



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Sierra Vista Metropolitan Planning Organization
Technical Advisory Committee (TAC)
Regular Meeting
Wednesday, July 8, 2015
8:30 AM

Public Works, Pete Castro Center
Main Conference Room
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

Web: www.SVMPO.org
Email: SVMPO@SierraVistaAZ.gov

SVMPO TAC MEMBERS:

(One or more members may participate via teleconference)

Chair	Karen Riggs, Highway & Floodplain Director, Cochise County Designated Alternate: Karen Lamberton, Transportation Planner, Cochise County
Vice-Chair	Sharon Flissar, City Engineer, City of Sierra Vista
Member	Scott Dooley, Public Works Director, City of Sierra Vista
Member	(VACANT), Director Community Development, City of Sierra Vista
Member	Mark Hoffman, Arizona Department of Transportation

STAFF:

SVMPO Administrator	Dan Coxworth
---------------------	--------------

1. CALL TO ORDER AND ROLL CALL

2. CALL TO THE PUBLIC

Although not required, please let the Chair know before the meeting begins if you wish to speak during the Call to the Public about anything that is NOT on the agenda.

3. ACCEPTANCE OF THE AGENDA

4. ACCEPTANCE OF MEETING MINUTES (ATTACHED)

TAC Regular Meeting of June 11, 2015

5. ANNOUNCEMENTS AND UPDATES

Announcements and/or updates may be provided by TAC Members, SVMPO Administrator or other invitees.

PRESENTATION / DISCUSSION / POSSIBLE ACTION

6. DISCUSSION / POSSIBLE ACTION: [BUFFALO SOLDIER TRAIL, DESIGN CONCEPT REPORT](#)

TAC

Summary: The TAC will provide comments and have questions answered concerning the Draft Final BST DCR.

7. FUTURE AGENDA ITEMS

TAC

8. UPCOMING SCHEDULED MEETINGS

- SVMPO TAC Meeting – Aug/Sept, Date & Time TBD
- SVMPO Board Meeting – July 22, 2015, 3:30 p.m., City Hall

9. ADJOURNMENT OF REGULAR MEETING



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES

Sierra Vista Metropolitan Planning Organization
Technical Advisory Committee (TAC)
Regular Meeting
Thursday, June 11, 2015
3:00 PM

Public Works, Pete Castro Center
Main Conference Room
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

Web: www.SVMPO.org
Email: SVMPO@SierraVistaAZ.gov

SVMPO TAC MEMBERS:

(One or more members may participate via teleconference)

Chair	Karen Riggs, Highway & Floodplain Director, Cochise County
Member	Scott Dooley, Public Works Director, City of Sierra Vista
Member	Don Brush, Director Community Development, City of Sierra Vista
Member	Mark Hoffman, Arizona Department of Transportation
Designated Alternate	Karen Lamberton, Transportation Planner, Cochise County

STAFF:

SVMPO Administrator	Dan Coxworth
Administrative Secretary	Helen Lee

ALSO PRESENT:

Bruce Piepho, Citizen
Chris Braswell, Press
Patsy Molinari, Citizen
Tricia Gerodette, Citizen
Derek Jordan, SV Herald

1. CALL TO ORDER AND ROLL CALL

Chair Riggs called the meeting to order at 3:03 p.m. SVMPO Administrator conducted the roll call. Vice Chair Flissar was absent.

2. CALL TO THE PUBLIC

Bruce Piepho, formerly of the City's Planning and Zoning Commission, provided a map for the TAC to review (see attached).

Patsy Molinari, Citizen, "presented here with again for the record and incorporation in the minutes, are the letters (see attachments) which were presented earlier to you all as well as to Dibble as well as to the Board. In spite of the written notification, SVMPO selected Candidate D over my private property and

held the 2nd Open House announcing the selection. The manner in which the meeting, the entire study and process for that matter, was conducted was to the detriment of individual and civil rights. There has not been a final Dibble report issued in accordance with the original schedule. The properties owned by Patricia Molinari and Fred Bakarich are still included on the map and other documents of the SVMPO website. Also for the record, I being the largest land owner never received a notice of Open House #1.”

Tricia Gerodette, Citizen, asked for the opportunity to ask questions during the Long Range Transportation Plan item.

3. ACCEPTANCE OF THE AGENDA

Chair Riggs asked for a motion to approve the Agenda of the June 11, 2015 regular meeting of the Sierra Vista Metropolitan Organization technical Advisory Committee as written. Hearing no objections, the motion passed unanimously, 4/0.

4. ACCEPTANCE OF MEETING MINUTES (ATTACHED)

TAC Regular Meeting of April 6, 2015

Chair Riggs asked for a motion to approve the Minutes of the April 6, 2015 regular Meeting as written. Member Dooley so moved and Member Brush seconded.

No revisions were requested. Ms. Lamberton stated for the record that all the letters presented by Ms. Molinari previously were attached to the Minutes in their entirety.

The motion passed, 4/0.

5. ANNOUNCEMENTS AND UPDATES

- Mr. Coxworth asked for all City employees to update their timesheets as they are approaching the end of their fiscal year. County employees can email him with their time.
- Don Brush announced this would be his last meeting. There may be a meeting with a member short as his predecessor will be starting later in July.

