

April 8, 2021

TO: Jaime Chamberlain, Chairman

FROM: Luis Ramirez, President, Ramirez Advisors Inter-National

SUBJECT: Monthly Report of Activities – March 2021

On behalf of Ramirez Advisors Inter-National, LLC (“RAI-N”) allow me to present our activity report to you and the Board of Directors of the Greater Nogales Santa Cruz County Port Authority. As always, we request and welcome your continued comments and suggestions as to how we can improve on our services, our communications and on our activities on your behalf. With your feedback, we will make every effort to improve our response to your directives and ensure an effective implantation of the initiatives at hand.

Our recent activities on behalf of the GNSCCPA have focused on the following key areas:

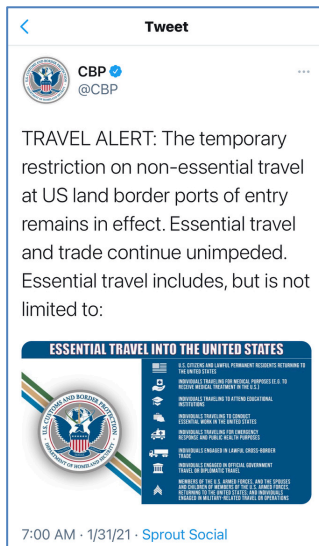
1. Mariposa Cold Room Project Update;
2. Extension of Border Crossing Restrictions;
3. Minutes from Arizona-Sonora Technical meeting;
4. ADOT Releases Draft Statewide Rail Plan;
5. Visit by ASU Fulbright- Humphreys International Fellows to Nogales;
6. PA Signs onto AZDEC Letter on Resources for Reopening of the Border;
7. Regional Binational bridges and Border Crossings Meeting;
8. CBP to Deploy new NII at Mariposa Port of Entry;
9. Port Authority Submits Comments on Transportation 5-Year Plan; and
10. County holds Study Session on I-19 Interchanges.

This report is not intended to be a full description of all activities but rather, provides highlights and information on the direction of our activities to keep the Board of Directors informed and to ensure adherence to the vision and guidance imparted to RAI-N by the GNSCCPA and its leadership. Throughout this period, RAI-N has maintained active and frequent communications with Ms. Allison Moore, Mr. Bruce Bracker and various other members of the Board of Directors in order to ensure that we have a fully coordinated approach to our efforts. RAI-N stands ready to address any issue, concern or suggestion that may arise from this report and from our on-going dialogue with the leadership and the Board of Directors.

1. MARIPOSA COLD ROOM PROJECT UPDATE

- Work with the General Services Administration (GSA) continues on the project.
- GSA has provided initial response to changes suggested by Technical Team on the Revocable License Agreement.
- Port Authority is awaiting final version of the Licensing Agreement in order to bring it to the Board for approval.

2. EXTENSION OF BORDER CROSSING RESTRICTIONS



- The governments of the United States, Mexico and Canada have once again agreed to extend the border crossing restrictions for another 30 days, as of this report, it has been extended through April 21, 2021.
- We anticipate that, until COVID-19 contagion numbers start to decrease that these restrictions will continue for the foreseeable future.
- Who is considered an “essential” traveler?
 - Citizens and lawful permanent residents returning to the United States.
 - Individuals traveling for medical purposes (e.g., to receive medical treatment in the United States).
 - Individuals traveling to attend educational institutions.
 - Individuals traveling to work in the United States (e.g., individuals working in the agriculture industry who must travel between the United States and Canada or Mexico in furtherance of such work).
 - Individuals traveling for emergency response and public health purposes (e.g., government officials or emergency responders entering the United States to support federal, state, local, tribal, or territorial government efforts to respond to COVID-19 or other emergencies).
 - Individuals engaged in lawful cross-border trade (e.g., truck drivers supporting the movement of cargo between the United States and Canada and Mexico).
 - Individuals engaged in official government travel or diplomatic travel.
 - Individuals engaged in military-related travel or operations.

3. *MINUTES FROM ARIZONA-SONORA PORT OF ENTRY TECHNICAL MEETING*

- While the actual meeting took place on February 24, 2021, the official Minutes from the meeting were not provided until March, 2021.
- With regards to the Modernization of the DeConcini Port of Entry, here are the notes and Action Item from that portion of the meeting:

- **Action Items**

- Request for GSA to conduct a feasibility study for the modernization of the DeConcini port of entry in downtown Nogales.

Discussion

- The Municipality of Nogales has held conversations with Ferromex and other relevant stakeholders about the location of the existing rail crossing that runs through downtown Nogales on both sides of the border. The proposal would be to relocate the rail crossing east of its existing location.
- The Municipality expressed concerns that, once border travel restrictions are lifted, the pent-up demand by Mexican visitors wanting to shop and visit the US will cause tremendous strain on port facilities that are already overburdened. This expected influx of people crossings will further deteriorate the conditions at DeConcini.
- Request by the Municipality for a delegation of federal officials to conduct a site visit at the port of entry and identify next steps to begin the modernization process.
- The Municipality of Nogales has invested in the road improvements to Luis Donaldo Colosio Boulevard, a major urban artery that feeds into the Mariposa port of entry.
- Private and public stakeholders in Greater Nogales/Santa Cruz County have been advocating for a feasibility study for the modernization of the DeConcini port of entry.
- CBP noted that it does not want to spend funds on a feasibility study if it believes that Congress would not fund the project in a timely manner. CBP does not want to risk asking for a feasibility study that could become outdated if the project is not funded.
- CBP indicated that given the limited resources available and the projects that are already included in CBP's 5-Year Plan, a feasibility study cannot be conducted at this time. Yet, it is important for stakeholders to advocate for additional funding for CBP's budget so that projects can move up the priority list.

