment for the Sonoran Corridor. This study is a forward-looking technical assessment of existing, planned and proposed major transportation corridors in and around the PAG region that achieve broad regional objectives. These include improving not only access to employment, commercial centers and residential areas, but also congestion and travel time on major roadways. PAG worked closely with member jurisdictions to identify this network, which can serve as an input to the PAG regional planning process as well as other jurisdiction planning efforts.

JPAC Freight Transportation Framework Study
The JPAC is an informal body composed of representatives of the Metropolitan Planning Organizations and Councils of Government within the Arizona Sun Corridor Region. With the potential for high levels of population growth to continue within the Sun Corridor, the

JPAC was formed to increase interregional collaboration and information sharing. In the wake of the economic recession, a priority of the JPAC has been to identify ways to diversify our economies and create jobs. One of the key initiatives of JPAC was the development of a Freight Transportation Framework Study.

To take advantage of the Sun Corridor's strategic location in proximity to large markets in California, Texas, and northwest Mexico, the study aimed to increase understanding of freight and trade related opportunities along this corridor. The Tucson International Airport area was one of four areas within the entire Arizona Sun Corridor identified for increased analysis and includes mapped reference to the potential Sonoran Corridor. Study documents note that this area is ideal for an Import Distribution Facility, which focuses on accepting imports and redirecting to precise markets. The area encompasses major air, rail and freeway facilities, is within two days' driving distance by truck from major Texas and Mexican markets, and is within 53 miles of the Nogales international border crossing with Mexico.

TREO Economic Blueprint Update

In April of this year, TREO released the update to its Economic Blueprint, a guide for the community's economic development efforts. Senior members of the PAG staff participated in committee work related to the infrastructure elements within the Blueprint. One of the transportation infrastructure strategies highlights the importance of the proposed Sonoran Corridor. The Blueprint lists a number of potential opportunities the Sonoran Corridor would create while taking advantage of close proximity to Mexico, two Interstate highways, air freight, two railroads, and the state's only recognized international intermodal center at the Port of Tucson.

Thank you for your consideration of this information. If you have any questions, please feel free to contact John Liosatos, PAG Transportation Planning Director, at (520) 792-1093.

Respectfully,

Farhad Moghimi, P.E.
Executive Director
Pima Association of Governments

Cc: Ms. Cherie Campbell, Deputy Director, PAG
Mr. John Liosatos, Transportation Planning Director, PAG

FENNEMORE CRAIG, P.C.

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July 2, 2014

VIA US MAIL AND EMAIL: JOHN.MOFFATT@PIMA.GOV

John H. Moffatt, Ph.D
Director of Strategic Planning
Pima County
130 W. Congress Street, Floor 10
Tucson, AZ 85701-1317

Re: Pima County Major Streets and Routes Plan Amendment for Sonoran Corridor
ASARCO

Dear Dr. Moffatt:

Thank you for meeting with ASARCO on June 5, 2014 to discuss the proposed Pima County Major Streets and Routes Plan Amendment for Sonoran Corridor (the "Plan Amendment"). As discussed, ASARCO is generally supportive of the Plan Amendment, but does have concerns about the proposed route and associated land use limitations even in the absence of construction. Specifically, based on our discussion and the preliminary drawings prepared by Pima County, ASARCO offers the following comments:

1. **ASARCO Lessees**

a. ASARCO leases property adjacent to Pima Mine Road to CEMEX, which utilizes the property for a large scale sand and gravel operation. The proposed route and associated interchange may conflict with CEMEX's existing and future mining operations and impair access to the property. Based on our discussion, however, it is ASARCO's understanding that Pima County intends to keep Pima Mine Road and Nogales Highway in their current alignments and construct an interchange at the intersection of those two roads to allow for continued access. At a minimum, this would facilitate continued operations and we would appreciate confirmation of this fact in writing along with confirmation that expanded operations will not be prohibited due to the future adoption of the Plan Amendment.

b. ASARCO leases other property adjacent to Pima Mine Road to the City of Tucson for the CAP Recharge Facility. The proposed route may also interfere with those

existing operations. At the March 5, 2014 Planning Commission meeting, CAP representatives voiced concerns about the Plan Amendment. Pima County should ensure CAP's concerns regarding the proposed route are resolved prior to reconsideration of the Plan Amendment.

2. **ASARCO's Wells and Water Rights**

The proposed right of way will be 400 feet wide plus an additional setback. It is ASARCO's understanding that the condemning authority will condemn fee title interest in the underlying property.

ASARCO's Type 1 Non-Irrigation Grandfathered Groundwater Right No. 58-100306.000 is in part appurtenant to land in Section 30, T16S R13E, which lies within the proposed route. Condemnation of fee title to land to which this right is appurtenant would mean the loss by ASARCO of a proportionate share of that right which will need to be valued in any future condemnation exercise. Depending on the precise alignment of the highway, seven of ASARCO's wells may be within the route.

Furthermore, ASARCO has the right to use three wells located north of Pima Mine Road and west of Nogales Highway on the Tohono O'Odham Nation Reservation. Again depending on the precise alignment of the highway corridor, these wells and related infrastructure may be impacted adversely. These wells are critical to ASARCO's operations, and any proposed route must not jeopardize ASARCO's access to the wells or related infrastructure.

3. **Future Development of ASARCO Property**

The Plan Amendment is not just a "line on a map" as the County has stated. Instead, if approved, the Plan Amendment will prohibit ASARCO from developing any of the property designated as a major route, or any property used to satisfy the County's setback requirements. Additionally, because Pima County is unsure about the final location of the highway, the Plan Amendment will restrict ASARCO from developing a significant portion of its neighboring property, far in excess of the 400' right of way identified in the Plan Amendment.

It is important to ASARCO that interim development plans not be impaired for infrastructure that may never be built. As such, if ASARCO or its lessees seek to develop any of the property within the corridor before the highway is constructed, ASARCO will seek a final determination of the alignment and the ability to develop its property in a mutually beneficial manner.

4. **Pima Mine Road**

Pima Mine Road west of Nogales Highway is in extremely poor condition and needs to be repaved. Given Pima County's ongoing discussions with Tohono O'Odham Nation regarding

this Plan Amendment, it seems like an excellent time to revisit previous discussions ASARCO has had with Pima County regarding wither the abandonment of Pima Mine Road and/or the repaving the road.

5. **Corridor Setback**

In relevant part, Pima County Code § 18.77.030 states:

> "[a]ll buildings or structures or any part of such buildings or structures, except signs (as defined in Section 18.79.020, Sign Standards), shall have setback requirements of thirty feet in addition to half of the required right-of-way width for all Major Streets and Routes as designated on the Major Streets and Scenic Routes Plan, as it may be amended and supplemented."

Notwithstanding, we have been informed by Mr. Chris Poirer (Pima County Assistant Planning Director) that this provision will be interpreted in a manner resulting in a combined 430' wide roadway and setback area. Evidently, this is because the 400' planned right of way includes all but 30' of the setback required by the Code. Because there is an opportunity for differing interpretation of this code provision, ASARCO requests written confirmation of Mr. Poirer's assertion.

ASARCO appreciates Pima County's attention and response to the issues raised above.

Sincerely,

FENNEMORE CRAIG, P.C.

Scott McDonald

cc: John Bernal
Arlan Colton

SMCD

9210880.3

GRANITE™

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July 18, 2014

Pima County Development Services Department
Planning Division
201 N. Stone Avenue, 2nd Floor
Tucson, Arizona 85701

Planning Commission Members,

Granite Construction Company (Granite), has been notified of Pima County's intent to amend the County's Major Streets and Scenic Corridor Plan. Granite supports the current vision to develop the Sonoran Corridor linking Interstate 19 to Interstate 10. In addition, this corridor will provide development opportunities to accommodate future diverse industrial and manufacturing growth. Granite believes a unique opportunity exists to maximize and incorporate the use of both existing and future construction aggregate operations into the planning and development of the Sonoran Corridor in such a way to support the intent of the Growing Smarter Act. The stated purpose of this legislation was to encourage collaboration of stakeholders to *"Plan for growth and develop strategies to comprehensively address growth related pressures"*. Subsequently, the Arizona Geologic Survey was commissioned by the Governor's office to produce a strategic minerals report to help identify resources necessary to supply the construction of future development and infrastructure.

Granite also requests Pima County to thoughtfully address compliance with ARS 9-461.05 which addresses the consideration of aggregate materials for future infrastructure and materials needs in Pima County. This would clearly have environmental and cost savings benefits for the County as detailed in the information provided below.

Distance Matters

Aggregates are a vital natural resource. They are essential to our quality of life in Arizona and needed to build and maintain all roads, bridges, homes, hospitals, schools and public and private construction.

Historically, Arizona communities have relied on local supplies of aggregates as the most efficient and effective way to supply materials. Today, we mainly transport aggregates by truck but, because it is a high bulk, heavy weight commodity, it is very costly to transport long distances and distance adds to environmental impacts. By supporting and obtaining locally produced materials, a community can help reduce consumer costs (fuel and energy costs), and reduce environmental impacts (specifically air quality emissions and greenhouse gases).

Shorter Distances are Better for the Environment

If truck trip length can be reduced by even 15 miles, then total transport distances could be reduced by 282 million miles per year. It would have these benefits:

- Reduce fuel consumption by 44 million gallons annually.
- Reduce tail pipe emissions by 835 tons a year.

- Remove over 400,000 metric tons of greenhouse gases.

Shorter Distances Reduce Congestion and Safety Exposure

- Local aggregates can reduce transport of materials through congested urban areas.

Shorter Distances Mean More Money to Build Roads and Generates Tax Revenues

If transportation distances were reduced by an average of 15 miles, estimated benefits would include:

- 42% savings in material costs.
- Reduce road wear and tear costs by $12-18 million per year.
- Fewer delays in the supply of materials to road and other construction projects, saving about $9 million a year.

Local Materials Create Local Jobs

- Creating local jobs is a sustainable practice – especially when both jobs and the products produced will benefit the local community.

The proposed Sonoran Corridor transportation infrastructure and subsequent development should maximize to the greatest extent possible the construction aggregates in close proximity and those which are economically viable for the planned infrastructure and development..

Granite looks forward to supporting and promoting the Sonoran Corridor, as well as being actively involved in a planning process that incorporates pillars of Granite's sustainability plan; **Community Involvement** to **Conserve Resources** in such a way that **Promotes Environmental Stewardship** and **Protects the Safety and Health of our Public.**

GRANITE

Robert A. Linsell Jr.
Resource Manager

cc: Mr. John H. Moffatt Ph.D., Strategic Planning Director
Mr. Johnathan Crowe, Principal Planner
Mr. John Bernal, Deputy County Administrator

FREEPORT-McMoRan COPPER & GOLD

Freeport-McMoRan Corporation
Land& Water Department
333 North Central Ave.
Phoenix, AZ 85004

Daniel J. Dempsey
Manager, Non-Operating Properties
Telephone (602) 366-7896
Fax (602) 366-7305
E-mail: daniel_dempsey@fmi.com

May 23, 2014

Pima County Development Services Department
Planning Division
201 N. Stone Avenue, 2nd Floor
Tucson, AZ 85701

MAY 23 2014

RE: Planning and Zoning Commission Public Meeting: May 28th, 2014
Case Number: Co14-14-01 (Major Streets and Scenic Routes Plan Amendment)

To Whom it May Concern:

Subsidiaries of Freeport-McMoRan Corporation ("FMC") own land in the proposed east-west alignment of the Sonoran Corridor connecting to Interstate-19. Specifically, Cyprus Pima Mining Company owns 1,120 acres of land (320 acres in the southern half of Section 29, T16S, R14E (Parcel No. 303-19-002C); 320 acres in the northern half of Section 32, T16S, R14E (Parcel No. 303-09-016); 160 acres in the southwest quarter of Section 32, T16S, R14E (Parcel No. 303-09-017A); and 160 acres in the southeast quarter of Section 32, T16S, R14E (Parcel No. 303-09-017B) and 160 acres in the west half of the east half of Section 5, T17S, R14E (Parcel No. 303-09-017B) and Climax Engineered Materials LLC owns 36.45 acres of land in a portion of the northeast corner of Section 36, T16S, R13E (Parcel No. 303-06-005D).