PRESENTATION / DISCUSSION / ACTION

6. DISCUSSION: CALL FOR PROJECTS – FY 2016 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) FUNDS

TAC

Summary: The TAC will recommend transportation safety projects for FY 2016 TIP. Available Highway Safety Improvement Program (HSIP) Funds for FY 2016: \$496,377

Mr. Coxworth stated that now is the time to present any projects that are safety related. If there are no projects at this time, the funds will be directed to SEAGO for application to the Strategic Highway Safety Program. Ms. Lamberton added that the coordinated strategic plan includes pre-scoping for the entire SEAGO region, which includes the SVMPO area.

Member Brush spoke about the possibility of applying some funding to the stalled ADOT Foothills Safety Project.

Mr. Coxworth talked to Jackie Watkins out of District 8 to see if there are projects in the County in which to apply the monies. He will try to have it applied in the County or at least nearby.

Ms. Lamberton agreed that the Foothills Project would be a good project for that.

Chair Riggs stated that she hadn't seen the project come up in some time. Mr. Coxworth stated that it was programmed for Fiscal Year 2017. Chair Riggs stated that the MPO could loan out the money and have it returned next year and that it was a good project to keep on the radar since it's good for safety.

Mr. Coxworth stated that the project was approved for HSIP, and that it was important because projects are slipping due to lack of funding and we don't want that project to slip.

Mr. Hoffman asked if anyone had participated in the webinar on HSIP application, adding that it went over the plan to move forward in Fiscal Years 2016, 2017 and 2018. In 2019, the process will change to a statewide competitive process.

Ms. Lamberton added that they will also be making it contingent on inclusion in a regional strategic plan, which makes it harder for the rural organizations to compete. Rural areas identify potential safety hazards whereas urban areas are seeing actual fatalities. They are looking for us to have a regional plan that bounces off of the state and bounces off the feds.

As no projects were recommended, no action took place on this item.

7. DISCUSSION / ACTION: SCOPE OF WORK – FRY BLVD. CORRIDOR STUDY (ATTACHED)
Dan Coxworth & TAC

Summary: Review the draft scope of work for the Fry Blvd. Corridor Study.

Mr. Coxworth stated that the program, which is primarily driven by the City, is looking at the West End of Fry Boulevard to see what is possible in that roadway. The first part of the two part study will be looking at a possible road diet and making it more pedestrian friendly in the streetscape with limited outreach to key stakeholders. The first part will include a technical analysis, a look at the roadway, and data collection see what improvements are needed to result in an Issues and Opportunities Report to be reported to City Council and the SVMPO Board in a Joint Work Session. If the City approves and wishes to move forward, the SVMPO would fund Part Two, which will be a full blown traffic analysis and will include a public open house with comments from the Public Works department.

Mr. Coxworth continued that once the TAC approves the scope of work, Mr. Coxworth will have it delivered to the City Procurement Department and have a Request for Statement of Qualifications put out on July 1, based on the Scope of Work. They will then rank each contractor and pick the highest ranked contractor.

In response to Chair Riggs, Mr. Coxworth clarified that the TAC will review the RFQs.

Member Dooley asked if he included how they would be ranking. Mr. Coxworth stated that he would be including it in the Scope and would email it for comment to the TAC members.

Chair Riggs stated the importance of the evaluation criteria going out with the scope and asked when comments were needed. Mr. Coxworth asked the members to have their comments back to him by end of business on Monday and that it would be a good idea to have a discussion on the weighting of the criteria.

Member Brush asked if the public input was early enough in the process. Mr. Coxworth stated that there would be some public input with key stakeholders before it's taken to the City Council for approval. There will be project information available on the website stating that there will a study going on to look at the roadway.

Member Hoffman recommended adding public outreach during Phase 1 in case something if there was something was missed. Mr. Coxworth stated that it could be in both Part 1 and Part 2.

Chair Riggs asked how the determination for the 2nd Phase would be made. Mr. Coxworth stated that it would be by recommendation of the Sierra Vista City Council. .

Ms. Lamberton suggested the addition of a charette style discussion with key stakeholders to help identify project needs and to build partnerships with area businesses. Member Brush added it would also be helpful in bringing support from the community. Ms. Lamberton added that a charette would help us keep open and find out the needs for the area and help bring more ideas forward.

Mr. Coxworth explained that the project team would primarily consist of City staff from the City Manager's office, Public Works, Community Development and Economic Development with little involvement from the MPO. The TAC would make some recommendations with Board oversight.

Member Hoffman asked for clarification on Task 4 of Phase 1 where it stated that there would be no attempt of having a consultant. Mr. Coxworth clarified that it was outside having a charette and he would make adjustments.

Mr. Coxworth stated that he was unsure how to identify key stakeholders but will find out.

Chair Riggs asked for all comments to be forwarded to Mr. Coxworth and asked what the timeline would be. Mr. Coxworth stated that he would have out for July 1, would expect to have them back by August, and to have someone picked out by September. He stated the addition of a charette would move the project start to December.

SVMPO Administrator asked for a motion to approve the scope as amended with comments. Member Dooley so moved and Member Brush seconded. The motion passed, 4/0.

