

February 24, 2020

TO: Jaime Chamberlain, Chairman

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

SUBJECT: Monthly Report of Activities – January 2020

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 (“GNSCCPA”). 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. **Donation Acceptance Program Update;**
2. **USMCA Ratified by the US;**
3. **Update on Modernization of SR-189;**
4. **Proposed new road connecting Sinaloa to Texas;**
5. **I-94 Update;**
6. **Supervisor Bracker testifies before State House Transportation Committee;**
7. **Arizona Legislative Tour;**
8. **Letters in Opposition to HB-2030 and HB-2458;**
9. **Josh Rubin Joins Port Authority Board; and**
10. **Representation of GNSCCPA with Key Entities.**

This report is not intended to be a full description of all our 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. *DONATION ACCEPTANCE PROGRAM UPDATE*

- Dialogue between the GNSCCPA Technical Team and Customs and Border Protection and the General Services Administration continue with bi-weekly conference calls.
 - The Technical Team continues to work with CBP and GSA in advancing the project.
 - Work with a local architect is underway and CBP has indicated that the project can now forward to the design phase.
 - Port Authority is working on 50% design of the retrofit
- Reminder that the work of the Technical Committee is bound by Non-Disclosure Agreements with CBP and limited information can be provided publicly.

2. *USMCA RATIFIED BY US SENATE*

- On January 16, 2020, the US Senate ratified the United States-Mexico-Canada Agreement with an overwhelming majority of votes in support (89 Yes, 10 No)
- The President signed USMCA into law on January 29, 2020.
- Canada has started their ratification process, with expectations that the process could be completed in March, may be April, 2020.
- The Port Authority posted on social media its support for the ratification of the agreement.

3. *UPDATE ON TRANSPORTATION PROJECTS IN NOGALES/SANTA CRUZ COUNTY*

- On January 23, 2020, the Port Authority hosted a technical meeting with key stakeholders that focused on the Modernization of SR-189 and the need to modernize the I-19 interchanges at Ruby Road and Rio Rico drive, as well as the frontage roads on both the East and West sides of I-19.
- The meeting included representatives from key sectors, including the Fresh Produce Association of the Americas, INDEX-Maquila Association, and Santa Cruz County.
- The Arizona Department of Transportation (ADOT) indicated that during the March, April and May Transportation Board meetings, it would be appropriate

for representatives of the community to advocate for the I-19 interchange improvements.

- ADOT is also updating the cost estimates for the proposed project improvements, information that will be provided once it is available.

4. *PROPOSED NEW ROAD CONNECTING SINALOA TO TEXAS*

- Thanks to the communications from Board Member Terry Shannon, we were apprised of efforts in Sinaloa to promote a new connector road from Topolobampo, Sinaloa to the border at Ojinaga, Chihuahua, connecting all the way to Dallas, Texas.
- It was confirmed that the states of Sinaloa and Chihuahua are jointly promoting this new corridor.
- This corridor would offer a second alternative to the Mazatlán-Durango highway that connects southern Sinaloa with the Texas border.
- On January 23, 2020, the following information was provided to the leadership of the Port Authority on the status and breadth of the proposed new corridor:
 - There are no recent announcements published by the Mexican Department of Communications and Transport (SCT) or the Government of Sinaloa about funding or construction of a highway corridor from northern Sinaloa to the Chihuahua-Texas border.
 - Most recent articles this past month:
 - [Linea Directa | Aprovecharán visita de secretarios federales para insistir en carretera Topo-Chihuahua](#)
 - The Federal Government has cited lack of studies, documentation, right-of-way acquisitions, etc. as reasons for why the project has not been funded.
 - [Debate | Prevén que carretera Topo Chihuahua sea una realidad](#)
 - Recent statements this month by the president of Codesin have signaled confidence that there are project advancements within SCT and coordination with respective local governments.
 - [Linea Directa | Mantenimiento de carreteras de Sinaloa, objetivo de la SCT para el 2020](#)
 - Secretary Jiménez Espriú considers that the project may receive funding in the next federal budget proposal.
 - The Consejo para el Desarrollo Económico de Sinaloa (Codesin) has been leading the efforts to secure the funding from the current federal administration. ([Luz Noticias](#))
 - Previous articles on the topic date back to mid/late-2019, where the Government of Sinaloa and the private sector were lobbying for phases of the project to be included in the federal budget – but were unsuccessful. ([The Mazatlan Post](#))

