

**RESOLUTION OF SUPPORT
FOR ACCELERATION OF THE SR 189 PROJECT**

WHEREAS, the regional planning agencies throughout Arizona, including the Central Arizona Governments (CAG), Central Yavapai Metropolitan Planning Organization (CYMPO), Flagstaff Metropolitan Planning Organization (FMPO), Lake Havasu Metropolitan Planning Organization (LHMPO) Maricopa Association of Governments (MAG), Northern Arizona Council of Governments (NACOG), Pima Association of Governments (PAG), Sierra Vista Metropolitan Planning Organization (SVMPO), SouthEastern Arizona Governments Organization (SEAGO), Sun Corridor Metropolitan Planning Organizatoin (SCMPO), Western Arizona Council of Governments (WACOG), and Yuma Metropolitan Planning Organization (YMPO), and Native American Communities that may wish to join in this effort, hereafter referred to as the Regional Planning Agencies, desire to advocate for acceleration of the preferred build alternative of the SR 189 project ; and

WHEREAS, Mexico is the largest bilateral trading partner with Arizona, accounting for an estimated \$30 million in two-way trade each day; and

WHEREAS, trade between the US and Mexico is expected to increase dramatically over the next decade, and Arizona is well positioned to become a global leader in international commerce by virtue of our proximity to the 13th largest economy in the world; and

WHEREAS, due to funding constraints, Arizona has not kept pace with the transportation infrastructure investments necessary for the State to compete with California and Texas in international trade and commerce and maintain its competitive edge as the Nation's leading supplier of fresh wintertime produce; and

WHEREAS, the Mariposa LPOE at Nogales, Arizona, is one of the ten busiest cargo ports along the US-Mexico Border, processing more than 85 percent of the commercial vehicles, and approximately 89% of the trade value crossing the Arizona-Sonora border; and

WHEREAS, the significant increase in manufacturing occurring in Mexico, coupled with the expansion of the Sea Port of Guaymas, Sonora, could triple the current commercial traffic through the Mariposa LPOE and onto State Route 189 over the next decade; and

WHEREAS, State Route 189 serves as a bypass route for commercial truck traffic to and from Mexico and provides a critical international commerce connection from the Mariposa LPOE to Interstate 19; and

WHEREAS, to effectively enhance and facilitate the flow of international commerce, it is necessary to accelerate the improvements to State Route 189 leading to and from the Mariposa port of entry to support import and export trade; and

WHEREAS, the Regional Planning Agencies have previously resolved to jointly support highway and rail infrastructure that supports our Arizona/Mexico ports of entry and urged the State Transportation Board to consider the economic development potential of projects in the Arizona Department of Transportation's Long-Range Transportation Plan, and to explore additional funding and creative financing to implement projects such as SR 189 for the economic vitality of Arizona.

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL PLANNING AGENCIES as follows:

That it is the intent of the respective Regional Planning Agencies to work cooperatively to jointly advocate to the Arizona Department of Transportation, the Federal Highway Administration, the State Transportation Board, Arizona's Congressional Delegation, the Arizona Legislature, and other public and private stakeholders, to explore additional funding, creative financing, and additional statutory flexibility in order to accelerate the construction of the preferred build alternative for SR 189, while holding harmless those projects programmed in the ADOT Five-Year Transportation Facilities Construction Program .

PASSED, ADOPTED AND APPROVED BY THE REGIONAL PLANNING AGENCIES OF CENTRAL ARIZONA ASSOCIATION OF GOVERNMENTS, CENTRAL YAVAPAI METROPOLITAN PLANNING ORGANIZATION, FLAGSTAFF METROPOLITAN PLANNING ORGANIZATION, LAKE HAVASU METROPOLITAN PLANNING ORGANIZATION, MARICOPA ASSOCIATION OF GOVERNMENTS, NORTHERN ARIZONA COUNCIL OF GOVERNMENTS, PIMA ASSOCIATION OF GOVERNMENTS, SIERRA VISTA METROPOLITAN PLANNING ORGANIZATION, SOUTHEASTERN ARIZONA GOVERNMENTS ORGANIZATION, SUN CORRIDOR METROPOLITAN PLANNING ORGANIZATION, WESTERN ARIZONA COUNCIL OF GOVERNMENTS, AND YUMA METROPOLITAN PLANNING ORGANIZATION, ON THE DATES PROVIDED BELOW.