- GSA and CBP recognized that the DeConcini port of entry is well beyond its useful life and is in dire need of renovation because of the risk it poses to CBP personnel and cross- border travelers.
- A copy of the complete Minutes are provided in Attachment #1.

4. ADOT RELEASES UPDATED DRAFT OF THE STATEWIDE RAIL PLAN

- On March 10, 2021, the Arizona Department of Transportation released a draft of the statewide rail plan.
- In great part, due to the efforts of the Port Authority the report includes a section dedicated to the Nogales Rail Crossing, as the state’s only rail connector with Mexico.
- Te report makes reference to” (1) the suggested relocation of the rail crossing, (2) the improvements required to make the rail crossing more efficient, (3) references the comments from the mining sector regarding the ability to inspect unit trains at Rio Rico, and (4) mentions the possibility of using rail for the future movement of fresh produce.

Map of the state’s rail system



4.4 NOGALES BORDER CROSSING

Another rail need/opportunity is the Port of Entry at Nogales. Arizona is largely a pass-through state for east/west commerce, some of the greatest opportunities rail opportunities may lie with north/south commerce with Mexico. Currently, the UPRR Nogales Subdivision passes through downtown Nogales. This is disruptive since there are numerous crossings, and trains blocks traffic in downtown. Previous studies such as the Arizona-Sonora Border Master Plan have examined the possibility of moving the port of entry out of downtown Nogales. One complicating factor is that Nogales is relatively hemmed in by mountains.

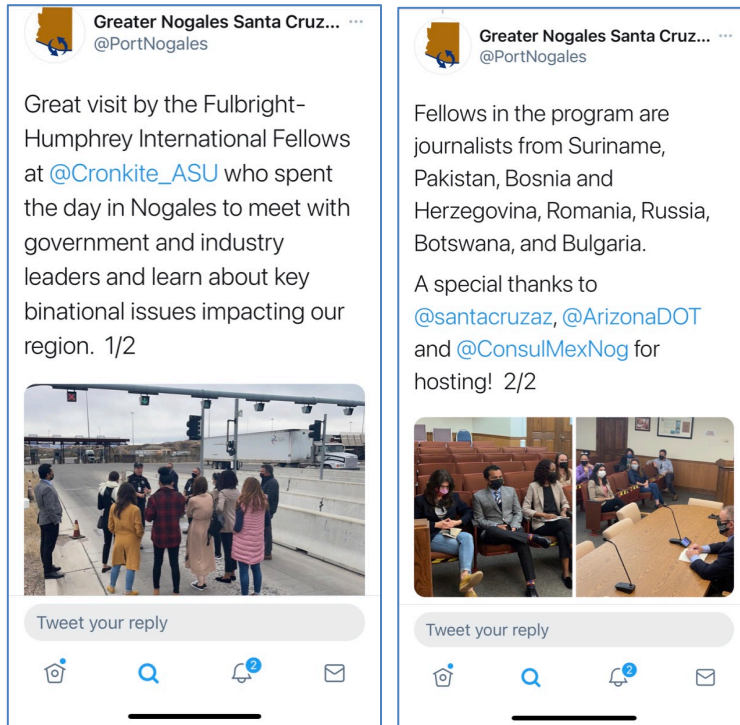
Infrastructure could be improved at Rio Rico as well. As trains cross the border from Mexico, they pass by scanners, which electronically inspect cargos. The scanner information is forwarded to U.S. Customs and Border Protection (CBP) at Rio Rico. CBP staff review the scans and compare to train manifests. CBP staff look for 1) commodity verification (i.e. what is on the scanners matches what is supposed to be on the train), 2) stowaways, and 3) anomalies. After clearing the border, trains proceed to a siding at Rio Rico. If the CBP review of scans identifies anything that requires a visual inspection of a railcar, CBP will then conduct this visual inspection at Rio Rico. UPRR railroad recommended an 8,500-foot train

inspection slot at Rio Rico to improve the efficiency of cross border movements. A representative from a mining company also mentioned a lack of rail yard capacity for unit trains on the U.S. side of the border. There is also a need to improve CBP equipment at Rio Rico. CBP staff are able to inspect top containers on double stack railcars, but are not able to open bottom containers because container wells block the doors. Similarly, CBP lacks the equipment to inspect certain types of bulk railcars. Currently, railcars that CBP is unable to access are removed from their trains and then moved to the Port of Tucson on a different train for inspection at the Port of Tucson. Efficiency could be improved if CBP staff had the equipment to unload containers from railcars and access bulk cars at Rio Rico.