8. DISCUSSION: LONG RANGE TRANSPORTATION PLAN – ROADWAY SYSTEM (ATTACHED)

Dan Coxworth

Summary: Review, comment, and discussion of draft Chapter 3: Roadway System of the SVMPO Long Range Transportation Plan.

Mr. Coxworth stated that the Long Range Transportation Plan will be due on March 27rd and that he tried to incorporate any of the County's Long Range projects that were at or near the MPO's planning area.

In response to Member Dooley, Mr. Coxworth confirmed the Moson Road project falls largely outside of the MPO planning area but was included because it's a 25 year plan and could possibly be incorporated later.

In response to Member Hoffman, Ms. Lamberton explained that the pavement conditions are not yet available for the County roads but are trying to put together a pavement report. Chair Riggs added that it has been an informal effort. Ms. Lamberton continued that it was not done for a long time and that the setup is there but needs data.

Mr. Coxworth stated that they've created a pavement creator that is available to the County. Mr. Dooley added that the City could provide their street analysis data as well.

Chair Riggs stated that there might be some data that's never been entered but would need to be located. Mr. Coxworth stated that the City got started with it and plugged it in with a spreadsheet. Chair Riggs added that it would be helpful if we could get that layer for the GIS.

Mr. Coxworth stated that he's going to look at another North/South connector east of the City between Schrader and Ramsey Roads. If no other connector is established, increases to capacity will remain on Highways 90 and 92.

Ms. Lamberton stated that Hereford Road will go bad if not extended, citing the inadequacy of a one-length bridge.

Ms. Lamberton stated that that Highway 92 sees pretty good volumes. Mr. Coxworth stated that if the population continues to increase, it will need to go to 6 lanes.

Chair Riggs stated that the 2002 estimates need to be ramped down because they came in high. Ms. Lamberton clarified that it was high both in employment and in population.

Mr. Coxworth stated that the Transit element will be discussed at the next TAC meeting. There are a couple more chapters left to cover as well as some more public outreach.

Ms. Lamberton asked how Mr. Coxworth developed his cost estimates and gave an explanation of how she develops for the County. Mr. Coxworth explained that his sources was a white paper written by MAG about Arizona and will try to incorporate estimated costs from the City.

Ms. Lamberton stated a preference for having a cost per square mile outlined. Mr. Coxworth stated that he would get an estimated cost from the City. Ms. Lamberton and Member Dooley stated that both entities have developed a conceptual cost per mile.

Member Hoffman pointed out that capacity increases were included in the table for Recent Projects. Mr. Coxworth stated that he will go with a targeted capacity instead, since not too many roads in the have a need for additional capacity.

Member Hoffman recommended having it broken down in terms (short term, long term, etc), and to include the eight required planning factors to be considered when doing RTPs.

In response to Member Dooley, Mr. Coxworth explained that the LRTP guides what should be on the TIP.

Ms. Lamberton suggested the inclusion of a section covering economic vitality, marketplace regional coordination in terms of international traffic, such as freight. Mr. Coxworth explained that it wasn't touched on much because not much freight comes through the area.

Mr. Coxworth stated that there was just discussion on the topic today and once the plan is completed there will be a public comment period.

Tricia Gerodette, Citizen, expressed her puzzlement about the Long Range Transportation Plan and her concern that MPO funds are funneled to another organization.

Further discussion took place explaining how the separate governmental agencies conduct the Long Range Plan as a unit between the TAC members, Ms. Gerodette and Mr. Piepho.

9. FUTURE AGENDA ITEMS

TAC

- *BST DCR at next meeting in the beginning of July. Dibble will make their final presentation to the Board at their July 22 meeting.*
- *Transit Element of LRTP*

10. UPCOMING SCHEDULED MEETINGS

- SVMPO TAC Meeting – Early July, Date and Time TBD
- SVMPO Board Meeting – July 22, 2015, 3:30 p.m., City Hall

11. ADJOURNMENT OF REGULAR MEETING

Chair Riggs adjourned the meeting at 3:59 p.m.