Representatives of FMC recently attended a workshop hosted by Dr. John Moffatt, Pima County Strategic Planning Director and expressed preliminary concern about the proposed Sonoran Corridor alignment. FMC understood that the designation of this corridor and future planning associated therewith would not occur until a much later date. Accordingly, we are surprised to find out that the Planning and Zoning Commission is now holding a hearing contemplating an amendment to the Pima County Major Streets and Scenic Routes Plan to preserve the route.

As you know, the width of the right of way ("ROW") for this proposed interstate corridor is 400 feet. This auxiliary interstate highway will have an impact on the value of the property burdened by the ROW and the surrounding property as well, which we have not yet had an opportunity to fully evaluate. In addition, there will be associated access limitations and additional setbacks (distance and height) further impairing adjacent land.[1] As planned, the corridor will completely bisect the Cyprus Pima Mining Company owned property for an approximate distance of 5,280 feet (approximately 49 acres of direct impact from the road which

[1] Per County code, all buildings shall have a setback requirement of 30 feet in addition to half the required right-of-way width for all Major Streets and Routs as designated on the Major Streets and Routes Plan (i.e., another 230 feet on either side of the ROW). Title 18, Chapter 18, Section 18.77.030.

MAY 23 2014

increases to 79 acres of total impact when setbacks are included) and will limit opportunities for future use.

FMC is concerned about the proposed alignment and requests further meetings with the Planning Director and staff to discuss alternatives prior to consideration by the Planning and Zoning Commission for adoption. We are not aware of any reason that additional time cannot be taken to resolve landowner conflicts. FMC understood this would be classified as a long term project (i.e., 10-20 years) on the County's planning horizon so additional time for discussion now should not impede that schedule.

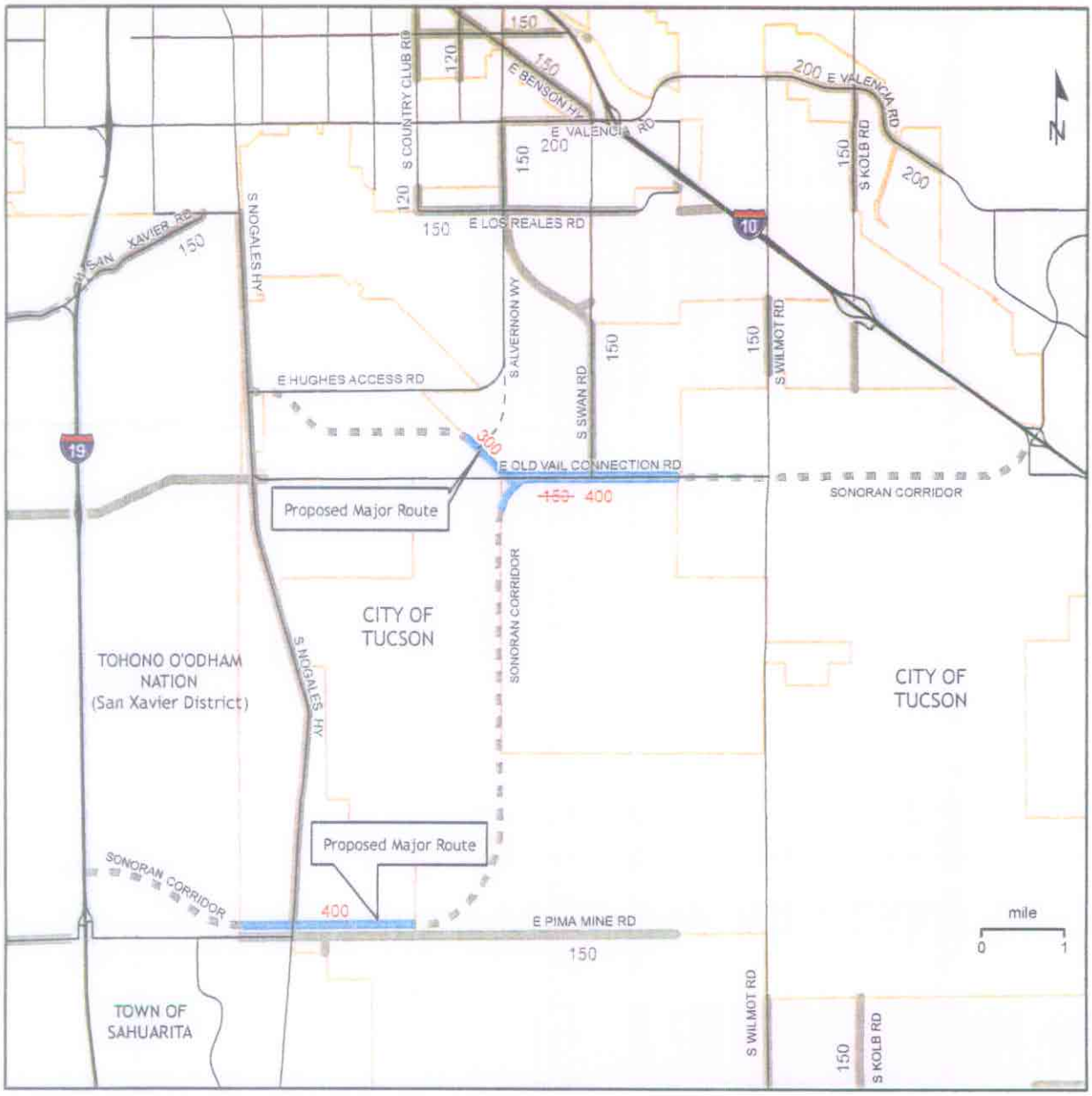
FMC has not had an opportunity to determine whether this alignment is consistent with the Pima County General Plan. Further, we note this is a substantial amendment to the existing version of the Major Streets and Scenic Routes Plan and it is not clear whether this road is intended for classification as a Major Street and a Scenic Route or just a Major Street. For these and the other reasons discussed above, we respectfully request either a postponement of this agenda item at the hearing or continuation of the matter if considered at the hearing. Thank you in advance for your consideration of this request.

Sincerely,

Daniel J. Dempsey

cc: Scott McDonald, Fennemore Craig

Exhibit 1: Location Map



Major Route

Scenic, Major Route

Scenic, State or Interstate Highway

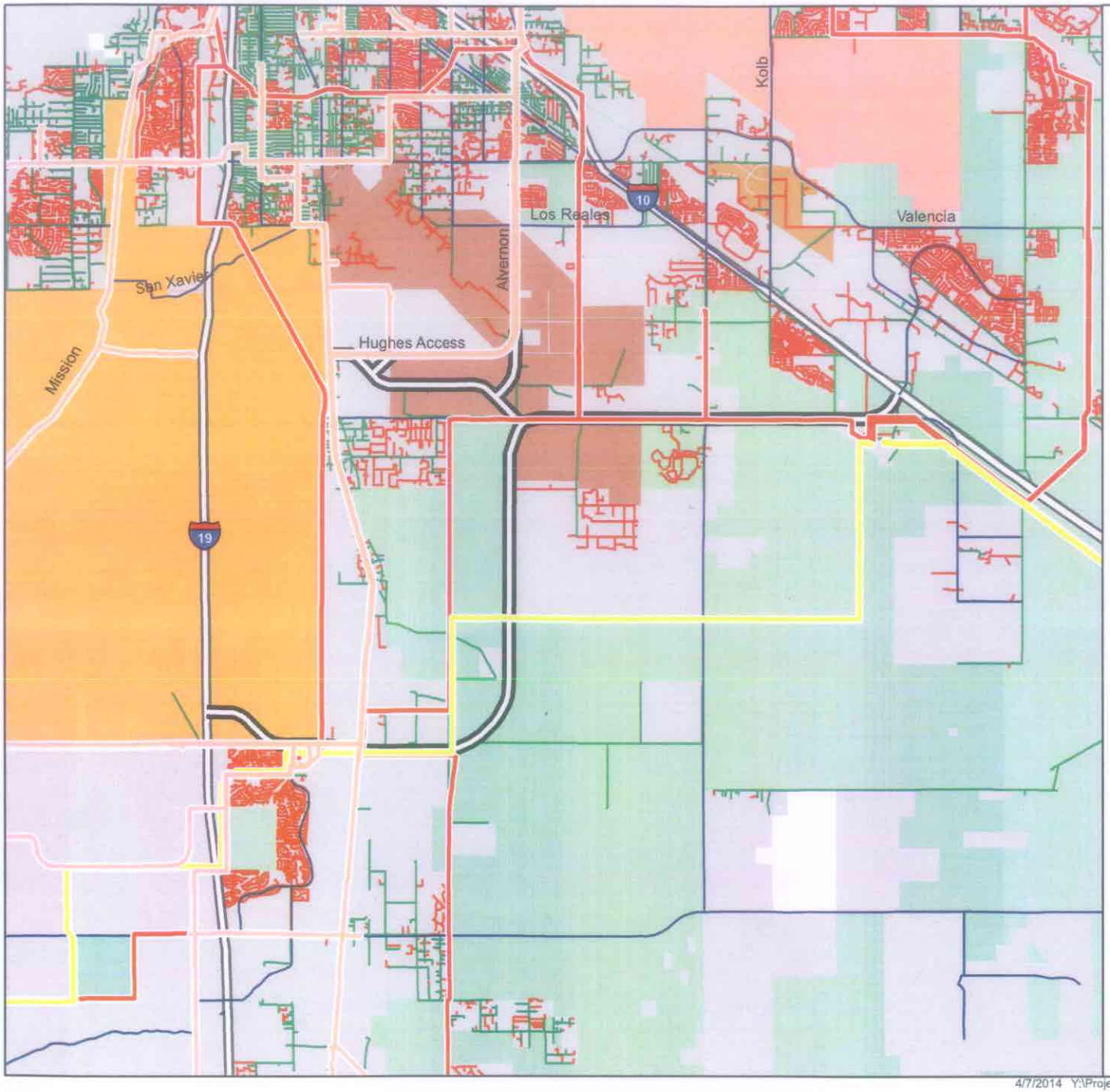
150 Planned Right-of-Way Width

Proposed Major Route

Proposed Major Route by Others

Other Jurisdiction

April 23, 2014



TEP Lines in the Sonoran Corridor Vicinity

- Sonoran Corridor
- 500 kV lines
- 345 kV lines
- 138 kV lines
- 46 kV lines
- OH distribution lines
- UG distribution lines
- Tribal Lands
- Dept. of Defense
- Private
- State Trust
- Tucson Airport Authority
- Port of Tucson

1:142,000

N

0 1.5 3 Miles

This map is for general planning purposes only. TEP and UniSource make no warranty of its accuracy.

TEP
Tucson Electric Power

4/7/2014 Y:\Projects\Sonoran_Corridor\MXDs\TEP_trans_dist_04072014.mxd

Arlan Colton

From: Diana Durazo
Sent: Tuesday, May 27, 2014 3:04 PM
To: Arlan Colton
Subject: FW: State Land Dept. comments on Sonoran Corridor

Importance: High

Hi Arlan – Here is what John had forwarded to me. I forgot he sent it to me as well. Thank you!! Diana

From: Tim Bolton [mailto:tbolton@azland.gov]
Sent: Wednesday, May 07, 2014 5:25 PM
To: David Petersen
Cc: Mark Edelman
Subject: RE: Co14-14-01 Sonoran Corridor Major Streets and Scenic Routes Amendment

Hi David – I have completed a cursory review of the above mentioned amendment. The short time allotted for review is unusual for a project of this size and as such, my initial comments are broad and mostly centered upon the need to initiate an in depth analysis prior to sending the amendment to a public hearing.