The Fresh Produce Association of the Americas is exploring ways to ship produce from Sinaloa, Mexico across the border, potentially using rail. Because produce is perishable, service would need to be fast. Rail service would only be fast enough for shipping produce if it is point-to-point. Manifest service, by which railcars are sorted into and out of multiple trains between origin and destination would be too slow. One possibility could be to truck produce from Sinaloa across the border in refrigerated containers, which would then be loaded onto trains in Tucson. This could take advantage of the relatively fast speed of trucking from Mexico and across the border but benefit from the economies of rail for shipping over long distances.

- The complete 182-page draft Rail Plan can be found at:
<https://azdot.gov/planning/transportation-programs/state-rail-plan>.
5. **VISIT BY ASU FULBRIGHT-HUMPHREYS INTERNATIONAL FELLOWS TO NOGALES**
- On March 10, 2021, Delegates and students from the Arizona State University Humphreys Fellows Program visited Nogales to see firsthand the realities of the border.
 - This was a great, and hopefully a recurring, opportunity to help educate international journalists about the realities of the border, both the challenges and the opportunities.

- Special thanks to Chairman Chamberlain, The Honorable Bruce Braker, Board Member Josh Rubin for participating in the tour and discussion.
- Additionally, special thanks to Lt. Joe Dopadre for hosting the delegation at the ADOT compound and former Consul General Ricardo Santana for hosting the delegation at the Mexican Consulate.
- The delegation included journalists from Suriname, Pakistan, Bosnia and Herzegovina, Romania, Russia, Botswana and Bulgaria.



6. PA SIGNS ONTO AZDEC LETTER ON RESOURCES FOR REOPENING OF THE BORDER

- On March 16, 2021, the Arizona District Export Council (AZDEC) authored a letter to be sent to the entire Arizona Congressional Delegation asking for the necessary once border crossing restrictions are lifted.

- The Port Authority, along with 34 other entities and organizations, signed on the letter urging:
 - Clearly articulate a plan for re-opening.
 - Confirm that the resources required to implement port of entry reopening's have been allocated to the appropriate authorities.
 - Communicate the border reopening plan with interested constituencies in the border states.
- The letter stressed that communications and coordination at all levels of government are critical in order to ensure a safe and smooth reopening.
- A copy of the letter is provided in Attachment #2.

7. REGIONAL BINATIONAL BRIDGES AND BORDER CROSSINGS MEETING

- On March 24, 2021, the US Department of State, along with its Mexican counterpart, the Ministry of Foreign Affairs (SRE) hosted the Regional Binational Bridges and Border Crossings Meeting, focused on the port of entry projects on the four-state region (Arizona, California, Baja California and Sonora).
- At the request of the Mexican authorities participating, the meeting was structured for presentations only with no discussion.
- This was a missed opportunity for a more in-depth discussion on the necessary action items required for each project.
- There was discussion on the Mariposa port of entry, particularly by the General Services Administration (GSA) and Customs and Border Protection (CBP) pushing for the pedestrian overpass to ensure the safety of north-bound pedestrians that need to access the middle of the port for the north-bound pedestrian lanes.
- Additionally, both CBP and GSA confirmed that the DeConcini port of entry, that although the port is not that old when compared to others, it no longer meets the mission and needs of CBP. This is a strong statement that was made during an official binational protocol meeting.
 - Efforts continue to have the feasibility study for the modernization of the DeConcini port of entry conducted.



Images from the Regional Binational Bridges and Border Crossings Meeting

8. *CBP TO DEPLOY NEW NII AT MARIPOSA PORT OF ENTRY*

- During the last Port Authority Board meeting, the Office of Field Operations out of Tucson, represented by Mr. Armando Goncalvez, announced that CBP would be deploying new Non-Intrusive Inspection Technologies (NII) at the Mariposa port of entry.
- This technology should help CBP conduct their mission with greater efficiency and lead to faster and more secure crossings.



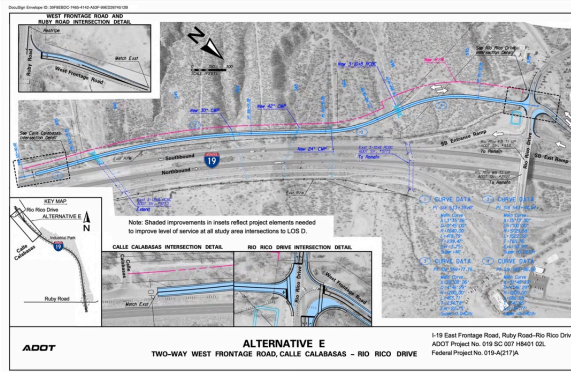
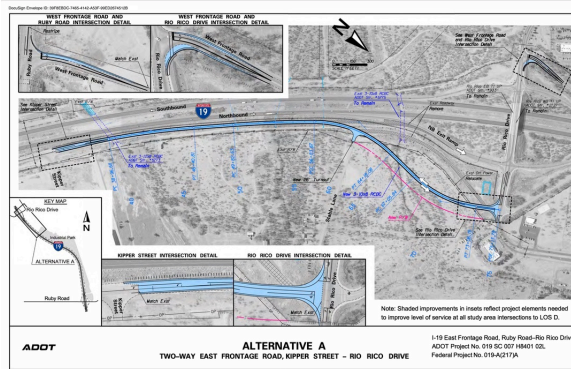
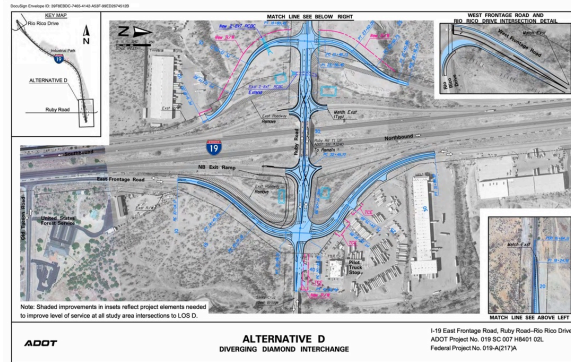
9. ***PORT AUTHORITY SUBMITS COMMENTS ON TRANSPORTATION 5-YEAR PLAN***