Terence O. Wheeler, Chair
CAG Regional Council
Mayor, City of Globe



Kenneth Hall
CAG Executive Director

January 28, 2015

Date

Mary Mallory, Chair
CYMPO Executive Board
Council member, Town of Prescott Valley

Christopher Bridges
CYMPO Administrator

Date



Coral Evans, Chair
FMPO Executive Board
Council member, City of Flagstaff



David Wessel
FMPO Manager

January 28, 2015

Date



Mark S. Nexsen, Chair
LHMPO Executive Board
Mayor, Lake Havasu City

February 10, 2015

Date



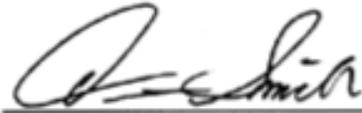
Jean Knight
LHMPO Manager



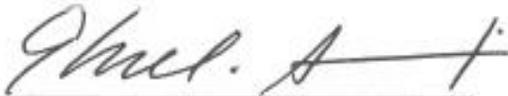
Michael LeVault, Chair
MAG Regional Council
Mayor, Town of Youngtown

12/3/2014

Date



Dennis Smith
MAG Executive Director



Elizabeth Archuleta, Chair
NACOG Regional Council
County Supervisor, Coconino

10-22-15

Date



Chris Fetzer
NACOG Executive Director



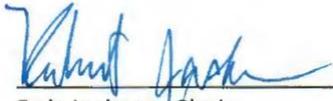
Ed Honea, Chair
PAG Regional Council
Mayor, Town of Marana



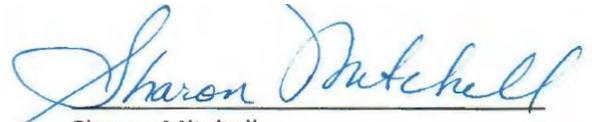
Farhad Moghimi
PAG Executive Director

12-11-14

Date



Bob Jackson, Chair
SCMPO Executive Board
Mayor, City of Casa Grande



Sharon Mitchell
SCMPO Director

November 18, 2014

Date



David Gomez, Chair
SEAGO Executive Board
County Supervisor, Greenlee



Randy Heiss
SEAGO Executive Director

11.21.2014

Date



Frederick W. Mueller, Chair
SYMPO Executive Board
Mayor, City of Sierra Vista

15 April 2015
Date

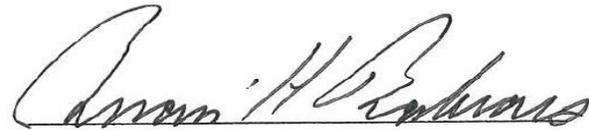


Daniel Coxworth
SYMPO Administrator



Tony Reyes, Chair
WACOG Executive Board of Directors
County Supervisor, Yuma

November 25, 2014
Date



Brian H. Babiars
WACOG Executive Director



Maria Ramos, Chair
YMPO Executive Board
Councilmember, City of San Luis

2/2/15
Date



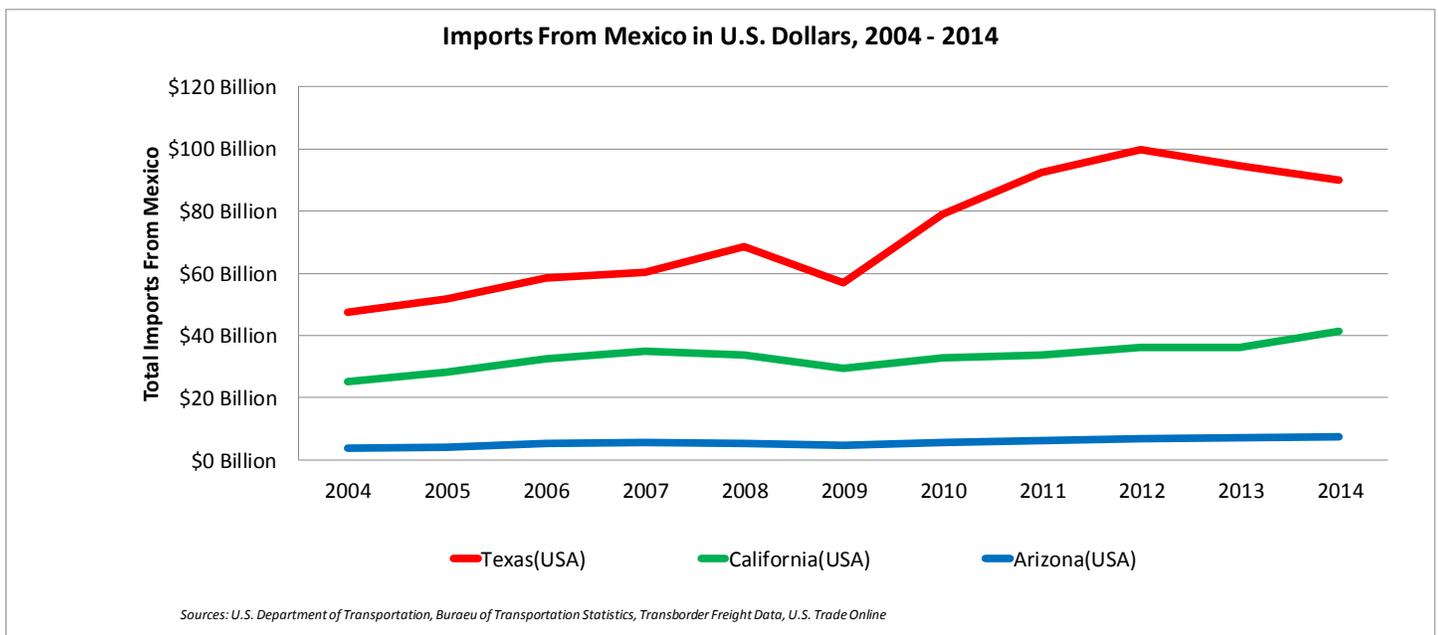
Charlene FitzGerald
YMPO Executive Director