- Generally speaking, the first step when siting these types of linear facilities is to conduct an outreach effort to a broad section of stakeholders. As a major landowner, the Department should have been listed as stakeholder and contacted to discuss the project with other stakeholders prior to this amendment being sent out for review.

- The Department has yet to be afforded the opportunity to participate in a forum for gathering and exchanging of information. The lack of involvement is concerning as the application does not include any form of constraints analysis necessary to determine the project's feasibility. So, it is assumed that a constraints analysis has yet to be completed.

- Delineating a corridor without determining feasibility can carry long term impacts, not only from an engineering perspective but also a cultural and environmental perspective. As such, I am curious if the County does have information regarding engineering, cultural and environmental constraints and if so can I and other ASLD staff review this information.

- The Department is engage in a large scale planning effort with the Town of Sahuarita. Delineating this corridor will have an impact on allocation of land use and traffic circulation. What effect does the dashed line carry? When will the City initiate a Major Streets and Routes Plan Amendment? What if the City does not follow through with a plan amendment... Will the county remove the dashed line?

Ps – I will be completing my review soon and following up with final comments by close of business 5/9/14.

Tim Bolton
Principal Planner

Arizona State Land Department
Southern Arizona Office
177 N. Church Ave., Suite 1104
520-209-4263
520-209-4251 (fax)
tbolton@azland.gov

From: David Petersen [mailto:David.Petersen@pima.gov]
Sent: Thursday, April 24, 2014 3:35 PM
To: Sherry Ruther; incomingazcorr@fws.gov; Jonathan Crowe; Ursula Kramer; Courtney Rose; Mirela Hromatka; Greg Hagen; Greg Saxe; Xavier Armendariz; Stephanie Mancine; Susan Scherrer; smore@ci.sahuarita.az.us; LSagerman@tep.com; Therese.Ronquillo@tucsonaz.gov; rjrobison@up.com; dkfeagan@up.com; Richmond, Zoe Gisela; william.biggs@elpaso.com; LewisB@kindermorgan.com; FloresA@dm.af.mil; Anthony.Williams-02@dm.af.mil; mdeal@azdot.gov; tmartinez@azdot.gov; Lmoodey@land.az.gov; skelley@land.az.gov; Tim Bolton; Feld, Jordan D.; Nicole.Ewing-Gavin@tucsonaz.gov; Daryl.Cole@tucsonaz.gov; Celestine@tonation-nsn.gov; Elias, Albert; dsandoval@tep.com; jrios@tep.com; Carpenter, Matt D.; MKies@azdot.gov; rlane@azdot.gov; smishler@azdot.gov; pdent@cap-az.com; rrandolph@cap-az.com; tfitzgerald@cap-az.com; tgorey@cap-az.com
Subject: Co14-14-01 Sonoran Corridor Major Streets and Scenic Routes Amendment

Hello All,

Attached please find information pertaining to this request for comments from your organization pertaining to a proposed amendment to Pima County's Major Streets and Scenic Routes Plan to add the "Sonoran Corridor" as a major interstate route connecting Interstate 19 and Interstate 10, including a link to the Corridor from the proposed relocation of Hughes Access Road. The Agency Transmittal and the Auxiliary Highway Flyer attachments provide more written detail and the pdf attachments of maps provide locational reference and planned right-of-way widths. Only segments of the proposed Corridor alignment are located within Pima County's jurisdiction. The majority of the Corridor is within the City of Tucson, which will need to amend its Major Streets and Routes map for the alignment, and a portion is within the Tohono O'odham Nation, San Xavier District.

Please provide any written comments that your organization may have by **May 9, 2014**. As noted in the Agency Transmittal attachment, this transmittal is being sent to multiple individuals within some organizations.

Thank you,

David

David Petersen, AICP
Senior Planner
Planning Division
Pima County Development Services Department
(520) 724-9000

Help us plan Pima County's future. Join the conversation at www.pimaprospers.com

Area Surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection

Wednesday, March 5, 2014, 2 - 4 p.m.
San Xavier District Office
Agenda

GOAL: Dr. John Moffatt, Director of Strategic Planning with Pima County, is requesting your presence for a meeting (approx. 2 hours) with the key players of Pima County, San Xavier District, CAP, Tucson Water, ASARCO, Avalon Solar, The Planning Center, Sahuarita, FICO, Rancho Sahuarita, ADOT, and Desert Diamond Casino to discuss and share your current and future development plans within the Sonoran Corridor area and the alignment options for the Auxiliary Interstate Highway that we are planning to connect I-19 and I-10. The area of primary concern for this roundtable discussion is the southern leg of the Sonoran Corridor and impact on Pima Mine Road, Nogales Highway, and I-19 as shown in the attached preliminary map. The goal of the meeting will be to arrive at an alignment that is beneficial to all of the parties involved.

PARTICIPANTS:

1) **Pima County/**John Moffatt, Nanette Slusser, Teresa Bravo
2) **San Xavier District/**Hon. Nunez, Mark Pugh, Michael Bends, Scott Rogers
3) **Pima County DOT/**Jonathan Crowe
4) **ADOT**/Matt Carpenter, Steve Mishler, Rod Lane
5) **Central Arizona Project (CAP-AZ)/**Randy Randolph, Tom Fitzgerald, Patrick Dent, Tim Gorey
6) **Tucson Water/**Wally Wilson
7) **ASARCO/**Tom Aldrich
8) **Equator Capital/**Michael Cantor
9) **Clenera/**Jason Ellsworth
10) **The Planning Center/**Jack Neubeck
11) **Sahuarita/**Victor Gonzalez/Sheila Bowen,
12) **FICO/**Tim Campbell
13) **Town of Sahuarita/**Victor Gonzalez, Shiela Bowen, Sarah More, Joel Harris
14) **Rancho Sahuarita**/Jeremy Sharpe
15) **Freeport-McMoran Copper & Gold**/Diana Kelts, Lana Fretz

MEETING SUMMARY:

The meeting summary for this meeting will be distributed through e-mail to all participants.

Current and Future plans within the Sonoran Corridor Area
Wednesday, March 5, 2015
2 – 3:30 pm
San Xavier District Council Chambers

Participants Present
Diana Kelts, Freeport-McMoran Copper & Gold
Donovan Sandoval, TEP
Hon. Austin Nunez, San Xavier District
Jack Neubeck, AZ Planning Center
Jeremiah Rios, TEP
John Moffatt, Pima County
Jonathan Crowe, Pima County DOT
Lana Fretz, Freeport-McMoran Copper & Gold
Mark Pugh, San Xavier District
Matt Carpenter, AZDOT
Michael Bends, San Xavier District
Michael Bowman. Rancho Sahuarita Management
Mike Gallego, Clenera, LLC – Renewable Energy
Nanette Slusser, Pima County
Sarah More, Town of Sahuarita
Scott Rogers, San Xavier District
Sheila Bowen, Town of Sahuarita
Steve Mishler, AZDOT
Ted Moulin, ASARCO (Mission Complex)
Teresa Bravo, Pima County
Tim Campbell, FICO
Tim Gorey, CAP-AZ
Tom Aldrich, ASARCO
Tom Fitzgerald, CAP-AZ
Victor Gonzalez, Town of Sahuarita
Wally Wilson, Tucson Water

Materials Distributed Day of Meeting March 5, 2014
- Agenda
- Sonoran Corridor map, dated February 13, 2014
- Intersection of Nogales Highway and Pima Mine Road map, dated March 5, 2014

Materials Distributed March 10, 2014
- Tucson Water map showing the route with City Limits and City production wells
- The Sahuarita PARA study executive summary

- John Moffatt with Pima County thanked everyone for attending the meeting.
- Chairman Nunez welcomed everyone. The San Xavier District is listening to Pima County about this project and has had a couple of reviews with the district council. They are interested in knowing more too. In the

community they have allotees who are individuals who own properties. We want to plan ahead of time so that we can provide updates as needed.

- John indicated that the goal of this meeting is to identify possible routes to connect the corridor that begins at I-10 turns south at Alvernon and west to I-19 essentially along the Pima Mine Road alignment. Several constraints exist on Pima Mine Road west of the Nogales Highway. There are a number of things such as water lines, power lines, a railroad, and other infrastructure issues that make putting in an Auxiliary highway or bypass, problematic. Pima County has been working with the District to look at another alignment. ADOT looked at moving the road and interchange north of the casino; but it also depends on the Allottees' lands they own and that we are allowed to cross. Our goal is to get from Alvernon and the Pima Mine Road alignment to the San Xavier district border and will continue to work with the District for the rest of the alignment over to I-19. The timeframe, as an optimist, is probably five to ten years. We will submit for federal highway funding and depending, we are tying this all into the anticipated growth in International trade transiting I-19.

- The first map John discussed, a handout, is the Auxiliary Interstate Highway, which shows the land that the county owns just south of the airport. The project currently underway is the Hughes Access Road relocation, which will move the road a half mile south of Raytheon which will provide them space for expansion. The other space being developed is the Aerospace Corridor and Parkway for Aerospace and Defense as well as other business park activities. Logistics is a big opportunity in this area. The Trade Corridor Study done by Maricopa Association of Governments (MAG), Pima Association of Governments (PAG) and Central Arizona Association of Governments has identified this area south of the airport as the ideal import area. Another goal of the Auxiliary Interstate Highway to get trucks to use this route between I-19 and I-10 instead of travelling north to "The Crossings" near downtown.

- The second map John discussed, a handout, is the intersection of Nogales Highway and Pima Mine Road. The route eastward runs along the section line and ties into Alvernon. Tucson Water has property in the Northwest corner, Freeport-McMoran has land in the Northeast (multiple pits) and Southeast (unused ranch land) corners and Farmers Investment owns the Southwest Corner with long term plans to replace the Pecan Farms with a commercial development. Much of the rest of the property along the route is state land. The archeology was discussed for the District with general comments related to what areas seemed likely to build on. The Casino is working on their long term plan. The District needs to work with the Allottees to figure out what they want to do.

- Wally Wilson with Tucson Water made comments related to the seriousness of infrastructure, and the difficulty of processing the paperwork to relocate wells located on the northern side of Pima Mine Road. Mark Pugh held up another map that shows the exact locations of the basins. The map will be distributed with the minutes.

- Jonathan Crowe with the Pima County Department of Transportation has been working John Moffatt to make sure that all parties involved are working together and being apprised of the projects being worked on in the area. If we have to submit permits to relocate the wells, we do have time.

- Jonathan Crowe asked what is the infrastructure regarding the water lines in the area? Wally replied, that it's the Central Arizona Project lines which are a source of the recharge water. The current water lines crossing the bridge are 24 inches and when the new bridge is built, water lines will be 36 inches. The time line for the

completion of the new bridge is late 2016. John M. said that going north will be somewhat limiting depending upon placement of ponds and locations of wells.

- Freeport-McMoran said that on the south side of Pima Mine Road west of the Nogales highway, are pecan orchards, a large well, a rail spur, the CMAX building and employment business parks and a large TEP substation. FICO indicated that the long term plans for the orchards will be business parks. Discussions of the road on to Pima Mine Road. FICO indicated having access from the Auxiliary Interstate to the commerce center would be helpful. John was asked if we are abandoning Pima Mine Road? Answer is no. The elevation of the road was discussed due to so much surface infrastructures. John discussed the elevation of the highway and having an exit to serve the Rancho Sahuarita area. We may need a separate bridge for the Auxiliary Interstate from the one Sahuarita is building on Pima Mine Road.

- TEP spoke up and said that the sub-transmission lines along Pima Mine Road is a congested area but it is near the TEP's substation.

- Also discussed a well in the Southwest corner of the Nogales / Pima Mine Road intersection, unsure if it ASARCO's or FICO's. FICO is checking.

- Sarah asked about Rancho Sahuarita Boulevard. John explained the options the county is looking at to continue to provide access.