- As part of the ongoing efforts to promote the continued investment in the region's transportation infrastructure, the Port Authority submitted written comments to the Arizona Department of Transportation and the Transportation Board outlining the stated priorities by the Port Authority:
 - Modernization of the interchanges on I-19 at Ruby Road and Rio Rico, along with the frontage roads;
 - Deployment of Intelligent Transportation System technology to help alleviate congestion at the Ruby Road interchange
- A copy of the letter is provided in Attachment #3.

10. ***COUNTY HOLDS WORK SESSION ON I-19 INTERCHANGES***

- On March 16, 2021, the Santa Cruz County Board of Supervisors hosted a work session on the proposed improvements to the Ruby Road and Rio Rico Interchanges.
- County staff indicated that they supported, in concept, the proposed Diverging Diamond approach to Ruby Road.
- There were additional comments regarding the northbound access from the East side Frontage Road to Northbound I-19. There was understanding that during the formal design phase of the project, there will be the opportunity of making adjustments to the conceptual design.
 - ADOT's bidding process allows for bidders to submit their own recommendations for more effective, efficient and safer alternatives than were conceived during the Design Concept Report Phase.
 - Additionally, there will be additional opportunities for public comment and input before the design is finalized.

Conceptual designs provided in the 2018 Design Concept Report



Attachment #1
Copy Minutes from Binational Technical Meeting

Minutes

Arizona-Sonora Port of Entry Technical Meeting
US Consulate General in Nogales, Sonora
Wednesday, February 24, 2021
via Zoom Web Conference

San Luis I / San Luis Rio Colorado I

Action Items

- A technical team from SCT will conduct a site visit the week of March 1-4, 2021 at the San Luis Rio Colorado I port of entry and meet with SIDUR and the Municipality of San Luis Rio Colorado for further assessment on viable design alternatives for the configuration of the southbound alignment.
- The Municipality of San Luis Rio Colorado and SIDUR to coordinate next steps needed for the land acquisition for the modernization of the port on the Mexican side.
- GSA is requesting further information from SCT (i.e., traffic models) on the design alternatives under consideration for the crossing of southbound traffic.
- San Luis regional stakeholders will continue to advocate for Congress to fund the remaining \$90 million needed for the full build-out of the project in the Fiscal Year 2022 Appropriations.

Discussion

- The Municipality reiterated its support for the construction of pedestrian and vehicular underpasses to alleviate the congestion of southbound traffic into Mexico.
- For the modernization of San Luis Rio Colorado I, there are two major components that are being worked on locally but require active participation from Mexican federal partners.
 - (1) Land Acquisition. Local and state government officials are in the process of developing a plan to acquire additional land surrounding the existing facilities needed for the expansion of the port. This is being done in collaboration with the property owners in the area. Once that process is finalized, SAT/Aduanas would need to begin developing the master plan for the expansion of the port's facilities.
 - (2) Vehicular and Pedestrian Underpasses. SIDUR and the Municipality have been in communication with SCT to identify the best design alternative to accommodate the reconfiguration of southbound traffic through Avenida Morelos (vehicular) and Calle Primera (pedestrian) under MX-2.
- Representatives from the General Services Administration (GSA), US Customs and Border Protection (CBP), and Arizona-Sonora stakeholders expressed concerns that without a formal commitment by the Mexican federal government to accommodate the new southbound alignment (Archibald-Morelos) then GSA would have to move forward