Chair Karen Riggs
SVMPO Technical Advisory Committee

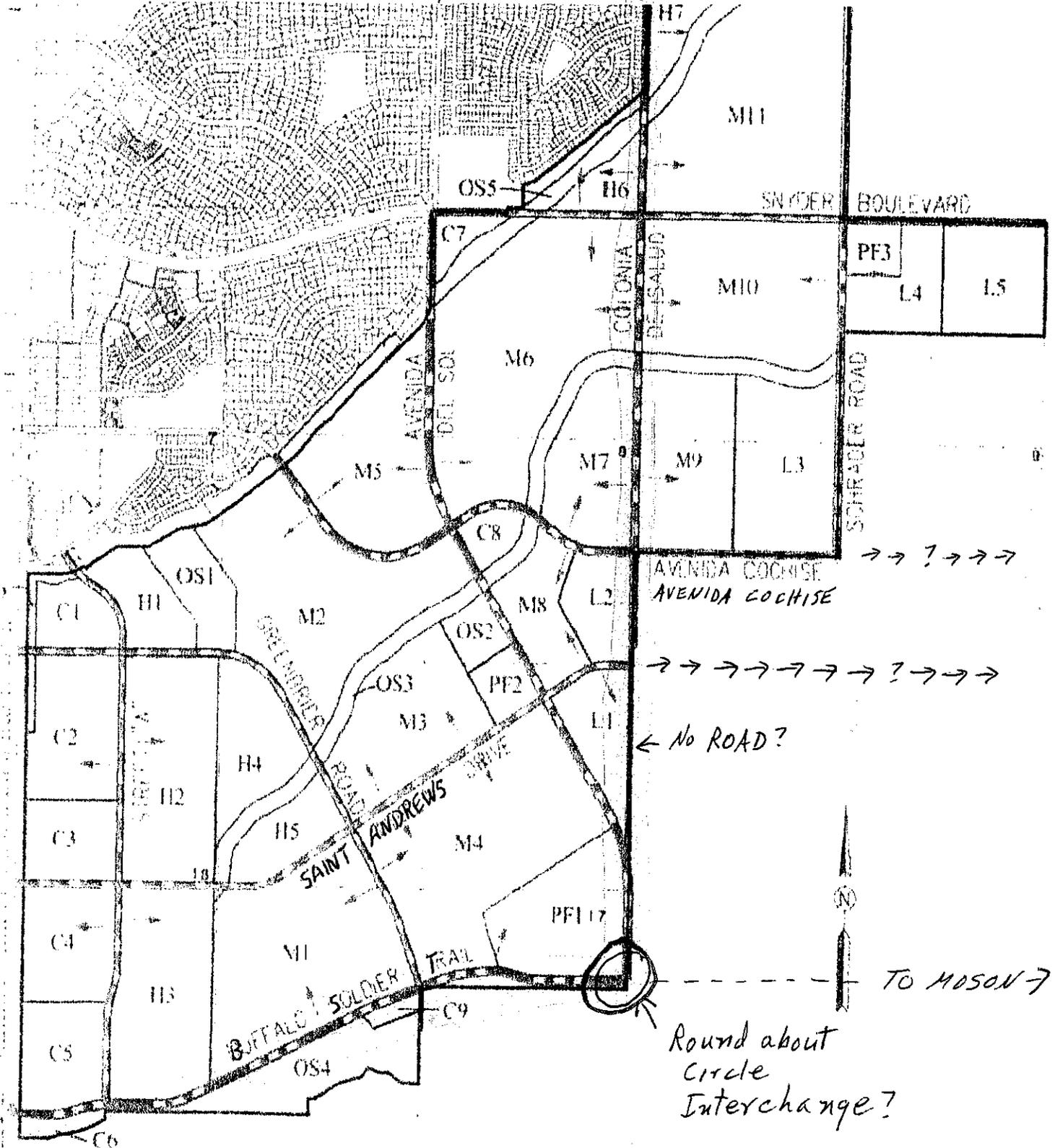
Minutes prepared by:

Helen Lee, Administrative Secretary
City of Sierra Vista

H 90

Avenida Del Sol 7

COLONIA De Salud



FOLLOWUP question and answers to the Buffalo Soldier Trail (BST) extension

A Design Concept Report for an extension from the intersection of State Hwy 92 and Buffalo Soldier Trail to Moson Road initiated by the Sierra Vista Metropolitan Planning Organization (SVMPO) left many questions after the two public input meetings.

NOTE: a 2040 REGIONAL TRANSPORTATION PLAN under development and a TECHNICAL MEMORANDUM is available now on the SVMPO site (<http://www.svmopo.org/rtp2040/>) with information on current conditions affecting present and future traffic patterns.

Also the traffic Modeling for this project was performed by ADOT using the TransCAD Transportation Planning Software.

The *Vista 2030 Sierra Vista General Plan* and the City of Sierra Vista *2013-2017 Capital Improvement Plan (CIP)*, the City does not have any roadway or traffic projects programmed within the Buffalo Soldier Trail Extension (BST) study area. However, in the near term of the CIP, the City has identified a project to extend Avenida Del Sol south from its present terminus at Calle Cumbre to a future intersection with BST.

The following 17 questions w/Answers (A) were presented at the April public input meeting.

1. How does the BST extension help reduce traffic on H90?
A: The only East to West roads between Moson and SR92 are Hereford to the South, Ramsey and SR90. The city and county have identified the need for additional East–West access for decades.
2. What will be the impact of higher traffic on Moson Road?
A: Dibble projections are variable, some portions of Moson will see increased and some decreases.
3. What traffic studies have been done?
A: ADOT has extensive traffic data collection and statistical projection modeling is used to estimate projected traffic patterns and changes.
4. What is the basis for projections of higher traffic numbers on H92 south bound?
A: Again the ADOT and additional studies of current and future projections indicate a need for SR92 upgrades in the near future which can be delayed with better East-West connections between Moson and SR92.
5. Who funds?
A: The SVMPO is funded by planning state and/or federal grants. Construction and maintenance fund sources are from city, county and state/federal grant money.
6. Who will maintain the extension through county lands?
A: That would be county responsibility.
7. Why the rush to get this plan approved?
A: The need is driven by a long period of understanding for the necessity to have the BST extension and availability of grant money. The longer we wait the greater the traffic congestion on SR92/90.
8. Will the tax payers of Cochise county get to vote to approve or not approve?
A: NO there is no requirement for voter approval.
9. Why is C & C not paying anything up front to have the road diverted to accommodate their Tribute community?
A: Castle and Cooke will contribute funds for that portion of the extension within the Tribute specific plan development.
10. How and when and IF Moson will be upgraded?
A: That would be addressed in the county Long Range Transportation Plan.