- Tom Aldrich and Ted Moulin with ASARCO said anything north of Pima Mine road, the wells are not needed. CMAX property on the south side has two plants with the property up to the bridge. Asked about how the new road would affect the route across to I-19. John M. mentioned that this is a long term plan to purchase land for water. Ted continued to say they have three wells in the middle of the San Xavier District northeast of the casino which could possibly be an issue (only one of the wells is working which was built in the 1970s). Ted mentioned that access roads are needed to the Pima Mine Road. A study was done approximately two to three years ago discussing exactly where to put the intersection and the best place is exactly where Pima County is suggesting. The question was asked why the road does not cross over Nogales Highway to I-19 along an alignment farther north of Pima Mine Road. John explained the District's review process and meeting and indicated that there are archeology issues along this northern alignment. John asked if there are any long term plans? And, no there are not any long terms plans for this area. There is a pipeline, underground, to avoid in that area (built in the 1970s). If ASARCO doesn't have an active mining lease with the District then they cannot use those wells.

- Diana Kelts/Lana Fretz with Freeport-McMoran said the CMAX building has road access and everything is good as long as good access is maintained. The open ranch property is currently used for grazing. No corporate plans to date.

- Matt Carpenter with ADOT said he will send us the Sahuarita PARA study executive summary. Matt said that ADOT's here to help. The executive summary will be distributed with the minutes.

- Michael Bowman with Rancho Sahuarita mentioned the Hughes Access Road relocation seems to box-in and around the Tucson International Airport and Raytheon. This is an opportunity to step back and widen this buffer. The airport's 5-year plan shows that Hughes Access Road relocation is a good move at this time. The airport's 5-year plan is for a second runway and their long term plan is for a third runway in 30-40 years.

- Jonathan Crowe discussed the Hughes Access Road relocation and Alvernon connection and that it would not interfere with the Tucson Airport Authority runways.

- John M. commented we are in the process of the concept development of the rail spur with Union Pacific Railroad to the east of Alvernon and working with the city.

- ADOT will be conducting a feasibility study on I-10 in 2014 and afterwards will move to conduct a DCR study from 1-19 to State route 90.

- TEP said the 138KV transmission facility is along Old Vail Road then runs south along Alvernon.

- Sheila Bowen with the Town of Sahuarita asked if there is any connection proposed in the future from Pima Mine Road to Houghton? Jonathan answered, we would connect Pima Mine Road and will extend further east – but not in the near future.

- Sarah More with the Town of Sahuarita mentioned that the Sahuarita east area plan is focusing a lot on El Toro Road as an I-19 connection (parkway) road because the use of Sahuarita Road is limited due to its arterial classification with the schools and local traffic on the roadway. There are concerns of employment, housing, drainage study, etc.

- Michael Gallego, representing Clenera, mentioned they are far enough north of the alignment that it will not affect them. The only concern he has would be any infrastructure costs later on.

- Wally with Tucson Water commented on their facility and his perspective what that facility represents. It is a significant and vital, critical part of our long range water resource planning. We put about 15 percent of CAP allocation in there and actually physically recover that in our Santa well field. If the system needs to be replaced, it would cost $20 million replacement capacity at another facility.

- Tim Campbell with FICO said he's delighted that Pima County is drilling into the details of the Sonoran Corridor area because there are a lot of constraints. If the Allottees do not agree with the completion of the road, please consider keeping El Toro Road as an option.

- TEP commented that they are always willing to assist because it's all about the lines and the poles.

- Victor Gonzalez with the Town of Sahuarita made observations about the town's existing and future I-19 access points and the impact of the project on the proposed Red Point development which is west of the Rancho Sahuarita development. Victor spoke with Fred Robinson, manager of the Climax plant located on Pima Mine Road, who emphasized how important it is for this plant to remain in Sahuarita.

- John M. asked Victor about Red Point Development, which is south of the Casino, what is its access into the development? Victor commented that they are aware of the County's proposed realignment to the new road and that a new ramp on to the frontage road would be nice.

- Sheila said that access to Red Point Development would be off the existing Pima Mine Road. Ted commented that the development has negotiated for the right of way to cross the railroad.

- Chairman Nunez asked if Sahuarita still has interest in the road connection to the I-19 freeway in the vicinity of the existing El Toro Road. And, yes, Sahuarita is still interested in having a regional parkway connection between I-19 and I-10 freeway in the vicinity of the El Toro Road corridor, per the previously completed ADOT study.

- Michael Bends with the San Xavier District asked where the connection is of the Intermountain West Corridor and I-11?

- John M. answered that the extension of the I-11 Interstate would be beneficial from Casa Grande to Nogales. A study with ADOT still needs to be done and Pima County is trying to expedite the study. The current DRAFT map goes west of the San Xavier District and connects at El Toro Road.

- John asked if the Vice Chairman of the San Xavier District had any comments. He had none.

- Jack Neubeck with the Arizona Planning Center reiterated what Sarah said, that if you go with the Pima Mine alignment, it is important to keep the access for the people, but keeping the most cost effective way to build roads. Jack shared his appreciation for what John M. is doing and getting everyone together to meet and discuss their projects in the Sonoran Corridor area.

- John said economic development is the basis driving all of this. It includes the development of the Sahuarita project, the San Xavier District, the airport, which are all tied into this to include the business park. We are trying to make it work for everyone.

- In summary ADOT will send the Sahuarita PARA study executive summary and Tucson Water will send us their map of where the basins are located, which will be emailed to all. The map and executive summary will be distributed with the minutes.

- Jonathan indicated he would like to meet with the Town of Sahuarita regarding its Major Streets and Routes update in order to coordinate efforts. Sheila indicated the study is being completed concurrent with the Sahuarita East Conceptual Plan and General Plan update efforts and the Town will follow up with Jonathan.

- Lana asked John M. for a copy of a map we showed but John would like to make one more modification.

- In John's closing comments he mentioned that this meeting has been beneficial to the county and hope it was to each of the participants. Thank you for your time.

John Moffatt adjourned the meeting at 3:30 pm.

Carrie Cardan

From:	Carrie Cardan
Sent:	Thursday, February 20, 2014 10:04 AM
To:	'Tom Aldrich - ASARCO (TAldrich@asarco.com)'
Cc:	John Moffatt
Subject:	Area surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection

Good Morning Mr. Aldrich ~

Dr. John Moffatt, Director of Strategic Planning with Pima County, is requesting your presence for a meeting (approx. 2 hours) with the key players of Pima County, San Xavier District, CAP, Tucson Water, ASARCO, Avalon Solar, The Planning Center, Sahuarita, FICO, Rancho Sahuarita, ADOT, and Desert Diamond Casino to discuss and share your current and future development plans within the Sonoran Corridor area and the alignment options for the Auxiliary Interstate Highway that we are planning to connect I-19 and I-10. The area of primary concern for this roundtable discussion is the southern leg of the Sonoran Corridor and impact on Pima Mine Road, Nogales Highway, and I-19 as shown in the attached preliminary map. The goal of the meeting will be to arrive at an alignment that is beneficial to all of the parties involved.

We have already sent out a meeting request to the other parties and the best date, thus far, is Wed., Feb 5, from 2 – 4 pm, location – San Xavier District Council Room. However, if this date and time does not work into your schedule or other partners with ASARCO, please inform our office by return email or a telephone call, we will find another date.

Thank you for your time and we look forward to hearing from you soon.

Make it a great day ~

Carrie Cardan
Special Staff Assistant to
Strategic Planning Director
John H. Moffatt, Ph.D.
County Administrator's Office
130 W. Congress Street, Floor 10
Tucson, AZ 85701
520-724-8311

Carrie Cardan

From: Carrie Cardan
Sent: Tuesday, February 25, 2014 4:56 PM
To: 'Mike Gallego'
Cc: Jason Ellsworth
Subject: RE: Area surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection

Mr. Gallego ~

Thank you for your response. I did, however, receive a response from Mr Ellsworth as well, and we are happy to have your presence at this meeting. Dr. Moffatt would like you to bring a footprint or map of your land use in the area mentioned in the first email, to avoid any conflicts with all parties involved when new additions of roads or construction is built.

Thank you and we look forward to meeting you at this meeting.

Make it a great day ~

Carrie Cardan

Special Staff Assistant to
Strategic Planning Director
John H. Moffatt, Ph.D.
County Administrator's Office
130 W. Congress Street, Floor 10
Tucson, AZ 85701
520-724-8311

From: Mike Gallego [mailto:michael.gallego@clenera.com]
Sent: Tuesday, February 25, 2014 4:26 PM
To: Carrie Cardan
Cc: Jason Ellsworth
Subject: Fwd: Area surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection

Carrie,

Thank you for the invite to have Avalon Solar participate in this meeting. Jason Ellsworth, our CEO, is in meetings in NY that day and has asked that I attend in his place.
Please let me know if there is anything you need from me ahead of this meeting.

Fwd: Area surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection
Scheduled: Mar 5, 2014, 2:00:00 PM to 4:00:00 PM
Location: 2018 W. San Xavier Road, San Xavier District Offices, Council Chambers, (1/4 mile west of the Historic San Xavier Mission, north side of San Xavier Road)
Invitees: Jason Ellsworth <jason@clenera.com>
Sent from my iPhone
Begin forwarded message:
From: "Carrie Cardan" <Carrie.Cardan@pima.gov mailto:Carrie.Cardan@pima.gov >
To: "John Moffatt" <John.Moffatt@pima.gov mailto:John.Moffatt@pima.gov>, "Teresa Bravo" <Teresa.Bravo@pima.gov mailto:Teresa.Bravo@pima.gov>, "Campbell, Tim" <tcampbell@crown-arizona.com mailto:tcampbell@crown-arizona.com>, "Jonathan Crowe" <Jonathan.Crowe@pima.gov mailto:Jonathan.Crowe@pima.gov>, "Nanette Slusser" Nanette.Slusser@pima.gov mailto:Nanette.Slusser@pima.gov>, "Pugh, Mark C." mpugh@waknet.org<mailto:mpugh@waknet.org>, "Nunez, Honorable Austin" <agn@waknet.org<mailto:agn@waknet.org>, "'mbends@waknet.org mailto:mbends@waknet.org>'" <mbends@waknet.org<mailto:mbends@waknet.org>>, "'vgonzalez@sahuaritaaz.gov<mailto:vgonzalez@sahuaritaaz.gov>'" <vgonzalez@sahuaritaaz.gov<mailto:vgonzalez@sahuaritaaz.gov>>, "'sbowen@sahuaritaaz.gov<mailto:sbowen@sahuaritaaz.gov>'" <sbowen@sahuaritaaz.gov<mailto:sbowen@sahuaritaaz.gov>>, "Asselin, Andy" <agasselin@ddcaz.com mailto:agasselin@ddcaz.com>, "'rmasterson@ddcaz.com<mailto:rmasterson@ddcaz.com>'" rmasterson@ddcaz.com<mailto:rmasterson@ddcaz.com>, "Michael Cantor" mcantor@equatorcapital.com<mailto:mcantor@equatorcapital.com>, "'taldrich@asarco.com<mailto:taldrich@asarco.com>'" <taldrich@asarco.com<mailto:taldrich@asarco.com>>, "'rrandolph@cap-az.com<mailto:rrandolph@cap-az.com>'"

rrandolph@cap-az.com<mailto:rrandolph@cap-az.com>>, "'pdent@cap-az.com<mailto:pdent@cap-az.com>'" <pdent@cap-az.com<mailto:pdent@cap-az.com>>, "wally.wilson@tucsonaz.gov<mailto:wally.wilson@tucsonaz.gov>'" <wally.wilson@tucsonaz.gov<mailto:wally.wilson@tucsonaz.gov>>, "Carpenter, Matt D." <mcarpenter@azdot.gov<mailto:mcarpenter@azdot.gov>>, "'jneubeck@azplanningcenter.com<mailto:jneubeck@azplanningcenter.com>'" jneubeck@sharpeplanningcenter.com<mailto:jneubeck@azplanningcenter.com>>, "'rlane@azdot.gov<mailto:rlane@azdot.gov>'" <rlane@azdot.gov<mailto:rlane@azdot.gov>>, "jsharpe@sharpeandassociates.com<mailto:jsharpe@sharpeandassociates.com>'" <jsharpe@sharpeandassociates.com<mailto:jsharpe@sharpeandassociates.com>>, "'MKies@azdot.gov<mailto:MKies@azdot.gov>'" <MKies@azdot.gov<mailto:MKies@azdot.gov>>, "smischer@azdot.gov<mailto:smischer@azdot.gov>'" smischer@azdot.gov<mailto:smischer@azdot.gov>>
Subject: Area surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection

February 24, 2014

We are scheduling the above referenced subject meeting for Wednesday, March 5, 2014 from 2 – 4 pm. The meeting location will be at the San Xavier District Offices off of I-19 (see address above). If you are unable to attend the meeting please forward this invite to another representative in your office who will be able to speak on your behalf.