- with a design using the existing crossing location, with Archibald-Morelos as a later phase resulting in dramatic costs increases as temporary facilities would be required.
- GSA noted that Diplomatic Notes have been exchanged confirming the Archibald-Morelos alignment for southbound traffic.
 - However, in recent discussions, SIDUR, the Municipality of San Luis Rio Colorado, and GSA were informed by SCT that due to technical limitations, the underpasses would no longer be considered a viable option for southbound traffic.
 - In response, SIDUR and the Municipality developed a design alternative that would instead keep the proposed southbound alignment but have traffic flow at-grade and use traffic signalization to regulate traffic flows.
 - GSA expressed concerns over SCT's position on the underpasses and believes the new alternative under consideration would not deliver the anticipated efficiencies in cross-border traffic. Instead, it would create another bottleneck. GSA reiterated its request for SCT to provide studies that confirmed their decision, including traffic models that demonstrate the technical limitations of the vehicular underpass and the possible gains of an at-grade alternative that relies on signalization (i.e., traffic models) to better understand how it arrived at this conclusion.
 - Delays from Mexico on a binational design for southbound traffic will create inefficiencies for the project on the US side. GSA and CBP stressed that resolving this issue is of the utmost importance in order to move forward with the final binational design.
 - SCT clarified that the agency has not officially discarded the possibility of constructing pedestrian/vehicular underpasses because it lacks the information to arrive at that conclusion.
 - SCT is concerned that the proposed underpasses may not meet the technical distance requirements from the entry point past the international boundary to the exit into the local streets or conform to other federal design regulations.
 - Other design alternatives under consideration are overpasses or at grade crossings using traffic signalization, the latter which SIDUR and the Municipality have proposed as a short-term solution in order to move forward with the project on the US side. Further assessments are needed to determine which configuration would be technically feasible and cost-effective.
 - SCT confirmed that a technical team will be conducting a site visit next week to San Luis Rio Colorado to inspect the current situation at the port and further assessment on viable design alternatives for the configuration of the southbound alignment.
 - SCT recognized that the overall investment needed by Mexico to complement US federal investment would be "low cost...high impact" that would benefit both sides of the border.
 - SIDUR and the Municipality do not have funding available to carry out the additional studies requested by SCT. However, if the Municipality completes the land acquisition process, SIDUR and the Municipality would have a strong case in asking the federal government, through SCT, to fund the studies.

Douglas / Agua Prieta Two-Port Solution

Action Items

- Request for a formal response by the Mexican federal government to the US Diplomatic Note from February 2020 which confirms the findings of the GSA Feasibility Study and the preferred location for the new border crossing.
- Representatives from INDAABIN, SCT, SRE, and SIDUR will schedule a meeting with Mr. Rascon to move forward with the land donation process on the Mexican side of James Ranch Road and explore possible funding mechanisms.
- Douglas regional stakeholders will continue to advocate for Congress to fund the \$325 to \$350 million needed to fund the Douglas Two-Port Solution in the Fiscal Year 2022 Appropriations.

Discussion

- Regional stakeholders from Arizona and Sonora stressed that building a separate commercial port of entry is critical to region's public safety and efficient flow of cross-border commerce.
- Trucks carrying hazardous materials is common in the area and pose a risk to the population centers in the immediate area. Trucks carrying oversize/overweight products can cause hours-long delays at the crossing because the facilities are inadequate and cannot continue non-commercial traffic simultaneously.
- GSA highlighted how the construction of a new port of entry dedicated to commercial traffic can be leveraged as an opportunity for economic growth on both sides of the border, attracting investment and job creation in the region.
- Mr. Rascon reiterated his commitment to donate the necessary acreage to the Mexican federal government which would be used as the site for the new commercial port of entry and the right-of-way connector road from the port to MX-2.
- Mr. Rascon requested a meeting with SRE, SCT, INDAABIN, and SAT/Aduanas so that there is joint coordination and agreement on the land donation.
- The Arizona Department of Transportation reiterated its commitment to assist with the planning and engineering studies for the road that would connect the new port of entry at Douglas to State Route 80/US federal highway system.
- GSA confirmed that IBWC/CILA is conducting due diligence on the land that would be adjacent to the proposed location of the new port on the US side.
- GSA stated that binational coordination is critical to move the project forward and elevate the priority status among both governments so that it can be funded. A response from the Mexican government on the US diplomatic note is an essential step in order to raise the priority level. The land donation on the Mexican side would also be a positive next step and demonstrate the commitment by Mexico in order for Douglas stakeholders to request funding from Congress.
- CBP confirms that the Douglas Two-Port Solution is a top national priority, along with the rest of the funding for San Luis I.

- SCT agreed to assist in scheduling a meeting with INDAABIN to identify next steps in the land donation process; SCT to identify the potential right-of-way for the connector road; and SAT to explore funding opportunities for the construction of port facilities.
- Mr. Rascon proposed a public-private partnership as a potential funding mechanism for the new commercial port and connector road in Agua Prieta. Mr. Rascon informed the group that he has already spoken with investors who would be interested in pursuing such a project through a concession, for example. SCT expressed interest in exploring that option further as part of its next steps – but an unsolicited proposal would need to be submitted to SCT for their consideration.

DeConcini Port of Entry

Action Items

- Request for GSA to conduct a feasibility study for the modernization of the DeConcini port of entry in downtown Nogales.