FOLLOWUP question and answers to the Buffalo Soldier Trail (BST) extension

11. Who has jurisdiction on a road going through state land & other lands to the East?

I reviewed the MPO boundary and it doesn't extend out to Moson Rd south of H90. The SVMPO and county are working together to develop the overall extension plan.

A: Acquisition of the right of way would be the county responsibility for all lands outside of the city boundaries and the city responsibility with in the city.

12. Why not stay within the city boundaries? Simply connect to the incomplete (TWO) 4 lane streets coming off of H90 going South to end at the Tribute boundary. No reason then to connect to Moson and the county could connect one of the roads you have mentioned if and when the county can afford to do so and the citizens in that area want it - not when the SVMPO wants it.

A: Connecting the Buffalo Soldier Trail extension North to the incomplete (TWO) 4 lane streets, Avenida Del Sol and Colonia De Salud, has been recommended to the SVMPO board and will be considered.

13. Why are you not telling the public what the impact on Moson Road will be? Where will Moson traffic patterns change? North of Ramsey and Moson rd ? South of Ramsey and Moson rd?

A: The Moson road traffic impact is in the draft report. Variable increased traffic patterns along Moson will be between Ramsey and SR90.

14. Reportedly the cost is estimated for \$13 to \$16 million – true or what is the cost?

A: True; the cost estimates vary for each alternative.

15. Will Snyder Boulevard, Avenida Cochise, Saint Andrews all eventually be extended to Moson Road? Source Tribute circulation Exhibit 5.2 A

16. Will State Lands be acquired or only easements through state land?

A: Only road right-of-way of way easements will be acquired.

17. If state land to be acquired, who will own that previous state land?

What is the projected plans for developing any acquired state lands?

A: A developer would have to acquire the state land or private land along the BST extension.

Existing private land owners could develop their property. Any development would be subjected to county or city requirements. The SVMPO is responsible for transportation planning.

FOLLOWUP question and answers to the Buffalo Soldier Trail (BST) extension

There are a number of additional questions brought to the surface since the April public information meeting. These also have been answered for display on the SVMPO web site.

1. Does the county people prefer big city growth or rural elbow room?
A: Recent county Long Range Transportation planning indicates county residents prefer rural.
2. Did Dibble Engineering review the county Long Range Transportation Plan (LRTP)?
A: The most current county LRTP plan was finalized in March 2015 and the Dibble plan draft was available in December 2014.
3. Why did Castle and Cooke offer to pay the costs of right-of-way over the ranchers 400 acres?
A: There is no requirement for Castle and Cooke to pay for right-of-way easements on private ranch lands or state lands. A frequent practice is for developers to contribute funds.
4. Do Cochise County residents want or need a 4 lane highway or road?
A: The county LRTP indicates a 2 lane road over county and state land from Moson to Tribute.
5. What is East of the Durango Road and Moson intersection? Nature Conservancy land that was a recent purchase of 1,800 acres at the end of Durango Road?
6. Is there a longer range plan to utilize Durango Road East bound from Moson Road as a four lane highway with a median and multi-use path all the way over the San Pedro River and into Bisbee?
A: Such plans would possibly be in a county or SVMPO Long Range Transportation plan. The SVMPO plan is in early stages of development.
7. Who has jurisdiction on a road going through state land & other lands to the East of Moson Road?
A: That would fall under the county jurisdiction.
8. Why ignore the will of the people as expressed in the county planning documents?
A: County LRTP will be reviewed by the SVMPO TAC team as part of the SVMPO LRTP develops.
9. Where is section 19 mentioned in the Dibble report?
Are these the homes South of the dirt road currently extending East from the intersection of Buffalo Soldier Trail and SR92?
A: Section 19 is southwest of the BST and SR92 intersection with current residential development.

June 11, 2015

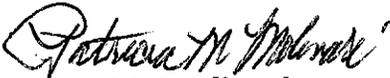
Sierra Vista Metropolitan Organization
Technical Advisory Committee
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

Re: Buffalo Soldier Trail Extension, SVMPO Project No. MPO-01
Draft Alternatives Analysis Dated March 4, 2015 AND Letter Dated
April 2, 2015 to Dibble Engineering from P. Molinari & Fred Bakarich and
Letter to SVMPO Board and Dibble Engineering 4/15/2015 Open House #2

These are my verbal comments to be in the body of the Minutes:

Presented herewith again for the record and incorporation in the Minutes are above referenced letters. In spite of the written notifications SVMPO selected Candidate D (over my private property) and held the second open house announcing the selection. The manner in which the meeting (the entire study and process for that matter) was conducted was to the detriment of individual and civil rights. There has not been a final Dibble Report issued in accordance with the original schedule. The properties owned by Patricia Molinari and Fred Bakarich are still included on the maps and other documents on the SVMPO website.

Also for the record, I, being the largest land owner, NEVER received a Notice of Open House #1.