Original message (when polled in Doodle.Com <http://Doodle.Com>): Dr. John Moffatt, Director of Strategic Planning with Pima County, is requesting your presence for a meeting (approx. 2 hours) with the key players of Pima County, San Xavier District, CAP, Tucson Water, ASARCO, Avalon Solar, The Planning Center, Sahuarita, FICO, Rancho Sahuarita, ADOT, and Desert Diamond Casino to discuss and share your current and future development plans within the Sonoran Corridor area and the alignment options for the Auxiliary Interstate Highway that we are planning to connect I-19 and I-10. The area of primary concern for this roundtable discussion is the southern leg of the Sonoran Corridor and impact on Pima Mine Road, Nogales Highway, and I-19 as shown in the attached preliminary map. The goal of the meeting will be to arrive at an alignment that is beneficial to all of the parties involved.

Should you have any questions regarding this meeting, please call or email our office. Thank you.

Make it a great day ~
Carrie Cardan
Special Staff Assistant to
Strategic Planning Director
John H. Moffatt, Ph.D.
County Administrator's Office
130 W. Congress Street, Floor 10
Tucson, AZ 85701
520-724-8311

Best Regards,

Michael R. Gallego
Sr. Project Manager - North America
Clenera, LLC. - Renewable Energy
60 E. Rio Salado Pkwy. #900
Tempe, AZ 85281
cell: 480-980-0091
direct: 480-685-5992

www.clenera.com

IMPORTANT NOTE: The information contained in, or attached to, this email is confidential and may be legally privileged and proprietary. If you are not the intended recipient, you must not read, use or disseminate the information; please advise the sender immediately by reply email and delete this message and any attachments without retaining a copy. Any statements contained in this email are those of the author, an employee of Clenera, LLC ("Clenera"), and do not, unless explicitly indicated, represent other Clenera affiliated companies.

Carrie Cardan

From:	Carrie Cardan
Sent:	Wednesday, February 26, 2014 10:31 AM
To:	'Dempsey, Dan'
Subject:	RE: The Big Meeting
Attachments:	aux_hiway_own2 (2) 2-20-14.pdf

Good Morning Daniel ~

We do not have an agenda yet, here is the information regarding the BIG meeting:

Date: Wednesday, March 5, 2014 from 2 – 4 pm
Location: 2018 W. San Xavier Road, San Xavier District Offices, Council Chambers, (1/4 mile west of the Historic San Xavier Mission, north side of San Xavier Road)
Subject: Area surrounding Pima Mine Road and Nogales Highway / Pima Mine Intersection

Note sent in Outlook Meeting Invite: We are scheduling the above referenced subject meeting for **Wednesday, March 5, 2014 from 2 – 4 pm**. The meeting location will be at the San Xavier District Offices off of I-19 (see address above). If you are unable to attend the meeting please forward this invite to another representative in your office who will be able to speak on your behalf.

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Should you have any questions regarding this meeting, please call or email our office. Thank you.

Daniel, thank you for forwarding this information to the appropriate folks.

Make it a great day ~

Carrie Cardan

Special Staff Assistant to
Strategic Planning Director
John H. Moffatt, Ph.D.
County Administrator's Office
130 W. Congress Street, Floor 10
Tucson, AZ 85701
520-724-8311

From: Dempsey, Dan [mailto:Daniel_Dempsey@FMI.com]
Sent: Wednesday, February 26, 2014 10:22 AM
To: Carrie Cardan
Subject: The Big Meeting

Carrie – It was a pleasure to speak with you this morning about the proposed meeting on 3/5. If possible, do you have an agenda you could share that I may forward to my colleagues? If not, a short summary again of the meeting goals would be great along with the pertinent meeting information.

Thanks!
Dan

Daniel J. Dempsey
Property Manager
Freeport-McMoRan Copper & Gold
333 N. Central Avenue
Phoenix, Arizona 85004
602-366-7896
602-366-7305 (fax)

Carrie Cardan

From: Dempsey, Dan <Daniel_Dempsey@FMI.com>
Sent: Thursday, February 27, 2014 9:45 AM
To: Carrie Cardan
Subject: RE: The Big Meeting

Carrie – Thank you for the information, unfortunately I am already committed to a project in Indiana that week, but we have two (2) people from our Sierrita operations that will be attending on our behalf, they are:

Lana Fretz, Manager Environmental (lana_fretz@fmi.com)
Diana Kelts, Sr. Environmental Engineer (diana_kelts@fmi.com)

I understand that you will be sending them a meeting invite via outlook so they can get this directly on their calendars. Thank you and good luck with the meeting.

Regards,
Dan

Daniel J. Dempsey
Property Manager
Freeport-McMoRan Copper & Gold
333 N. Central Avenue
Phoenix, Arizona 85004
602-366-7896
602-366-7305 (fax)

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To: Dempsey, Dan
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Date: Wednesday, March 5, 2014 from 2 – 4 pm
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Avalon Solar, The Planning Center, Sahuarita, FICO, Rancho Sahuarita, ADOT, and Desert Diamond Casino to discuss and share your current and future development plans within the Sonoran Corridor area and the alignment options for the Auxiliary Interstate Highway that we are planning to connect I-19 and I-10. The area of primary concern for this roundtable discussion is the southern leg of the Sonoran Corridor and impact on Pima Mine Road, Nogales Highway, and I-19 as shown in the attached preliminary map. The goal of the meeting will be to arrive at an alignment that is beneficial to all of the parties involved.

Should you have any questions regarding this meeting, please call or email our office. Thank you.

Daniel, thank you for forwarding this information to the appropriate folks.

Make it a great day ~

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Thanks!
Dan

Daniel J. Dempsey

Property Manager
Freeport-McMoRan Copper & Gold
333 N. Central Avenue
Phoenix, Arizona 85004
602-366-7896
602-366-7305 (fax)

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

WHEREAS, a second identified route runs through the Avra Valley, negatively impacting Tucson Mountain Park, Saguaro National Park, Ironwood National Monument, Bureau of Reclamation's Central Arizona Project Canal mitigation area, and important elements of the County's Sonoran Desert Conservation Plan by slicing through sensitive areas, severing linkages between important habitat areas, and disturbing an unknown number of archeological sites; and

WHEREAS, the cost of building a new controlled-access highway would be enormous, requiring the acquisition of thousands of acres of new rights of way, expenditures on high and rapidly increasing costs of concrete and asphalt, putting a tremendous burden on taxpayers and future highway users; and

WHEREAS, the production of the millions of tons of concrete and asphalt for this massive construction project would cause significant air pollution and greenhouse gas emissions, as would the operation of heavy machinery in the construction process; and

WHEREAS, a new controlled-access highway near or through Pima County on any route, would promote urban sprawl, causing local governments to incur large financial responsibilities for new infrastructure costs and force major changes to existing county land-use and zoning designations; and

WHEREAS, a new controlled-access highway bypass would divert cars and trucks away from existing businesses that are dependent upon commerce generated from traffic on existing highways; and

WHEREAS, the state of Arizona could reduce highway traffic congestion, reduce the cost of highway maintenance, and save on the costs of rights of way purchases and concrete and asphalt production and installation – while reducing air pollution and greenhouse gas emissions – by instead expanding capacity and developing multi-modal transportation facilities in existing transportation corridors to sustainably accommodate projected increases in freight while providing for much-needed passenger rail traffic.

NOW, THEREFORE, BE IT RESOLVED that the Pima County Board of Supervisors:

1. Opposes the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archeological, and urban form impacts could not be adequately mitigated.

WHEREAS, there are more than 500 known archaeological sites in the San Pedro River Valley, some dating back as much as 12,000 years and some considered sacred to Native American people; and

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12 REASONS WHY I-11 SHOULD *NOT* RUN THROUGH THE AVRA VALLEY

1. Truth-telling: The $2.5 million Arizona and Nevada Depts. Of Transportation I-11 Study favors a "Tucson Corridor" while saying they don't endorse a specific alignment. However, a new Interstate cannot go through Saguaro National Park, Ironwood Forest National Monument, the Tohono O'odham Nation, the federal Wildlife Mitigation Corridor created when the CAP canal was built, or down Campbell Avenue in Tucson. That leaves...the Avra Valley!

2. I-11 will destroy, not create, jobs. There will be temporary construction jobs, but long-term employment at businesses serving the I-10 corridor will be lost. Truckers will drive longer distances. A new smuggling route will be created.

3. Families will be forced out of their homes to make room for the Huckelberry Highway. The County Administrator says 47 families will be affected, but doesn't know who they are. That's just families who will be dispossessed, not counting those whose lifestyles will be changed by having an interstate in their back yard.

4. Tourist visits and revenue will be reduced. The attraction of Saguaro National Park, Arizona-Sonora Desert Museum, Old Tucson, Ironwood National Forest, Tucson Mountain Park and Kitt Peak Observatory is in their "remote" location. Highway noise, smells, lights and views will change that forever.

5. A freeway meant for truck traffic will bring 24/7 noise and air pollution. It can pollute groundwater. Views will be ruined. Peaceful living for thousands of families will be lost for all time.

6. Wildlife will be heavily impacted. Connections between the "sky islands" of Southern Arizona will be compromised, affecting mountain lions, deer, jaguars, bighorn sheep, tortoises, etc. The Wildlife Mitigation Corridor, established when the CAP canal was built to protect desert dwellers and their corridors, is at risk. That's why the U.S. Bureau of Reclamation opposes an Avra Valley highway.

7. The Avra Valley is full of important archaeological sites. A freeway will destroy a significant number of ancient sites.

8. Follow the money: Public records show that some 1500 acres in the highway's path are owned by multi-millionaire Mesa real estate speculator (and candidate for Secretary of State) Wilford Cardon. On Cardon's campaign committee are Pima County real estate moguls Don Diamond and David Goldstein. Diamond, with attorney Si Schorr, works closely with County Administrator Chuck Huckelberry, once selling the county some land for 200 times its assessed value.

9. I-11 is supported by MGM Resorts & Casinos, Diamond Ventures, Tarantino Construction, Southern Arizona Association of Home Builders and a host of private engineering, development and construction businesses which stand to make a lot of money. The Avra Valley route is opposed by many long-time residents of the Avra Valley, Saguaro National Park, Friends of Ironwood National Forest, Coalition for Sonoran Desert Protection, Sierra Club, Arizona Game & Fish, Archaeology Southwest, Old Pueblo Archaeology, and the Pima County Board of Supervisors in their 2007 resolution. Hundreds have signed an online petition at http://petitions.moveon.org/sign/no-interstate-11-highway.

10. Highways bring development, and developers actively support I-11. But long term Southwest drought could cause Arizona to lose half its Colorado River allotment. Where is the water going to come from?