- About the project: ([Debate](#))
 - The proposed route would begin off the seaport in Topolobampo, Sin., cross through the state of Chihuahua, and end at Ojinaga, Chih., across from the border at Presidio, TX.
 - A major financial hurdle for the project is the construction of a highway bridge over the hydroelectric dam near the Sinaloa-Chihuahua border, which could cost approximately 650-750 million pesos.
- In a visit to Sinaloa in June 2019, President Lopez Obrador made public statements about his intent to move the project forward. ([Debate](#))
- The Government of Sinaloa currently promotes the route from Mazatlán to Matamoros as part of the “Corredor Económico del Norte” to Texas/US markets. ([CIT Sinaloa](#))



- This is a call to action in making sure that this new corridor does not divert traffic from the Arizona-Mexico corridor.

5. ***I-94 UPDATE AND LEGISLATION FOR ARIZONA***

- Senator Martha McSally and Congressman Greg Stanton introduced the Southwest Tourism Expansion Act.
- The bill is co-sponsored by Senator Kyrsten Sinema and Congressman David Schweikert.
- The bill is designed to provide a waiver for the State of Arizona that travelers entering Arizona would not be required to secure an I-94. Southwest Tourism Expansion Act. On December 12, 2019, Senator Martha McSally and Congressman Greg Stanton, introduced the Southwest Tourism Expansion Act that seeks to secure a waiver for the I-94 for visitors from Mexico traveling to Arizona.

- Senator Kyrsten Sinema and Congressman David Schweikert joined as Co-Sponsors on this legislation.
- On January 6, 2020, the following briefing was provided to Port Authority leadership:
 - Per our conversation, here is a short brief on the I-94 and the proposed legislation by Senator McSally and Congressman Stanton.
 - As you might recall, the issue of securing a waiver for the I-94 so that Mexican visitors can travel throughout the entire state without having to secure an I-94 emerged some 4 to 5 years ago. The I-94 that is issued at land ports of entry is typically issued for a 6-month period. It is good for multiple entries as long as it is done by land and there are no restrictions as to where you can travel within the United States once you have a valid I-94.
 - Since this issue emerged some 4 or 5 years ago, CBP has implemented a number of changes to the I-94 program.
 - First, it is now available electronically, so individuals and their families can fill them out online, pay online, print them, then simply have them stamped at the port of entry (at secondary). In fact, CBP has set up a dedicated website strictly for the I-94 application process: <https://i94.cbp.dhs.gov/I94/#/home>. This means that you no longer fill out each form when you get to the port or stand in line to pay (though you still have the option of doing so). Even with the electronic application, you still have to present the form with all the supporting documents, and have it stamped at the port of entry.
 - Second, CBP has given the officers the discretion of issuing the I-94 for up to a year. They still typically issue it for 6-months, but the traveler can request one for the full year.
 - Third, the process is now much faster and CBP is reporting fewer complaints on the whole I-94 process.
 - Finally, CBP retains the goal of having the I-94 become a fully electronic document and they are still working towards that end - though there is no specific timeline for achieving this final step.
 - Thus, for those that cross at Nogales, even if they get a 6-month I-94, they are only having to stop twice each year - at the most - in order to secure an I-94 and travel through Arizona and the entire US.

- On the legislative side, the bill introduced in the Senate (S-3022) *The Southwest Tourism Expansion Act*, and the companion legislation in the House (HR-5405) *To Establish a Pilot Program Waiving the Form I-94 Document Issuance Requirement for Certain Mexican Nationals*, are both, as of today, stand alone bills. Both bills have been referred to committee (Judiciary in the Senate, and Judiciary and Homeland Security in the House) but none of the committees have taken action on these bills. I would suspect that any action will be taken next year, if any. The only other way is for this bill to advance faster is for it to become a rider on another piece of legislation, but we are not aware of that happening at this time.
- The I-94 waiver would have had a significant impact 5+ years ago, but I believe the changes in the application form, how you pay, and the duration, means that the waiver of the I-94 will probably have a marginal impact on the flow of tourism. The vast majority of travelers by car into Arizona are frequent visitors and they are more driven by the time it takes to cross the border than by having to step in to get the stamp on their printed version of the I-94 once or twice a year.