Patricia M. Molinari


Fred Bakarich

cc: Senator Gail Griffin, Speaker David Gowan, Representative David Stevens,
Dibble Engineering CEO Greg Haggerty and COO, Steven Rex, Cochise County
Board of Supervisors, SVMPO Board of Directors, Sierra Vista Herald

Attachments: Letter to Dibble Engineering, Letter to SVMPO TAC, Letter to SVMPO Board

Hand Delivered 4/15/15 to Board FOR INCORPORATION IN MINUTES

Sierra Vista Metropolitan Organization

April 15, 2015

And Dibble Engineering

Sierra Vista, AZ 85635

Re: Buffalo Soldier Trail Extension, SVMPO Project No. MPO-01
Draft Alternatives Analysis Dated March 4, 2015 AND Open House
April 14, 2015 At Fire Station #3

Last night's "openhouse" was regimented by Dibble Engineering AND SVMPO. Improper Notice of Meeting. Robbed individuals of their freedom of speech. Would not allow attendees to display their signs which had important messages for everyone. Discouraged me from getting my message out about my privately owned property and notice to all that it was not available for acquisition. Your meeting director telling attendees my handout was unofficial, etc. etc. Your methods of getting approval to move forward with this process ARE ILLEGAL. Limited questions and answers were worthless as your microphones did not work and in checking with a lot of the audience they could not hear. Dibble Engineering's response to the question "What can be done to stop this" was "Will take litigation" is unconscionable, unconstitutional, etc. SVMPO has absolutely no jurisdiction over County. The manner in which this process is being handled by SVMPO, Dibble Engineering, and the silence and non-support of County Supervisors is being brought to the attention of the proper regulatory authorities as well as civil rights activists and attorneys.

SVMPO and Dibble Engineering are stepping way out of bounds. You have no business being involved with County and State property. Dibble Engineering to intimidate and pressure Cochise Countians (or anybody for that matter) and rob them of their civil and political rights, put them under duress, is a very serious matter. Dibble Engineering is supposed to provide the engineering information pertaining to the roads. They have stepped way out of bounds and it looks like the City has hired them to "strong arm" and push this project through without public and taxpayer involvement.

**Sierra Vista can save their "branding money." You are well on your way to
"branding your City!**



Patricia M. Molinari

**cc: Senator Gail Griffin, Speaker David Gowan, Representative David Stevens,
Dibble Engineering CEO Greg Haggerty and COO, Steven Rex, Cochise County
Board of Supervisors, Sierra Vista Herald, etc.**

April 6, 2015

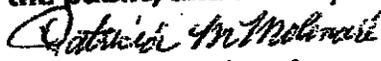
Sierra Vista Metropolitan Organization
Technical Advisory Committee
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

Re: Buffalo Soldier Trail Extension, SVMPO Project No. MPO-01
Draft Alternatives Analysis Dated March 4, 2015 AND Letter Dated
April 2, 2015 to Dibble Engineering from P. Molinari & Fred Bakarich

Attached map shows property owned by Patricia Molinari and Fred Bakarich upon which proposed Routes to Moson Road are crossing. THIS IS FORMAL NOTIFICATION that none of our property is available for acquisition now or in the future. Any routing whatsoever shall be removed immediately. Further, routing on our property shall not be considered or offered in any manner as a "proposed" or "candidate" route.

You have identified at least three other routes which can be utilized. However, it remains to be seen if residents of Cochise County will allow the routing of more traffic to Moson Road which is already a dangerous poorly maintained road. Your "public" meetings have been limited to obtaining "public" input on which routes are favored. There have been no meetings or information on whether or not the "public" wants traffic routed to Moson Road.

So there be no misunderstanding should you choose to not abide by our instructions in this Notification we will pursue all of our legal rights and remedies including notification to all regulatory authorities, legislative bodies, the public, and national media.


Patricia M. Molinari


Fred Bakarich

cc: Senator Gail Griffin, Speaker David Gowan, Representative David Stevens,
Dibble Engineering CEO Greg Haggerty and COO, Steven Rex, Cochise County
Board of Supervisors, Sierra Vista Herald

Attachments: Map, Letter to Dibble Engineering

April 2, 2015

Dibble Engineering
7500 North Dreamy Draw Drive
Suite 200
Phoenix, AZ 85020

Attention: Drew Spear

Re: Buffalo Soldier Trail Extension, SVMPO Project No. MPO-01
Draft Alternatives Analysis Dated March 4, 2015

This letter is written on behalf of myself and Fred Bakarich, who privately own approximately 400 acres and hold contiguous State leases for our cattle off Moson Road. The Dibble Analysis shows Proposed Routes C, D, and E coming across our private property (Shown in orange & outlined in black on attached map) and our State leased land.

Your analysis shows these 3 routes as being the most favorable of the 6. Strangely, your Analysis began after we had made it very clear to the Administrator of Sierra Vista Metropolitan Organization that our property was not available for any type of acquisition, granting of easements, or anything else. Your Analysis is missing many relevant facts which SVMPO should have made you aware concerning our property and others that for whatever reason you did not include. Your Report makes it look like there would be absolutely no disruption of anything to come right down the middle of our property. No consideration given to number of wells, underground electric, water pipes, cattle, 30 acres of bird sanctuary, wildlife including many endangered species, etc. etc. Route Alt. D is coming right over a well that was installed for the new home we intend to build and the route continues through the middle of my new house. Dibble Engineering is hereby instructed to remove any and all routes from our private property immediately and amend your Report accordingly. e There are three other routes to choose from. Alternative A may be the easier to accomplish. Alternative F is a good one as Valley Drive is already paved and wide enough to not have much adverse impact upon residents. Alt. B, Garden Creek is another good one. There was some mention of power lines being too expensive to move on Chief Joseph, but you could move the Road.