11. An alternative was raised by State Transportation Board staff during the I-10 Bypass debate in 2008. They showed that double-decking six miles of I-10, from Ruthrauff to I-19, would accomplish their goals at one-third the cost of building a 56-mile interstate. Elevated freeways are, ADOT said, "technically feasible;" in fact, they exist at the I-10/I-19 interchange and throughout the world, and Mr. Huckelberry proposes an elevated highway over Sandario Road from Mile Wide south to avoid the Wildlife Mitigation Corridor and Tohono O'odham land. Double-decking a few miles of I-10 would save taxpayers nearly $2 billion, according to ADOT's numbers. Why are they ignoring this?

12. Planners say I-11 is maybe 20 years off. But if we don't make ourselves heard now, when the time comes to begin construction, government will say, Oh, the decision was made 20 years ago! The legacy we leave our children and grandchildren will be based on decisions being made now. It's important that we speak up now.

CHUCK THE HUCKELBERRY HIGHWAY !!

Avra Valley Coalition: albertlannon@powerc.net.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.

3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.

Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.

Chairman, Pima County Board of Supervisors

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

Deputy County Attorney

Pima County Bond Advisory Committee – Criteria for Project Inclusion – June 14, 2013:

--Advances Board adopted principles of sustainability and conservation.

Pima County Board of Supervisors Policy Manual, Policy No. B 1.a:

The Board of Supervisors determines the overall policy direction of the County Government.

C 2.3: POLICY—Instructions from, adopted by, or approved by the Board of Supervisors that define a recurring or long term course of action to be followed by county officials, administrators and staff in making decisions and operating County Government.

Pima County Website: The County Administrator is responsible for:

- Carrying out the policies and goals established by the Board of Supervisors.

UNTANGLING THE I-11 WEB BY FOLLOWING THE MONEY

by Albert Lannon (Reprinted from *Desert Times*, January, 2014)

O what a tangled web we weave / When first we practice to deceive
--Sir Walter Scott

Business and politics have always gone together, sometimes to good ends, and sometimes not. Sorting out who gets what from whom in the Interstate 11 saga, especially as it affects Pima County and the Avra Valley, is to pick through a tangled web of connections. Of course there are real estate developers, construction companies and others who see profit in a new highway, and there are politicians who, for good reasons or bad, jump out front in support. The I-11 Coalition recently formed to support the Las Vegas to Phoenix route is an example. Check out their website at http://www.interstate11.org.

Less visible are other connections that might explain some curious developments. For instance, how does Pima County Administrator Chuck Huckelberry get away with publically and continuously championing routing I-11 through the Avra Valley contrary to Board of Supervisors policy? The County Administrator is legally charged with reporting to the Board of Supervisors and carrying out Board policy.

A 2007 Resolution puts the Supervisors on record opposing "the construction of any new highways in or around the County that have the stated purpose of bypassing the existing Interstate 10 as it is believed that the environmental, historic, archaeological and urban form impacts could not be adequately mitigated."

Huckelberry has been quoted in the press saying, "The concept of Interstate 11 should be from Canada to Guaymas ... We cannot be left out of this." He has written in *Picture Rocks Digest* and *Desert Times*: "That (I-11) corridor needs to extend to Mexico and it is critical we remain engaged in that discussion... These opportunities will pass us by... if we don't address the looming weakness that is an undeveloped interstate surface transportation network that doesn't meet current demand, much less future growth... The proposed (Avra Valley) route is a starting point... As a transportation engineer, I am the last person who will try to convince you that a new highway would have no impacts on the surrounding area...."

Those "impacts" on the Avra Valley include the likelihood of urban sprawl into a rural valley, families being forced from their homes, traffic noise and air pollution and their effects on health, impacts on wildlife and archeological sites, potential groundwater contamination, loss of tourist dollars due to pollution and noise at Saguaro National Park, the Desert Museum, Kitt Peak, Ironwood Forest National Monument, etc., and the end of a peaceful way of life that has lasted for thousands of years. While temporary construction jobs would be created, there would be a loss of permanent jobs along the existing I-10 corridor.

IT'S A SMALL WORLD

Huckelberry, as County Administrator, has dealt over the years with real estate powerhouse Don Diamond and his Diamond Ventures, as both allies and adversaries. Huckelberry and Diamond have served together in many civic groups. Huckelberry has been among the select few invited to Diamond's exclusive birthday bashes, and the Pima County Administrator has described Diamond as "extremely influential... he's a smart, crafty and intelligent individual."

The *New York Times*, in 2008, described Diamond as "Arizona's answer to Donald Trump – an outsized personality who invites public officials aboard his flotilla of yachts (the Ace, King, Jack and Queen of Diamonds), specializes in deals with the government, and unabashedly solicits support for his business interests from the recipients of his campaign contributions."

That support included Huckelberry convincing Pima County to purchase a "buffer zone" around Raytheon on the basis the land was needed to prevent the company leaving the area. According to the *Arizona Daily Independent*, the land was purchased from Don Diamond for 200 – that's two hundred -- times its assessed value.

Among Diamond's legal counsel is the Tucson-based firm of Lewis & Roca. Real estate lawyer and L&R partner Si Schorr, who has worked for Diamond, chaired the State Transportation Board in 2008 when approval for a "major investment study" of an I-10 bypass through the Avra Valley was rammed through. According to *Inside Tucson Business*, Chuck Huckelberry supported Schorr's bypass. Schorr now supports I-11. It's a small world.

(over)

Wilford (Wil) Cardon is a multi-millionaire real estate investor based in Mesa. He self-funded his unsuccessful campaign for U.S. Senate against Jeff Flake in the 2012 Republican primary. He is now running for Arizona Secretary of State in the 2014 election. Prominent on his campaign committee are Don Diamond and Diamond Ventures president David Goldstein.

Cardon's companies own large chunks of vacant land in the path of Huckelberry's Avra Valley highway. According to Pinal County records, Cardon's BOA Sorte Company owns 175 acres in the Casa Grande area. That acreage is in the area of the Hunt Highway, expansion of which has been a "top priority" for the county.

In Pima County, Arizona Corporation Commission and County Assessor filings show that Cardon's companies own at least eight parcels with over 1500 acres along various parts of Sandario Road – near Amway, Picture Rocks, Manville, Ajo and Valencia Roads. Clearly, Cardon stands to make a chunk of money if the Avra Valley highway goes forward.

An early entry into the Secretary of State contest, three-term State Representative Steve Montengro withdrew in favor of Cardon. Among Montenegro's supporters was Pima County District 4 Supervisor Ray Carroll. Carroll is a rare Republican who has won the support of environmentalists with his opposition to the Rosemont mine. Carroll also voted in favor of the Board's 2007 resolution opposing any I-10 bypass in Pima County.

Carroll has withdrawn his opposition to Huckelbery's highway route, telling his colleagues in July, "There's no immediate call for a question on the route, so hopefully this can be worked out to expedite goods and commerce yet preserve the integrity of our fragile Sonoran Desert." Despite promise of a reply from Carroll's staff, the Supervisor did not respond to the question of whether Montenegro's support for Cardon also carried Carroll's support. It's still a small world.

WHY NOT DOUBLE-DECK A BIT OF I-10 ??

None of the Avra Valley Highway supporters seem to want to talk about the viable alternative of double-decking several miles of I-10. Huckelberry dismissed that suggestion by warning that it might fall down as happened in San Francisco during the 1989 earthquake. Elevated freeways are common throughout the world and, in fact, Huckelberry himself proposes an elevated highway at Sandario and Mile Wide Roads. This is to avoid the right-of-way bottleneck caused with the Tucson Wildlife Mitigation Corrdor on one side and the Tohono O'odham Reservation on the other. The mitigation corridor, administered by the federal Bureau of Reclamation, which opposes an Avra Valley highway, was established to allow wildlife movement when the CAP canal was built.

The double-decking proposal did not originate with opponents of an Avra Valley highway. It was first raised by Arizona's Deputy Director of Transportation and State Engineer Jennifer Toth during the I-10 bypass discussions in 2008. Toth found that double-decking six miles of I-10, from Ruthrauff to I-19, would meet traffic needs for the next 30 years, and that it was "technically feasible (but) not cost-effective."

Toth's cost concerns, however, were based on the per-mile costs of double-decking versus constructing a new highway. The total cost of double-decking six miles of I-10 would cost one-third that of Huckelberry's 56-mile highway, saving taxpayers nearly $2 billion. Those numbers were confirmed "right" by ADOT planner John McNamara at the I-11 Study Group's public meeting in October. Other research suggests that less than six miles of double-decking could do the job.

Double-decking a small piece of I-10 would meet Canamex Highway needs and save the Avra Valley, but it would not enrich real estate speculators. It's a tangled web indeed, but the question needs to be asked: Is the drive for an Avra Valley highway motivated by the public interest, or by political cronyism and greed?

- **Diesel exhaust fumes are 'major cancer risk' and as deadly as asbestos and mustard gas, says World Health Organisation.** Daily Mail Newspaper, London, June 12, 2012.
- **Everyday Traffic Noise Harms Health And Well-Being Of Children,** Acoustical Society of America, *5/23/2001.*
- **Traffic noise increases risk of diabetes.** Environmental Health Perspectives, May 08, 2013.
- **Road Traffic Noise In Residential Areas Can Increase Risk Of Heart Attack,** Karolinska Institutet *2/10/2009.*
- **Noise from road traffic 'increases stroke risk'** *European Heart Journa*l, 26 Jan 2011.

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By Albert Vetere Lannon

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Concern for workers is also missing in the proposed methods of financing I-11: increased gas taxes, truck tolls, toll roads, and mileage-based user fees, along with general tax dollars.

Pima County Administrator Chuck Huckelberry's plan to build a 56-mile segment of I-11 through the Avra Valley will destroy the remote conditions that bring visitors to Saguaro Park, the Desert Museum, Ironwood Forest, Kitt Peak Observatory and hurt tourism. While there will be temporary construction jobs created by the Huckelberry Highway, long-term employment servicing the present I-10 corridor through Tucson will be negatively impacted.

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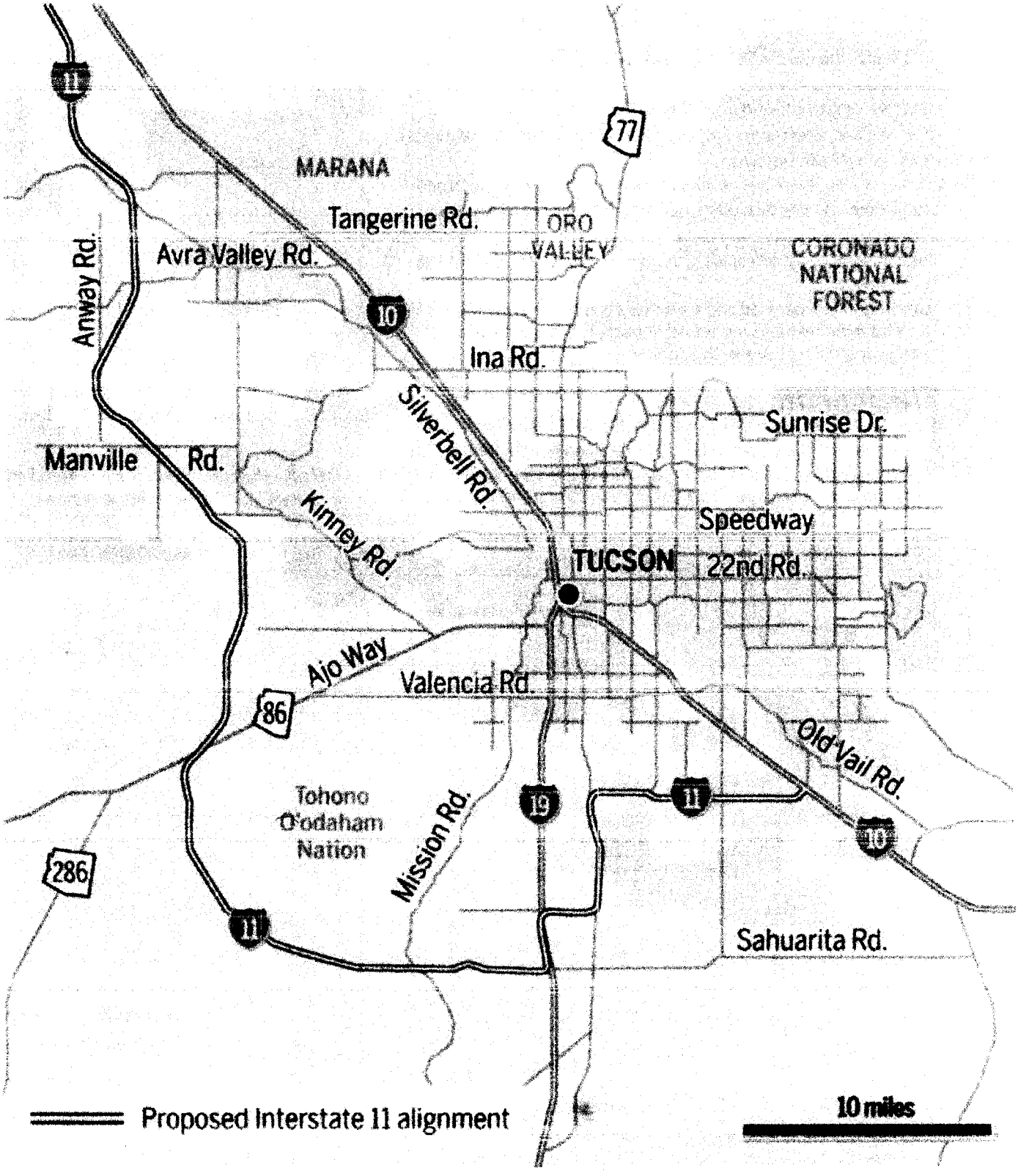
Proposed route for Interstate 11