6. SUPERVISOR BRACKER TESTIFIES BEFORE STATE LEGISLATURE ON TRANSPORTATION ISSUES

- On January 22, 2020, Supervisor Bracker was invited to testify before the House Transportation Committee of the Arizona State Legislature.
- His comments, along with those of other Supervisors from all over the state, helped illustrate the magnitude of the need for investment in transportation infrastructure in rural parts of Arizona.
- A copy of Supervisor Bracker's testimony is provided in Attachment #1

7. ARIZONA LEGISLATIVE TOUR

- On January 16 and 17, 2020, the Fresh Produce Association of the Americas hosted a delegation from the Arizona State Legislature and representatives of the Office of the Governor for a day and a half visit to Ambos Nogales.
- The tour provided an opportunity to educate key decision makers on the importance of border communities for trade, tourism and security for Arizona and the nation.
- Special thanks to Port Director Mike Humphries, Customs and Border Protection – Nogales, for providing a detailed overview of port operations and a tour of the Mariposa Port of Entry.



8. *LETTERS IN OPPOSITION TO HB-2030 AND HB-2458*

- During the session of the legislature, HB-2030 and HB-2458 were introduced as bills that would modify the way that ADOT operates at ports of entry or even transfer ADOT's enforcement activities to the Arizona Department of Public Safety.
- Letters in opposition to these proposals have been sent by multiple entities and local governments from the border region.
- A sample of the letters, including the letters from the Arizona Border Counties Coalition (representing Yuma, Pima, Santa Cruz and Cochise Counties) and Chairman Chamberlain are provided in Attachment #2.

9. *JOSH RUBIN JOINS PORT AUTHORITY BOARD*

- Ramirez Advisors would like to extend its congratulations to Josh Rubin, as the new representative of INDEX-Maquila Association on the Board of Directors of the Port Authority

10. *REPRESENTATION OF THE GNSCCPA WITH KEY ENTITIES*

- Continuing efforts to maintain an on-going dialogue with various agencies, entities and organizations allows us to ensure full coordination of efforts and maximizing the impact of our limited resources.
- It is imperative to highlight the great success that has been achieved on these efforts by coordinating efforts with key stakeholders, including the FPAA, Santa Cruz County, Nogales Customs House Brokers, INDEX and others, as each has well established relationships with most of these entities.

Attachment #1

Supervisor Bracker Testimony before House Transportation Committee

Testimony

Committee on Transportation
Arizona State House of Representatives

Presented by:
The Honorable Bruce Bracker, Supervisor
Santa Cruz County

Phoenix, Arizona
January 22, 2020

Thank you Chairman Campbell, Vice Chair Biasiucci and members of the community for the opportunity to present before you today

My name is Bruce Bracker and I am the Chairman of the Board of Supervisors for Santa Cruz County.

I am also the past chair of the Greater Nogales Santa Cruz County Port Authority.

To round out my background, I was born and raised in Nogales, am a resident of Tubac AZ, and my family has been involved in the border retail sector for over 96 years, of which I have been active for 30 years

Santa Cruz County is home to the largest port of entry system that connects Arizona to Mexico, consisting of the Mariposa port of entry, the downtown ports anchored by DeConcini port of entry complex that includes the Morley Gate, a small, historic but very important pedestrian crossing.

In 2018, the last complete year for which we have data, Nogales and Santa Cruz County were the gateway for 3.6 million cars, 10.8 million people and close to 340,000 trucks.

For 2019, January through September, Nogales is recording a growth of 4.6% in truck traffic, representing almost 12,000 additional trucks, and we still do not have the data for the last quarter of 2019. This year we expect exceed 400,000 trucks crossing in Nogales.

These numbers highlight the importance of the investment being made by Arizona, the Federal Government, Santa Cruz County and the City of Nogales on the modernization of SR-189, a \$134 million project that will break ground in March of this year.

But it is also important to understand the nature of the produce industry. Just about 50% or about 160,000 trucks are crossing with produce into Santa Cruz County. They go to the warehouse, drop off their load and cross back into Mexico. Most of these trucks travel less than 12 miles into Arizona.

Then there are all the thousands of trucks that come from all over the United States that come into Santa Cruz County to pick up the produce and take it to their destination.

So, we have trucks that come in from Mexico and trucks that come in from the US - and a huge portion of all these trucks use the Ruby Road interchange to access the warehouses in the Rio Rico area. I estimate that some 60 to 70 warehouses are located in Rio Rico, representing millions of square feet of distribution centers.

Rio Rico is also the largest residential zone in Santa Cruz County and along with residential development comes schools, retail, gas stations and other related projects.

I want to thank ADOT for the maintenance work scheduled for this summer. They will be repaving the Ruby Road overpass, but that will not address the congestion issues we have today at this critical intersection.