We sincerely hope that anyone on these routes will emphatically contest the extension of Buffalo Soldier to Moson Rd.

Statements in your Report such as "The public supported the project by a wide margin" are totally untrue. 5.4.1. Public Support. Para. reference to the January 20 "public" meeting at the Country Club. There was no organized dissemination of information. The reason you only had 62 written comments is because they ran out of comment sheets. There were approximately 350 people in attendance. The majority were against traffic coming to Moson Road. Per my earlier comment, The MPO Administrator had already been informed our property was off limits, but it still remained on the map for everyone to decide whether or not the road should come right through our cattle and home so they could save five minutes to get to the Mall. The notice of the meeting was a postcard mailed only to the people who lived on Moson Road near the six routes. (I have an email from SVMPO confirming the method of notice). We are the largest property owner impacted and I did not receive a postcard. Later there was an ad in the paper which invited the public to give "input" concerning the Buffalo Trail Extension. It was an informal gathering with nothing substantive provided. There is another meeting scheduled for Tuesday, April 14, at 5 p.m. at Fire Station #3 located at 675 Giulio Cesare Ave. I believe the purpose is to give an update on the Study. We will have to see what SVMPO puts on the meeting Notice. I trust you will have amended the Study to remove any routes on our private property.

Your including in your analysis criteria whether or not a route is compatible to the Tribute Project is another issue which needs to be addressed. If the purpose of the Project is to reduce regional congestion and plan for future growth and development does that translate into growing Tribute?

Most importantly is the question as to whether or not there is a need to divert traffic from Buffalo Soldier to Moson Road. Routes 90 and 92 can be widened if necessary. There is no reason why future plans for growth and development cannot be channeled South. Hereford, Three Canyons, Wild Horse, and King's Ranch provide plenty of space for residential and business development. Expanding Route 92 and moving the City South could be a win win for all.

My first question in meeting with Dan Coxworth was what study had been done on Moson Road and the impact from the influx of more traffic. I could not visualize where all the traffic would be going when it hit Moson Rd. nor could I understand why it would be routed that way. He could not answer my question. As a matter of fact he could not answer any of my questions. I found this rather odd since he is the Administrator of SVMPO and it was all logical pertinent information one would or should have obtained before embarking upon this specific project.

It was my understanding in talking to you on the phone that your analysis of Moson Road was based upon current traffic patterns. Moson Road currently is very unsafe and not well maintained. No studies have been done, to our knowledge (and we intend to pursue this further) as to the impact of all the traffic that will come when this road is installed and the "further growth and development" occurs . There have been numerous pleas from the public to the County concerning the safety of Moson Road. They fall on deaf ears.

Your reference to a 2003 Sierra Vista Small Transportation Study needing this east west arterial again ties into Castle and Cooke. Castle and Cooke had plans to put a housing development on the 1800 acres at the end of Durango Road. Since 2003 there has been a lot of new development on Moson Road. There have been many nice homes and Churches erected near the road that have added to the traffic flow and will make it difficult to widen the Road. It cannot safely accommodate any more traffic. If the County has money to spend on roads they need to invest it to improve the dirt, ditch, unsafe roads off of Moson, Ramsey, or elsewhere in the County. This would improve the quality of life for people living on those roads as well as make it easier for real estate to sell and thus increase tax receipts.

Vista 2030 General Plan requires (or should in a free world) the approval of the taxpayers to implement. It is not for the politicians to make all the decisions and spend the taxpayers' money.

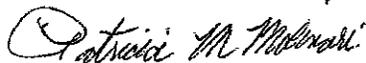
When the SVMPO will actually divulge how much this Road will cost and where the funds will come from so far remains a mystery. Also not being identified are issues with present and future water rights, private land ownership, preservation of wildlife, displacement of cattle as the various State Land Holdings are purchased. Easements/right of ways/or purchasing State Land may not be that easy to accomplish since almost all of it West AND East of Moson have cattle. The cattle have been there for years and years.

Let us not forget the Freedom of Information Act. SVMPO, including the County, are remiss in that they have not provided to the City and County residents all the information to make a decision as to whether or not they support this project. They are offering no alternatives such as widening 92 and moving the City South. How very sad that they claim to want to improve the quality of life in this area and then proceed to make Moson Road a conveyance to human slaughter. Can we properly function and survive without this east/west corridor? Of course we can!

It is my understanding your Company is receiving in excess of \$240,000 to prepare an "independent" Analysis. It is written with the assistance of the SVMPO and with criteria to be measured against compatibility with Tribute, lacking some factual information, and slanted toward SVMPO's agenda. We trust moving forward it will only contain factual substantiated information.

The secrecy and withholding of information (lack of transparency) by Cochise County and the City of Sierra Vista must end. We hope others will step forward and demand accountability and honesty!