Pima County officials are hoping to garner support for extending the proposed Interstate 11 into Southern Arizona and connect it with another proposed parkway southeast of the city to connect with eastbound Interstate 10.



6/30/13 SOURCE: Pima County

ARIZONA DAILY STAR

Auxiliary Interstate Highway • I-10 to I-19

An economic catalyst poised for growth in the Sonoran Desert

PIMA COUNTY

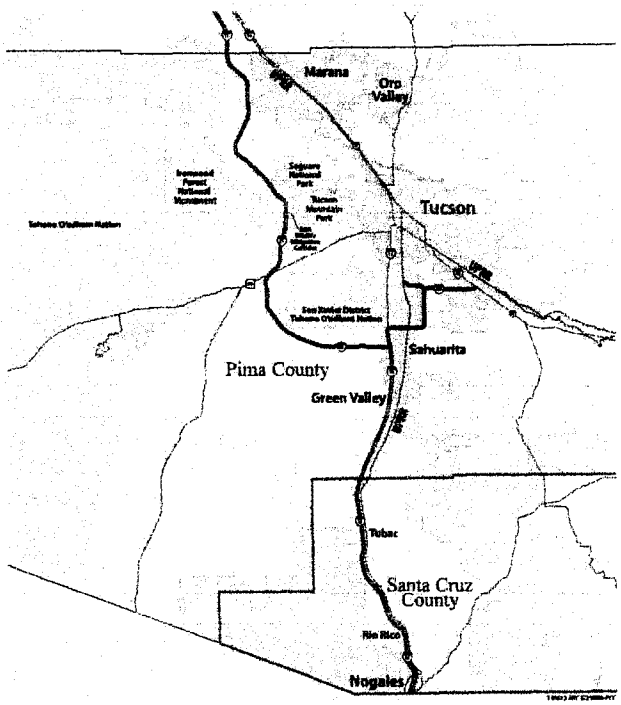
Many potential economic centers wait for the right elements to fall into place to begin development. The Sonoran Corridor area is an already vibrant economic region. This link will accelerate its future as a national economic powerhouse.

The assets already in place:

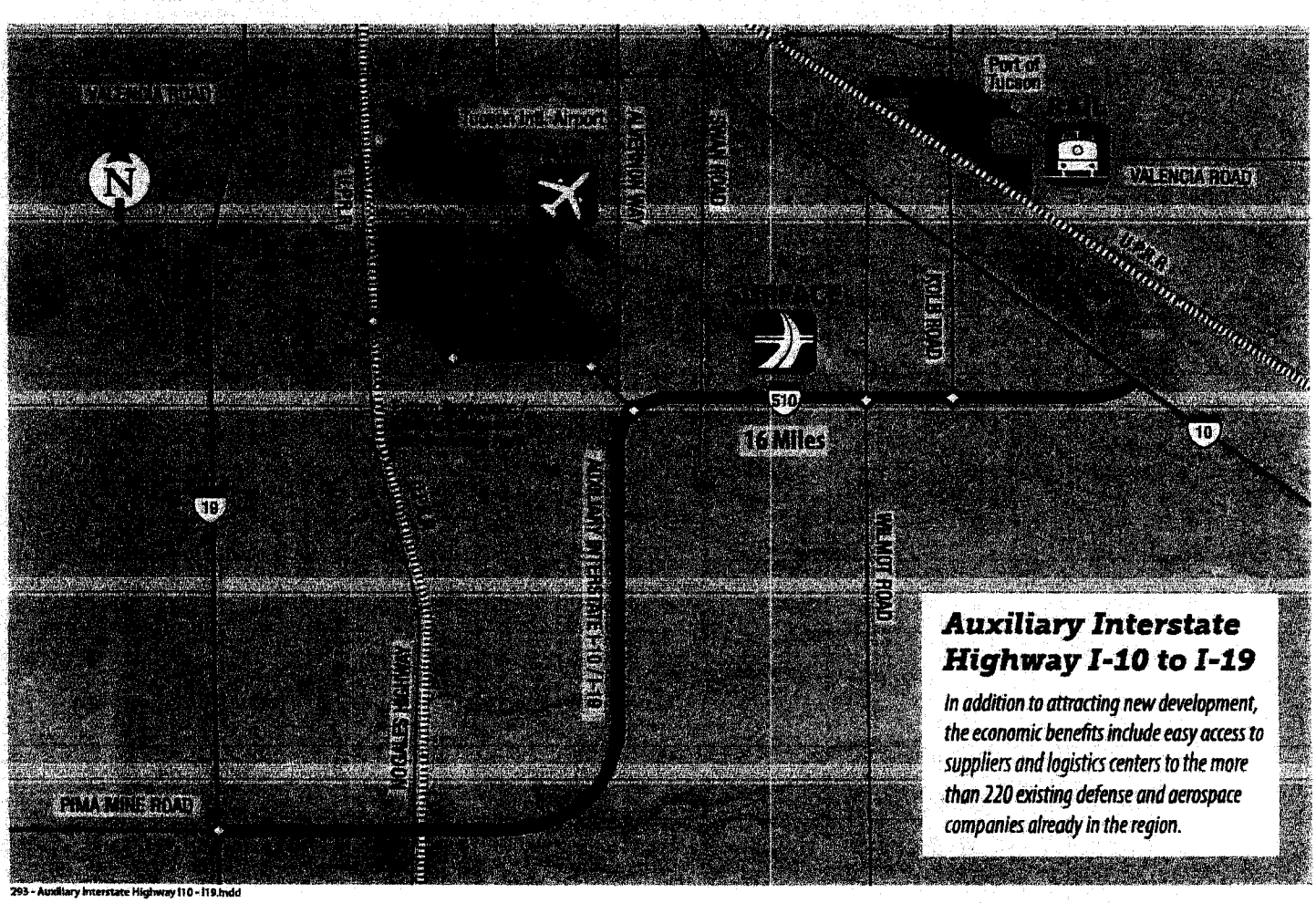
- Rail lines east and west
- Rail service south to and from Mexico
- National and international air service at Tucson International Airport
- Raytheon Missile Systems
- University of Arizona Science and Tech Park with almost 2,000,000 square feet of high-tech office, R&D and laboratory facilities
- The Port of Tucson, Arizona's largest intermodal center
- Interstate highway access west, east and south to Mexico (less than 60 miles away)
- Land identified, planned and zoned for commercial and industrial development (without residential impact), including the future Aerospace/Defense Research and Business park

The remaining link...

is this Auxiliary Interstate Highway, a high-speed, limited-access corridor that connects this area with I-19 to the west and I-10 to the east. The project has already received local support with over $17 million of funds spent and committed from Pima County and its regional partners.



The Auxiliary Highway is a critical transportation link and economic catalyst for southern Arizona's growth in the coming decades.



Auxiliary Interstate Highway I-10 to I-19

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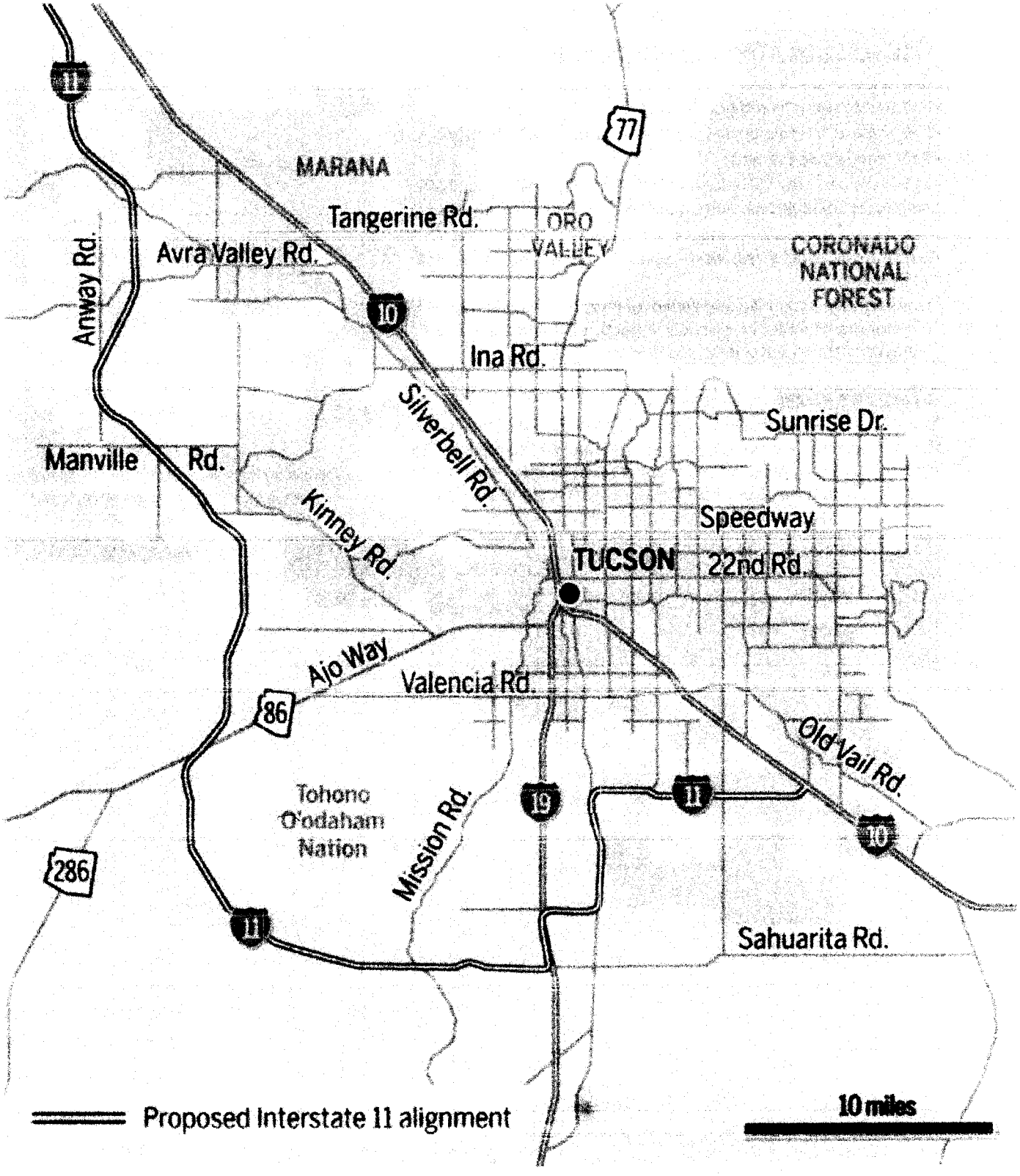