As more trucks cross the border, more trucks will want to access the Rio Rico Industrial Park.

I should also mention that we are also working with the produce and mining industries to explore the development of a multi-oval intermodal facility at the Rio Rico Rail Yard, which is also located very close to this intersection.

The County, along with the Nogales Port Authority and key industry representatives, have been working with ADOT to create a systemic approach to the modernization of the interchanges on I-19 with Ruby Road and Rio Rico Drive, as well as the frontage road on both sides of the freeway.

The situation is untenable. We have growth in both truck and car traffic. At times, the lines of cars and trucks exiting I-19 onto Ruby Road can be measured in miles.

I would invite you to try to use this intersection during peak hours and see how you feel surrounded by semis flowing in every direction around you.

ADOT completed the Project Assessment in March 2018 and it provides for the preferred alternatives for the new configurations at Ruby Road and Rio Rico Drive, along with the Frontage roads.

Additionally, Santa Cruz County is working on a new bridge that will provide a grade separated crossing over the railroad at Ruby Road, east of I-19, a project that is now being Coordinated with ADOT to ensure that we are maximizing the throughput of the interchange as a system rather than standalone projects.

But we need additional funding. The local bridge has a total cost of \$10 million dollars and the County has identified \$5 million, but we still need the remaining \$5 million.

Additionally, the improvements that ADOT has studied total over \$20 million and that funding is critical not just from a safety perspective but are also necessary to handle the congestion and growing traffic of this very dynamic area.

Because of the significance for trade, this area is also of great significance to all of Arizona and the nation.

Locally we have developed a plan to resurface local roads with chip seal. We have found this to be the most cost effective method to maintain roads that have an asphalt base and a long-term maintenance method for the roads in our community that are dirt.

At the current levels of HURF funding and the current cost structure Santa Cruz County can expect a 7 year cycle for road maintenance in our system

The prior funding levels had us on a 10-year cycle and the photos in this presentation demonstrate the need for the shorter cycle.

Critical roads in our industrial park such as Kipper need 2 million dollars to be rehabilitated

Community collector roads like Pendleton require drainage and surface improvements that total 3 million dollars

Elgin Road is a major collector road for the Elgin Elementary and Middle School in addition to our local wine industry in the East County is in need of \$3 million dollars to restore.

Yavapai Drive is part of the Rio Rico I-19 interchange is a major collector road for West Rio Rico. The cost to rehabilitate this area is \$1.5 million dollars.

Every city and county are facing the issue of how to maintain its surface transportation infrastructure. In rural Arizona, this is compounded by that fact that we are still climbing back from the recession. Compounded by the fact that even if we used a sales tax the revenue generated does not come close to addressing the current needs of our communities.

I thank you for the opportunity to present before you and I look forward to answering any questions you might have.

Attachment #2

Sample letters opposing HB-2030 and HB-2458



January 22, 2020

The Honorable John Filmore
Arizona State House of Representatives
1700 W. Washington Street
Phoenix, Arizona 85007

Re: **Opposition to HB2030 & HB2458**

Dear Representative Filmore:

On behalf of the Arizona Border Counties Coalition (ABCC), we are writing to express our opposition to House Bills 2030 and 2458, Amending Sections 28-369, 28-982, 28-1102, 28-4846, 41-1777, 41-1742, Arizona Revised Statutes; relating to the Department of Public Safety. As we understand, these bills propose to transfer the jurisdiction over the ports of entry from the Arizona Department of Transportation and place it under the Department of Public Safety.

This change that simply does not need to be made and it could have a huge negative impact on the Arizona border economy. A rural economy that has struggled to recover from the recession.

The value of cross border trade the Arizona-Mexico border is close to \$30 billion dollars. The Arizona Department of Transportation (ADOT) and its Enforcement Division or ECD, have done a remarkable job of ensuring the safety of our roads while working with industry to help make the truck safety inspection process far more transparent.

ADOT-ECD created the Border Liaison Unit, a highly specialized unit within their ranks that is focused on working with truck drivers and the trucking industry on programs designed to better train drivers on the safety concerns before leaving their location in Mexico and approaching the border. These innovative programs are not just on the leading edge of transportation but have marked a historic change in the paradigm of how truck safety is enforced at the border.