Discussion

- The Municipality of Nogales has held conversations with Ferromex and other relevant stakeholders about the location of the existing rail crossing that runs through downtown Nogales on both sides of the border. The proposal would be to relocate the rail crossing east of its existing location.
- The Municipality expressed concerns that, once border travel restrictions are lifted, the pent-up demand by Mexican visitors wanting to shop and visit the US will cause tremendous strain on port facilities that are already overburdened. This expected influx of people crossings will further deteriorate the conditions at DeConcini.
- Request by the Municipality for a delegation of federal officials to conduct a site visit at the port of entry and identify next steps to begin the modernization process.
- The Municipality of Nogales has invested in the road improvements to Luis Donaldo Colosio Boulevard, a major urban artery that feeds into the Mariposa port of entry.
- Private and public stakeholders in Greater Nogales/Santa Cruz County have been advocating for a feasibility study for the modernization of the DeConcini port of entry.
- CBP noted that it does not want to spend funds on a feasibility study if it believes that Congress would not fund the project in a timely manner. CBP does not want to risk asking for a feasibility study that could become outdated if the project is not funded.
- CBP indicated that given the limited resources available and the projects that are already included in CBP's 5-Year Plan, a feasibility study cannot be conducted at this time. Yet, it is important for stakeholders to advocate for additional funding for CBP's budget so that projects can move up the priority list.
- GSA and CBP recognized that the DeConcini port of entry is well beyond its useful life and is in dire need of renovation because of the risk it poses to CBP personnel and cross-border travelers.

Open Discussion

- GSA raised concerns about outstanding items related to the Mariposa port of entry:
 - Construction of a pedestrian bridge for pedestrians to have east-west access on the Mexican side.
 - Need to configure the lanes that lead to the Mariposa port of entry so that a new SENTRI lane can be installed.
- Mariposa Cold Rooms Storage Project
 - Port Authority is waiting to receive the Revocable License Agreement from GSA Legal which will be reviewed and voted upon the PA's Board of Directors.

Agenda Items Request for Next Meeting

- Stormwater flows in Ambos Nogales.
- Additional SENTRI lanes at the Mariposa port of entry.
- Safety improvements to pedestrian access at the Mariposa port of entry.
- Update to the Arizona-Sonora Border Master Plan which will be carried out by ADOT.
- Access road for SENTRI lanes for the Lukeville port of entry.
- Unified Cargo Processing.
- Deployment of non-intrusive technologies at the Mariposa port of entry.

Support for the Border Liaison Mechanism

- GSA and CBP expressed a strong interest in restarting the Border Liaison Mechanism similar to the format that was put together for this meeting. Highlighted that this meeting was a productive conversation on critical projects which would have not been possible at the binational protocol meetings. Meetings such as this one would provide the necessary preparation for the next Binational Bridges and Border Crossing Group (BBBXG) meeting when it is scheduled by the US State Department or Ministry of Foreign Affairs in Mexico.

Participants

State of Arizona

- Juan Ciscomani, Senior Advisor for Regional and International Affairs, Office of the Governor of Arizona; Vice Chair, Arizona-Mexico Commission
- Becky Freeman, Director for Southern Arizona, Office of the Governor of Arizona
- Nick Hilton, Deputy Director for Southern Arizona, Office of the Governor of Arizona
- Lorena Rueda, COO, Arizona-Mexico Commission
- Mary Mendoza, Executive Assistant, Southern Arizona, Office of the Governor of Arizona
- Mark Sanders, Director of International Affairs, Arizona Department of Transportation
- Edna Mendoza, Director of Border Environmental Protection, Arizona Department of Environmental Quality
- Luis Ramirez, Ramirez Advisors
- Martin Rodriguez, Ramirez Advisors

State of Sonora

- Yamilett Martinez, Director of the Office of International Affairs, State of Sonora
- Arq. Angel Lopez, Undersecretary for Urban Development, Sonora Department of Infrastructure and Urban Development
- Arq. Diego Ledgard, Director of Binational Projects, Sonora Department of Infrastructure and Urban Development

San Luis / San Luis Río Colorado Regional Stakeholders

- The Honorable Gerardo Sanchez, Mayor, City of San Luis
- The Honorable Matias Rosales, Vice Mayor, City of San Luis; Chairman, Greater Yuma Port Authority
- Tadeo De La Hoya, City Manager, City of San Luis
- Buna George, Executive Director, Greater Yuma Port Authority
- Lic. Santos Gonzales Yescas, Municipal President, Municipality of San Luis Rio Colorado
- Lic. Rebecca Ching Hurtado, Director of Tourism and Economic Development, Municipality of San Luis Rio Colorado
- Arq. René Arce, Director of Urban Development, Municipality of San Luis Rio Colorado

Douglas / Agua Prieta Regional Stakeholders

- The Honorable Donald Huish, Mayor, City of Douglas
- Luis Pedroza, Interim City Manager, City of Douglas
- The Honorable Ann English, Supervisor, Cochise County
- Lic. Jesus Montaña Durazo, Municipal President, Municipality of Agua Prieta
- Marcelo Rascón, Landowner of Mexican Side of James Ranch Road

Ambos Nogales Regional Stakeholders

- Jaime Chamberlain, Chairman, Greater Nogales Santa Cruz County Port Authority

- The Honorable Bruce Bracker, Supervisor, Santa Cruz County
- The Honorable Arturo Garino, Mayor, City of Nogales
- Josh Rubin, Board Member, INDEX Nogales
- Lance Jungmeyer, President, Fresh Produce Association of the Americas
- Lic. Israel Victoria, Director of Economic Development, Municipality of Nogales