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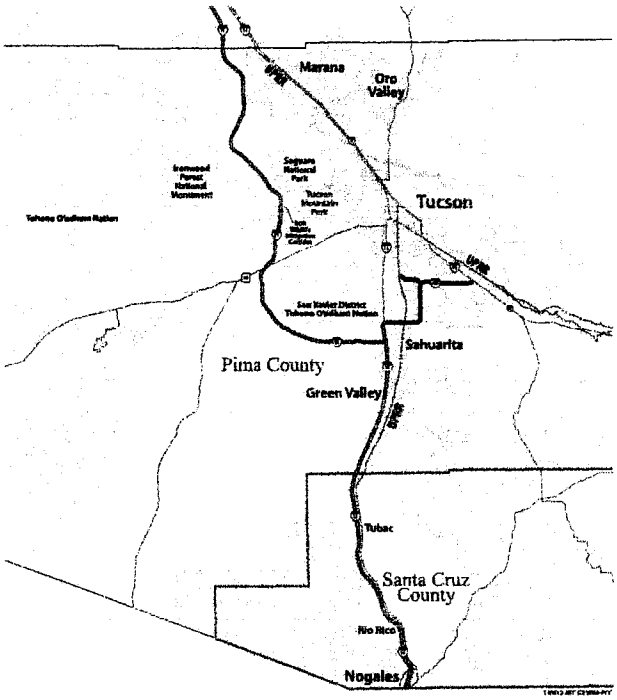

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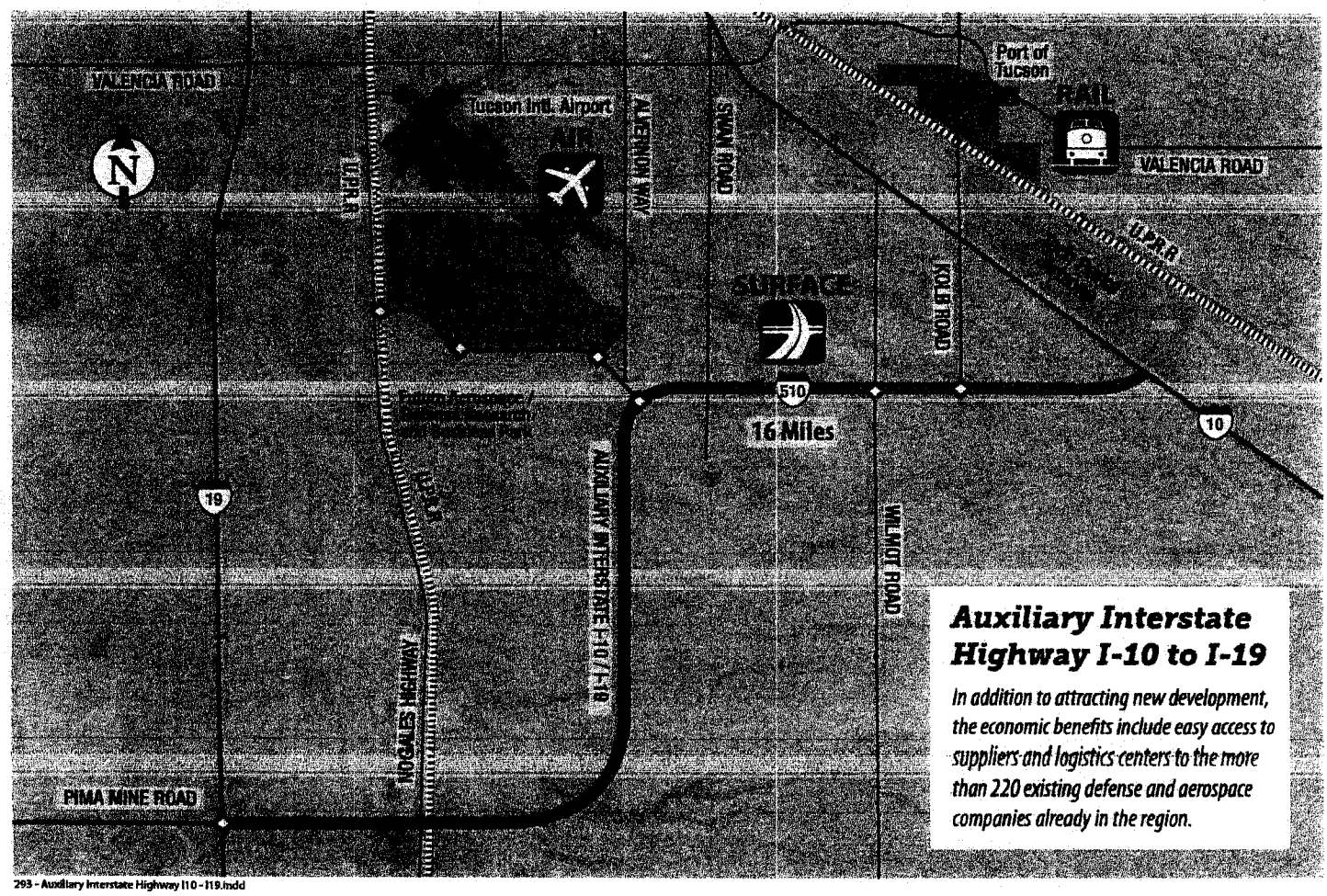

293 - Auxiliary Interstate Highway I10 - I19.indd

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Pima County Board of Supervisors, Resolution 2007-343: "NOW, THEREFORE BE IT RESOLVED that the Pima County Board of Supervisors opposes the construction of any new highways in or around the County that have the stated purpose of **bypassing** the existing Interstate 10 as it is believed that the environmental, historic, archaeological, and urban form impacts could not be adequately mitigated."

STAFF REPORT TO THE PLANNING & ZONING COMMISSION, MAY 28, 2014, re "'Sonoran Corridor,': an auxiliary interstate highway connection....":

"...it would function as an interstate **bypass** to I-10."

****

TROJAN HORSE

: someone or something intended to defeat or subvert from within usually by deceptive means

back·door

: done in a secret or indirect way

AUXILIARY

: functioning in a subsidiary capacity

-- Merriam Webster Dictionary

12 REASONS WHY I-11 SHOULD *NOT* RUN THROUGH THE AVRA VALLEY

1. Truth-telling: The $2.5 million Arizona and Nevada Depts. Of Transportation I-11 Study favors a "Tucson Corridor" while saying they don't endorse a specific alignment. However, a new Interstate cannot go through Saguaro National Park, Ironwood Forest National Monument, the Tohono O'odham Nation, the federal Wildlife Mitigation Corridor created when the CAP canal was built, or down Campbell Avenue in Tucson. That leaves...the Avra Valley!

2. I-11 will destroy, not create, jobs. There will be temporary construction jobs, but long-term employment at businesses serving the I-10 corridor will be lost. Truckers will drive longer distances. A new smuggling route will be created.

3. Families will be forced out of their homes to make room for the Huckelberry Highway. The County Administrator says 47 families will be affected, but doesn't know who they are. That's just families who will be dispossessed, not counting those whose lifestyles will be changed by having an interstate in their back yard.

4. Tourist visits and revenue will be reduced. The attraction of Saguaro National Park, Arizona-Sonora Desert Museum, Old Tucson, Ironwood National Forest, Tucson Mountain Park and Kitt Peak Observatory is in their "remote" location. Highway noise, smells, lights and views will change that forever.

5. A freeway meant for truck traffic will bring 24/7 noise and air pollution. It can pollute groundwater. Views will be ruined. Peaceful living for thousands of families will be lost for all time.

6. Wildlife will be heavily impacted. Connections between the "sky islands" of Southern Arizona will be compromised, affecting mountain lions, deer, jaguars, bighorn sheep, tortoises, etc. The Wildlife Mitigation Corridor, established when the CAP canal was built to protect desert dwellers and their corridors, is at risk. That's why the U.S. Bureau of Reclamation opposes an Avra Valley highway.

7. The Avra Valley is full of important archaeological sites. A freeway will destroy a significant number of ancient sites.

8. Follow the money: Public records show that some 1500 acres in the highway's path are owned by multi-millionaire Mesa real estate speculator (and candidate for Secretary of State) Wilford Cardon. On Cardon's campaign committee are Pima County real estate moguls Don Diamond and David Goldstein. Diamond, with attorney Si Schorr, works closely with County Administrator Chuck Huckelberry, once selling the county some land for 200 times its assessed value.

9. I-11 is supported by MGM Resorts & Casinos, Diamond Ventures, Tarantino Construction, Southern Arizona Association of Home Builders and a host of private engineering, development and construction businesses which stand to make a lot of money. The Avra Valley route is opposed by many long-time residents of the Avra Valley, Saguaro National Park, Friends of Ironwood National Forest, Coalition for Sonoran Desert Protection, Sierra Club, Arizona Game & Fish, Archaeology Southwest, Old Pueblo Archaeology, and the Pima County Board of Supervisors in their 2007 resolution. Hundreds have signed an online petition at http://petitions.moveon.org/sign/no-interstate-11-highway.

10. Highways bring development, and developers actively support I-11. But long term Southwest drought could cause Arizona to lose half its Colorado River allotment. Where is the water going to come from?

11. An alternative was raised by State Transportation Board staff during the I-10 Bypass debate in 2008. They showed that double-decking six miles of I-10, from Ruthrauff to I-19, would accomplish their goals at one-third the cost of building a 56-mile interstate. Elevated freeways are, ADOT said, "technically feasible;" in fact, they exist at the I-10/I-19 interchange and throughout the world, and Mr. Huckelberry proposes an elevated highway over Sandario Road from Mile Wide south to avoid the Wildlife Mitigation Corridor and Tohono O'odham land. Double-decking a few miles of I-10 would save taxpayers nearly $2 billion, according to ADOT's numbers. Why are they ignoring this?

12. Planners say I-11 is maybe 20 years off. But if we don't make ourselves heard now, when the time comes to begin construction, government will say, Oh, the decision was made 20 years ago! The legacy we leave our children and grandchildren will be based on decisions being made now. It's important that we speak up now.

CHUCK THE HUCKELBERRY HIGHWAY !!

Avra Valley Coalition: albertlannon@powerc.net.

2. Supports the continuation of studies relating to this bypass such that the full costs of mitigation measures can be brought forth.

3. Calls upon the office of Governor Janet Napolitano to direct ADOT to undertake studies related to expanding capacity along Interstate 10 for multiple modes of travel including, but not limited to, freight, passenger cars, transit, intercity passenger rail, and bicycle, and for beautification of the existing corridor.

Passed by the Board of Supervisors of Pima County, this 18th day of December, 2007.

Chairman, Pima County Board of Supervisors

ATTEST:

Clerk of the Board

APPROVED AS TO FORM:

Deputy County Attorney

Pima County Bond Advisory Committee – Criteria for Project Inclusion – June 14, 2013:

--Advances Board adopted principles of sustainability and conservation.

Pima County Board of Supervisors Policy Manual, Policy No. B 1.a:

The Board of Supervisors determines the overall policy direction of the County Government.

C 2.3: POLICY—Instructions from, adopted by, or approved by the Board of Supervisors that define a recurring or long term course of action to be followed by county officials, administrators and staff in making decisions and operating County Government.

Pima County Website: The County Administrator is responsible for:

- Carrying out the policies and goals established by the Board of Supervisors.