Trucks that come across the border into Arizona, just over 396,000 in 2018, are subject to various levels of safety and security inspections. From Customs and Border Protection (CBP) and its security mission focused on protecting the Homeland, to the U.S. Department of Agriculture and the Food and Drug Administration, that are focused on the safety of agricultural commodities and our nation's food supply, to the Federal Motor Carrier Safety

The Honorable John Filmore
Re: **Opposition to HB2030 & HB2458**
January 22, 2020
Page 2


Administration (FMCSA) and ADOT-ECD that are both tasked with ensuring the safety of our roads.

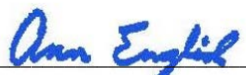
On the Arizona border, ADOT-ECD and FMCSA are collocated at the Nogales and San Luis ports of entry, a great advantage for trucks as both agencies can look at a truck with a single stop, over the approach in many other locations where trucks have to stop twice for redundant safety inspections. Late last year, FMCSA proposed separating from ADOT and building their standalone facilities for every truck entering Arizona. FMCSA and the federal government were subjected to a barrage of opposition to this proposal including opposition from our Senators and Congressional delegation along with multiple local government entities and private sector representatives. And the opposition to that proposal was founded on the great working relationship between ADOT and industry as well as the leadership that ADOT has demonstrated in creating unique programs that have made Arizona's ports of entry the envy of California, New Mexico, and Texas.

The result of Arizona has been higher levels of compliance with safety requirements, a dramatic decrease in the number of fines; a decrease in the amounts assessed in each fine (when they are warranted) and industry has confirmed that these programs have resulted in lower operating costs and cost-savings on truck insurance policies. In short, our roads are safer and Arizona is more competitive. There is simply no need for the transfer of jurisdiction to DPS for these functions. ADOT-ECD has excelled and is seen as a national leader on innovation and safety. We fear that a change to DPS could jeopardize all the work done to make our roads safer and our region more competitive and force a new start with DPS and understanding the different approach and mission they may bring to the table. We also believe that DPS's mission is a critical one, a mission that deserves their full attention and not simply expand it in a situation where it is simply not needed. We do not think you should change from compliance and safety (ADOT) to enforcement and fines (DPS).

Again, please allow us to express our opposition to HB 2030 & HB 2458. We are willing to speak to you personally and/or participate in any hearing or discussion that you and the State Legislature may hold in addressing regards this proposal.

Sincerely,
Arizona Border Counties Coalition


The Honorable Sharon Bronson
Pima County Representative
Arizona Border Counties Coalition


The Honorable Ann English
Cochise County Representative
Arizona Border Counties Coalition

The Honorable John Filmore
Re: **Opposition to HB2030 & HB2458**
January 22, 2020
Page 3



The Honorable Bruce Bracker
Santa Cruz County Representative
Arizona Border Counties Coalition



The Honorable Tony Reyes
Yuma County Representative
Arizona Border Counties Coalition

Enclosure

- c: John Halikowski, Director, Arizona Department of Transportation
Frank Milstead, Director, Arizona Department of Public Safety
Juan Ciscomani, Senior Advisor, Office of the Governor
The Honorable Andrea D'Alessandro, Arizona State Senate
The Honorable Lisa Otondo, Arizona State Senate
The Honorable Sine Kerr, Arizona State Senate
The Honorable David Gowan, Arizona State Senate
The Honorable Rosana Gabaldón, Arizona State House of Representatives
The Honorable Daniel Hernandez, Jr., Arizona State House of Representatives
The Honorable Charlene Fernandez, Arizona State House of Representatives
The Honorable Geraldine Peten, Arizona State House of Representatives
The Honorable Timothy Dunn, Arizona State House of Representatives
The Honorable Joanne Osborne, Arizona State House of Representatives
The Honorable Gail Griffin, Arizona State House of Representatives
The Honorable Becky Nutt, Arizona State House of Representatives
Teresa Bravo, International Projects Program Manager, Pima County



January 10, 2020

The Honorable John Fillmore
Arizona State House of Representatives
1700 West Washington
Phoenix, Arizona 85007

RE: Opposition to HB-2030

Dear Representative Fillmore,

On behalf of the Greater Nogales Santa Cruz County Port Authority, I am writing to express our opposition to House Bill 2030, Amending Sections 28-369, 28-4846, 41-1711, 41-1742, Arizona Revised Statutes; Relating to the Department of Public Safety. As we understand it, this bill proposes to transfer the jurisdiction over the ports of entry from the Arizona Department of Transportation and place it under the Department of Public Safety.