US Federal Government

- The Honorable Laura Biedebach, Consul General of the United States in Nogales, Sonora
- Claire Mark, Political Affairs Officer, US Consulate General in Nogales, Sonora
- Pablo Perez, Political Affairs Assistant, US Consulate General in Nogales, Sonora
- Zachary Levitt, Mexico Desk, US Department of State
- Anthony Kleppe, Land Port of Entry Portfolio Manager, General Services Administration
- Ramon Riesgo, Southern Border Project Director, General Services Administration
- Mikhail Pavlov, US Customs and Border Protection
- Armando Goncalvez, Assistant Director for Trade, Tucson Field Office, US Customs and Border Protection
- Mark Jankowski, Tucson Field Office, US Customs and Border Protection
- Mitchell Harmell, Border Security Coordinator, Bureau of International Narcotics and Law Enforcement Affairs (INL) – Mexico City

Mexican Federal Government

- The Honorable Ricardo Santana, Consul General of Mexico in Nogales, Arizona
- Job Orozco, Chief of Department on Border Affairs, Ministry of Foreign Affairs
- Erika Garcia, Special Projects Director, Ministry of Communications and Transport
- Francisco Calvario, Assistant Director for International Crossings and Bridges, Ministry of Communications and Transport
- Ing. Luis Eloy Juarez, Representative in Sonora, Ministry of Communications and Transport

Attachment #2
Copy of AZDEC Letter on Border Reopening



March 16, 2021

Via Electronic Mail

The Honorable Kyrsten Sinema
825 B & C Hart Senate Office Building
Washington, DC 20510

Land Border Port Reopening


Dear Senator Sinema,

Restrictions on non-essential travel due to the COVID-19 pandemic have had a devastating effect on business and tourism in the U.S.-Mexico-Canada border states.

While North America works to vaccinate its populations and reduce the risk associated with COVID-19, we must start planning how to safely ease border travel restrictions and facilitate economic recovery. In furtherance of this goal, President Joe Biden on January 21, 2021, issued an executive order on Promoting COVID-19 Safety in Domestic and International Travel. With respect to travel across land border ports of entry, Section 5(c) of the executive order requires the secretary of State in consultation with the secretaries of Health and Human Services, Transportation, and Homeland Security, as well as the director of the Centers for Disease Control and Prevention to immediately commence diplomatic outreach to the governments of Canada and Mexico regarding public health protocols for land ports of entry. In addition, the order calls for submitting to the president within 14 days a plan to implement appropriate public health measures at land ports of entry. Under terms of the executive order, the plan should have been provided to the White House on February 4, 2021. Yet, as of today's date, we still have no indication that a plan has in fact been provided to the president, and if so, what the plan might include.

The travel restrictions have had severe impacts on Arizona and our border communities. At the six Arizona ports of entry, 2020 brought a 32% drop in total cars and 43% in total people compared with 2019. The impacts on our retail, tourism, service and merchant

Arizona's Voice for Global Trade
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sectors cannot be overestimated. Our border communities report that 50% to 70% of their collected retail sales taxes are directly attributable to Mexican visitors. Under the travel restrictions, those sales tax revenues have been decimated. We are hopeful that border crossing restrictions will be lifted as soon as it is deemed safe and with proper attention to the health and safety of the traveling public and the officers who staff these critical installations. While impacts resulting from Southern border travel restrictions are well recognized, Arizona has likewise been negatively affected by the loss of Canadian tourism (\$1 Billion spending impact), as well as the loss of Canadian Snowbirds, who own or rent over 100,000 residences in Arizona, have an average stay of 4 months in Arizona, and spend approximately \$3,500.00 per month (an estimated additional \$1.4 Billion spending impact).

We must move towards easing international border restrictions and allowing business and leisure travel to resume within North America. To accomplish this objective effectively, it is imperative that the U.S. government, in coordination with its counterparts, take the following steps: (i) clearly articulate a plan for reopening, (ii) confirm that the resources required to implement port of entry reopenings have been allocated to the appropriate authorities, and (iii) communicate the border reopening plan with interested constituencies in the border states, including the signatories of this letter, so that steps can be taken to educate travelers regarding issues such as testing and screening standards, and required documentation. This will ensure travelers arrive at the land ports with the appropriate documentation and that they understand the required procedures, which will reduce border processing wait times and confusion.

Coordination and communication at the federal, state and local levels are critical to implementation of a safe and effective reopening plan. Together, we urge you to prioritize this issue, and immediately implement a communication strategy that ensures all interested or affected agencies and organization have the information required to support a safe and effective reopening of the border ports of entry.

If you would like any additional information or there is an opportunity for the leadership of our organizations to meet with you and your staff to further this important conversation, please let us know.

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Sincerely,



Melissa Sanderson, Chair
Arizona District Export Council



Garrick Taylor
Arizona Chamber of Commerce & Industry



Fetipe Garcia, Executive VP
Visit Tucson



R. Glenn Williamson, CEO & Founder
Canada Arizona Business Council



Jamie Chamberlain, Chair
Greater Nogales Santa Cruz Port Authority



Carol Colombo, Vice Chair
Arizona District Export Council



Steven G. Zylstra, President & CEO
Arizona Technology Council



Kim Sabow, President & CEO
Az Lodging and Tourism Association



David Adame, President & CEO
Chicanos Por La Causa, Inc.