Respectfully,


Patricia M. Molinari


Fred Bakarich

cc: Senator Gail Griffin, Speaker David Gowan, Representative David Stevens,
Dibble Engineering CEO Greg Haggerty and COO, Steven Rex

April 2, 2015

Dibble Engineering
7500 North Dreamy Draw Drive
Suite 200
Phoenix, AZ 85020

Attention: Drew Spear

Re: Buffalo Soldier Trail Extension, SVMPO Project No. MPO-01
Draft Alternatives Analysis Dated March 4, 2015

This letter is written on behalf of myself and Fred Bakarich, who privately own approximately 400 acres and hold contiguous State leases for our cattle off Moson Road. The Dibble Analysis shows Proposed Routes C, D, and E coming across our private property (Shown in orange & outlined in black on attached map) and our State leased land.

Your analysis shows these 3 routes as being the most favorable of the 6. Strangely, your Analysis began after we had made it very clear to the Administrator of Sierra Vista Metropolitan Organization that our property was not available for any type of acquisition, granting of easements, or anything else. Your Analysis is missing many relevant facts which SVMPO should have made you aware concerning our property and others that for whatever reason you did not include. Your Report makes it look like there would be absolutely no disruption of anything to come right down the middle of our property. No consideration given to number of wells, underground electric, water pipes, cattle, 30 acres of bird sanctuary, wildlife including many endangered species, etc. etc. Route Alt. D is coming right over a well that was installed for the new home we intend to build and the route continues through the middle of my new house. Dibble Engineering is hereby instructed to remove any and all routes from our private property immediately and amend your Report accordingly. e There are three other routes to choose from. Alternative A may be the easier to accomplish. Alternative F is a good one as Valley Drive is already paved and wide enough to not have much adverse impact upon residents. Alt. B, Garden Creek is another good one. There was some mention of power lines being too expensive to move on Chief Joseph, but you could move the Road.

We sincerely hope that anyone on these routes will emphatically contest the extension of Buffalo Soldier to Moson Rd.

Statements in your Report such as "The public supported the project by a wide margin" are totally untrue. 5.4.1. Public Support. Para. reference to the January 20 "public" meeting at the Country Club. There was no organized dissemination of information. The reason you only had 62 written comments is because they ran out of comment sheets. There were approximately 350 people in attendance. The majority were against traffic coming to Moson Road. Per my earlier comment, The MPO Administrator had already been informed our property was off limits, but it still remained on the map for everyone to decide whether or not the road should come right through our cattle and home so they could save five minutes to get to the Mall. The notice of the meeting was a postcard mailed only to the people who lived on Moson Road near the six routes. (I have an email from SVMPO confirming the method of notice). We are the largest property owner impacted and I did not receive a postcard. Later there was an ad in the paper which invited the public to give "input" concerning the Buffalo Trail Extension. It was an informal gathering with nothing substantive provided. There is another meeting scheduled for Tuesday, April 14, at 5 p.m. at Fire Station #3 located at 675 Giulio Cesare Ave. I believe the purpose is to give an update on the Study. We will have to see what SVMPO puts on the meeting Notice. I trust you will have amended the Study to remove any routes on our private property.

Your including in your analysis criteria whether or not a route is compatible to the Tribute Project is another issue which needs to be addressed. If the purpose of the Project is to reduce regional congestion and plan for future growth and development does that translate into growing Tribute?

Most importantly is the question as to whether or not there is a need to divert traffic from Buffalo Soldier to Moson Road. Routes 90 and 92 can be widened if necessary. There is no reason why future plans for growth and development cannot be channeled South. Hereford, Three Canyons, Wild Horse, and King's Ranch provide plenty of space for residential and business development. Expanding Route 92 and moving the City South could be a win win for all.

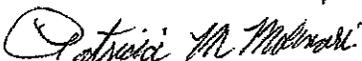
When the SVMPO will actually divulge how much this Road will cost and where the funds will come from so far remains a mystery. Also not being identified are issues with present and future water rights, private land ownership, preservation of wildlife, displacement of cattle as the various State Land Holdings are purchased. Easements/right of ways/or purchasing State Land may not be that easy to accomplish since almost all of it West AND East of Moson have cattle. The cattle have been there for years and years.

Let us not forget the Freedom of Information Act. SVMPO, including the County, are remiss in that they have not provided to the City and County residents all the information to make a decision as to whether or not they support this project. They are offering no alternatives such as widening 92 and moving the City South. How very sad that they claim to want to improve the quality of life in this area and then proceed to make Moson Road a conveyance to human slaughter. Can we properly function and survive without this east/west corridor? Of course we can!

It is my understanding your Company is receiving in excess of \$240,000 to prepare an "independent" Analysis. It is written with the assistance of the SVMPO and with criteria to be measured against compatibility with Tribute, lacking some factual information, and slanted toward SVMPO's agenda. We trust moving forward it will only contain factual substantiated information.

The secrecy and withholding of information (lack of transparency) by Cochise County and the City of Sierra Vista must end. We hope others will step forward and demand accountability and honesty!

Respectfully,


Patricia M. Molinari


Fred Bakarich

cc: Senator Gail Griffin, Speaker David Gowan, Representative David Stevens,
Dibble Engineering CEO Greg Haggerty and COO, Steven Rex