We see no value in this proposal, and in fact, are concerned that this transfer may alter the current mission and purpose of the inspections that occur at the ports of entry and thereby negatively impact that close to \$30 billion of trade that crosses through Arizona's international ports of entry. The Arizona Department of Transportation (ADOT) and its Enforcement Division or ECD, have done a remarkable job of ensuring the safety of our roads while working with industry to help make the truck safety inspection process far more transparent.

ADOT-ECD created the Border Liaison Unit, a highly specialized unit within their ranks that is focused on working with truck drivers and the trucking industry on programs designed to better train drivers on the safety requirements before entering Arizona. Drivers are required to participate in a strict training seminar and certification protocols on how to self-inspect their truck prior to arriving at the border. Additionally, through the use of a free application, WhatsApp, drivers can send pictures and questions to officers on safety concerns before leaving their location in Mexico and approaching the border. These innovative programs are not just on the leading edge of transportation but have marked a historic change in the paradigm of how truck safety is enforced at the border.

Trucks that come across the border into Arizona, just over 396,000 in 2018, are subject to various levels of safety and security inspections. From Customs and Border Protection (CBP) and its security mission focused on protecting the Homeland, to the US Department of Agriculture and the Food and Drug Administration, that are focused on the safety of

Page 2 of 3

The Honorable John Filmore
Arizona State House of Representatives
January 10, 2020

agricultural commodities and our nation's food supply, to the Federal Motor Carrier Safety Administration (FMCSA) and ADOT-ECD that are both tasked with ensuring the safety of our roads.

On the Arizona border, ADOT-ECD and FMCSA are collocated at the Nogales and San Luis ports of entry, a great advantage for trucks as both agencies can look at a truck with a single stop, over the approach in many other locations where trucks have to stop twice for redundant safety inspections. Late last year, FMCSA proposed separating from ADOT and building their standalone facilities upstream from ADOT, a proposal that would have created redundant and burdensome inspections for every truck entering Arizona. FMCSA and the federal government were subjected to a barrage of opposition to this proposal including opposition from our Senators and Congressional delegation along with multiple local government entities and private sector representatives. And the opposition to that proposal was founded on the great working relationship between ADOT and industry as well as the leadership that ADOT has demonstrated in creating unique programs that have made Arizona's ports of entry the envy of California, New Mexico and Texas.

The end result for Arizona has been higher levels of compliance with safety requirements, a dramatic decrease in the number of fines, a decrease in the amounts assessed in each fine (when they are warranted) and industry has confirmed that these programs have resulted in lower operating costs and cost-savings on truck insurance policies. In short, our roads are safer, and Arizona is more competitive.

There is simply no need for the transfer of jurisdiction to DPS for these functions. ADOT-ECD has excelled and is seen as a national leader on innovation and safety. We fear that a change to DPS could jeopardize all the work done to make our roads safer and our region more competitive and force a new start with DPS and understanding the different approach and mission they may bring to the table. We also believe that DPS's mission is a critical one, a mission that deserves their full attention and not simply expand it in a situation where it is simply not needed.

The Board of Directors of the Port Authority is comprised of representatives from the City of Nogales, Santa Cruz County, the Fresh Produce Association of the Americas, Nogales Customs House Brokers Association, INDEX-Maquila Association, Nogales Community Development and the Nogales-Santa Cruz County Economic Development Foundation.

Again, the Port Authority expresses its opposition to HB-2030. We stand ready to participate in any hearing or discussion that you and the State Legislature may hold in addressing this proposal.

Page 3 of 3

The Honorable John Filmore
Arizona State House of Representatives
January 10, 2020

Respectfully,



Jaime Chamberlain
Chairman

cc: John Halikowski, Director, Arizona Department of Transportation
Frank Milstead, Director, Arizona Department of Public Safety
Juan Ciscomani, Senior Advisor, Office of the Governor
The Honorable Andrea D'Alessandro, Arizona State Senate
The Honorable Lisa Otondo, Arizona State Senate
The Honorable Sine Kerr, Arizona State Senate
The Honorable David Gowan, Arizona State Senate
The Honorable Rosana Gabaldon, Arizona State House of Representatives
The Honorable Daniel Hernandez, Jr., Arizona State House of Representatives
The Honorable Charlene Fernandez, Arizona State House of Representatives
The Honorable Geraldine Peten, Arizona State House of Representatives
The Honorable Timothy Dunn, Arizona State House of Representatives
The Honorable Joanne Osborne, Arizona State House of Representatives
The Honorable Gail Griffin, Arizona State House of Representatives
The Honorable Becky Nutt, Arizona State House of Representatives