Oscar Vildosola, Vice Chair
Douglas International Port Authority

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Chris Camacho, President & CEO
Greater Phoenix Economic Council



Matias Rosales, Chair
Greater Yuma Port Authority



Joe Snell, President & CEO
Sun Corridor, Inc.



Amber Smith, CEO
Tucson Metro Chamber of Commerce



Patrick Scherden, Chair
Douglas Regional Economic Dev. Corp.



Doug Brühke, CEO & Founder
Douglas Chamber



Todd Sanders, President & CEO
Greater Phoenix Chamber of Commerce



Allison Grigg, Executive Director
Arizona Manufacturers Council



Patrick Scherden, Chair
Douglas Industrial Development Authority



Joshua Rubin, Board Member
INDEX-Maquilla Association of Sonora

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Randy Heiss, Executive Director
Southeastern AZ Assoc. of Governments



Donald Huish, Mayor
City of Douglas



Demetrio Kyriakis, Chair
Nogales Customs Brokers Association



Ted Maxwell, President & CEO
Southern Arizona Leadership Council



Gerardo Sanchez, Mayor
City of San Luis

Frank Rascon
Frank Rascon, Jr., Chair
Southwest Port Users Association



Lance Jungmeyer, President
Fresh Produce Association of the Americas

Laura Cortelyou
Laura Cortelyou, Tourism, Marketing & Film Office
Manager, Economic Development Department
Town of Marana

Sup. Ann English, Cochise County Representative
Sup. Bruce Bracker, Santa Cruz County Representative
Sup. Sharon Bronson, Pima County Representative
Sup. Tony Reyes, Yuma County Representative
Arizona Border Counties Coalition

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Attachment #3

Copy of letter with comments on 5-Year Transportation Plan



March 29, 2021

Mr. John Halikowski
Director
Arizona Department of Transportation
206 South 17th Ave., MD 100
Phoenix, Arizona 85007

RE: Public Comments for Tentative Five-Year Plan

Dear Director Halikowski,

Nogales and Santa Cruz County remain grateful for all the innovative and visionary work we have done with you and the Arizona Department of Transportation. In particular, we are pleased to hear of the recent news that the modernization of State Route 189 (SR-189) is over 70% complete and may open to the public as early as September of this year – ahead of schedule and under budget. But as you may recall, the modernization of SR-189 is part of a broader strategy to enhance the safety of the traveling public and to facilitate the billions of dollars of trade that traverse through our community.

The complete strategy includes the modernization of the Interstate 19 (I-19) interchanges at Ruby Road and Rio Rico Drive, along with the frontage roads in between these two critical interchanges. In fact, the Final Project Assessment (FPA) for these improvements was completed in March 2018 with the intention that “This project will be submitted by the ADOT Southcentral District to the Priority Programming Section of the Multimodal Planning Division for inclusion in the Five-Year Transportation Facilities Construction Program.”¹ According to the FPA, the estimated costs of the recommended construction components total \$26.3 million.

The congestion on the Ruby Road interchange continues to grow worse by the day. Backups for northbound truck traffic exiting I-19 onto Ruby Road are essentially a daily occurrence, aggravated during the peak periods of the produce season, when backups easily exceed dozens of trucks up onto I-19. We are also seeing backups for southbound truck traffic exiting at Ruby Road. This congestion is aggravated with the residential traffic that

¹ Final Project Assessment, March 2018, P. 36

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Director John Halikowski
Arizona Department of Transportation
March 29, 2021

also relies on Ruby Road for access to and from I-19, creating a dangerous safety situation for both commercial and non-commercial traffic.

Permit me to point out that, even during the pandemic that has overtaken Arizona and our nation, truck traffic continued to trend upward. In 2020, despite the impact to cross-border traffic on all modes, northbound truck traffic at Nogales increased by 2,600 trucks, or 0.8%. This is a continuation of the multi-year trend for the growth in truck traffic, with 2019 alone up by 3.6% over 2018, or an additional 12,200 northbound trucks. With the recovery of the North American economy and launch of year-round Sunday Service, we expect further growth in truck traffic through the Mariposa port of entry.

We continue our efforts to promote trade through our region and contribute to the efforts by Governor Doug Ducey to attract investments, create jobs, and defeat COVID-19. But the mounting congestion issues at Ruby Road are a growing safety hazard for the traveling public. We know that construction projects take substantial amounts of time and thus wanted to inquire if there may be some Intelligent Transportation technologies that could be deployed immediately at Ruby Road that may help ease congestion on a real time basis. With trucks backing up on the freeway, we are growing concerned over the safety hazards that the backups are creating.

Again, we ask that the improvements recommended by the FPA for the Ruby Road and Rio Drive Interchanges be included in the new Five-Year Plan. As has been our commitment in the past, we look forward to working with you to implement the long-term solutions needed at these interchanges.

Respectfully,



Jaime Chamberlain
Chairman