SR 189 ADVANCEMENT – FACT SHEET

Mexico is the largest bilateral trading partner with Arizona, accounting for an estimated \$30 million in two-way trade each day. Trade between the US and Mexico is expected to increase dramatically over the next decade, and Arizona is well positioned to become a global leader in international commerce by virtue of our proximity to the 13th largest economy in the world. Supporting facts:

- Manufacturing outsourcing studies and business articles by top consulting firms and business news outlets have recognized Mexico as being the top venue for manufacturing foreign direct investment, ranking above China, Brazil and India.
- Manufacturing currently accounts for approximately 35 percent of Mexico’s gross domestic product and Mexico is beginning to overtake China as a manufacturing base for many companies.
- The Sea Port of Guaymas, Sonora , located 260 miles south of Nogales, Arizona, is undergoing a major expansion and when the expansion is complete, Guaymas will be Mexico’s 2nd largest seaport by volume with the capacity for more than 30 million tons of cargo annually.

Because of the severe funding constraints faced by ADOT, Arizona has been unable to keep pace with transportation infrastructure investments necessary for our State to compete with states with much large resource bases, such as California and Texas. Due to these states’ strategic investments in transportation infrastructure, aggressive international trade policies and access to financing mechanisms currently unavailable to Arizona, from 2004 through 2014, California and Texas have successfully increased imports from Mexico while Arizona’s share has remained virtually flat.



The Mariposa LPOE at Nogales, Arizona, is one of the ten busiest cargo ports along the US-Mexico Border, processing more than 85 percent of the commercial vehicles, and approximately 89% of the trade value crossing the Arizona-Sonora border. The increasing manufacturing activity occurring in Mexico, coupled with the expansion of the Sea Port of

Guaymas, Sonora, could triple the current commercial traffic through the Mariposa LPOE and onto State Route 189 over the next decade. Supporting facts:

- According to US Customs and Border Protection, in 2011, the dollar value of bilateral trade through the Mariposa Port of Entry was estimated at \$20-\$25 billion, and in 2014, the value is estimated to be \$30-35 billion, representing a 50 to 75 percent increase in the value of bilateral trade over a three year period.
- Data from US Customs and Border Protection adjusted to calendar years shows that the volume of truck traffic has also grown. Truck volumes grew approximately 13 percent from 276,877 trucks in 2009 to 311,669 trucks in 2013. Truck traffic volume declined slightly in 2014, but is on track to complete calendar year 2015 with an increase of 2% or approximately 318,000 trucks per year.
- With the completion of the \$225 million reconstruction and modernization of the Mariposa LPOE, commercial traffic volumes are expected to climb from the previous average of 1,600 trucks per day to more than 3,000 trucks during the peak of produce season in future years .
- Of the 2,000 new Customs officers authorized nationwide in the 2014 federal budget, 170 of those officers have been allotted to Arizona with 120 of those officers destined for Nogales to staff the improved Mariposa LPOE.

State Route 189 serves as a bypass route for commercial truck traffic to and from Mexico and provides a critical international commerce connection from the Mariposa LPOE to Interstate 19. To effectively enhance and facilitate the flow of international commerce and relieve the current congestion, it is necessary to accelerate the improvements to State Route 189 leading to and from the Mariposa port of entry to support import and export trade. Supporting facts:

- During the peak of the produce season, SR 189 already experiences considerable traffic congestion. The newly expanded Mariposa LPOE, when fully operational and properly staffed, has the capacity to process more than 4,000 commercial vehicles per day. This additional traffic on the already congested highway makes SR 189 the state's biggest bottleneck in the flow of cross-border commerce and severely impedes Arizona's ability to compete in international trade.
- Arizona's COGs and MPOs have previously passed resolutions to jointly support highway and rail infrastructure that supports our Arizona/Mexico ports of entry and have urged the State Transportation Board to consider the economic development potential of projects in the Arizona Department of Transportation's Long-Range Transportation Plan, and to explore additional funding and creative financing to implement projects such as SR 189 for the economic vitality of Arizona.

To clarify the COG and MPO intent as to "holding harmless" those projects programmed in the ADOT Five-Year Transportation Facilities Construction Program – this means we recognize and respect that these projects have been long in the project planning and development process and we do not wish to sacrifice the hard work nor delay the economic benefit their implementation will bring. Rather, it is our intent to find a way to fund the preferred build alternative for SR 189 that is above the line in terms of available funds through the methods described in the Statement of Resolution.