

**BOARD OF SUPERVISORS MINUTES
GILA COUNTY, ARIZONA**

Date: November 8, 2011

TOMMIE C. MARTIN
Chairman

JOHN F. NELSON
Clerk of the Board

SHIRLEY L. DAWSON
Vice-Chairman

By: Marilyn Brewer
Deputy Clerk

MICHAEL A. PASTOR
Member

Gila County Courthouse
Globe, Arizona

PRESENT: Tommie C. Martin, Chairman (via ITV conferencing); Shirley L. Dawson, Vice-Chairman; Michael A. Pastor, Supervisor; Don McDaniel, Jr., County Manager; and Marian Sheppard, Chief Deputy Clerk.

Item 1 – Call to Order – Pledge of Allegiance

The Gila County Board of Supervisors met in a work session at 10:00 a.m. this date in the Board of Supervisors hearing room. Michael Pastor led the Pledge of Allegiance.

Item 2 – REGULAR AGENDA ITEMS:

2A. Information/Discussion of Land Exchange Classification project proposed by the Industrial Development Authority of Gila County.

Fred Barcon, President of the Industrial Development Authority (IDA), stated that the Arizona Department of Transportation (ADOT) is looking at plans for a new extension of U.S. Highway 60 which will bypass the Town of Miami and the City of Globe. The economy of Globe-Miami benefits from the traffic and tourism that funnels through the area en route to Lake Roosevelt, White Mountains and beyond. The loss of traffic coming through the Globe-Miami area will have a crippling effect on the economy. Globe-Miami relies on the exposure it gains from motorists traveling en route to their destination. Once the freeway extension of U.S. Highway 60 is complete and Globe-Miami is bypassed, it is difficult to imagine what will become of an already struggling economy. When the bypass goes through, there will be a lot of property available either to the north or south of the Globe-Miami area. Mr. Barcon stated that it is imperative that an active role is taken to ensure that Globe-Miami will have an attractive freeway entrance drawing tourists to explore Globe-Miami. The process the Forest Service uses to classify a piece of land for exchange requires a minimum of 3-5 years. If the land is not classified for an

exchange, the Forest Service will refuse to exchange the land. Timing is critical so a Land Exchange Classification for the land west of Miami and north of the ADOT proposed U.S. 60 extension must be secured immediately. Chairman Martin stated that was a good suggestion and also added that there is an area up north where Highway 260 did a bypass around Christopher Creek and several folks up there have requested that the County get into a land exchange regarding that issue. If the County gets involved in a land exchange, she believes both could be done at the same time. She stated that when the County was in discussions with the U.S. Forest Service about additional land for some of the northern fire districts, the Forest Service was more interested in looking at one package involving several pieces of land as opposed to looking at individual pieces, one piece at a time. Chairman Martin inquired if the Board or Mr. Barcon had a preference for land area. Mr. Barcon replied that he didn't think it was so much of having a preference as it ADOT's choice for the location of the bypass and he felt Steve Stratton, Public Works Division Director, would have better information. Chairman Martin replied that she believes the Board can help influence the area for the bypass if everyone gets to together and weighs in on it.

Chairman Martin's preference would be that the bypass is within sight of the towns including being able to see the lights at night and to ensure there are several exits to the towns. She gave some examples of other bypasses where it was either good for the communities without having all of the traffic and large trucks passing through, or a bad situation causing towns to die out. Mr. Barcon stated that Williams has really prospered from its bypass and he believes something should be done now and offered support from the IDA.

Supervisor Pastor stated that at one time he heard that the bypass would be located 2 miles from the towns, which would really hurt the Globe-Miami communities. He expressed support for the County to participate in a land exchange that is going to benefit the community. He stated, "We need to step up and start looking at it real seriously."

Vice-Chairman Dawson stated she has attended some of the hearings, particularly when the residents at the Top of the World had a lot of input; however, she didn't notice any members of the IDA present and staff from the City of Globe were present some of the time. She stated that the County has spoken at all of the hearings and will continue to do so. She stated that in other talks about a land exchange, Senator Kyl has been very clear that he would require respect for San Carlos in bringing forth a suggestion; however, he will be leaving Congress, so the County needs to be prepared for the fact that the new Senator will be the one ushering things through. Vice-Chairman Dawson believes that the City of Globe needs to be in the leadership position on this because it will be the place in which the economy will be most affected. She felt there should be meetings with all parties involved, not just the County.

Mr. Stratton stated that the County has had several meetings with ADOT on this recently. About a month ago a meeting was held with the ADOT design team with Dale Wiggins as the project manager, and County staff did express concerns about the route. He stated that those items are a definite concern including the fact of having visibility of the town itself, so the bypass would have to be high enough on the hillside so that the town could be seen; multiple exits and although an exact number was not given, but possibly as many as 6-10 depending on the route. Mr. Stratton then provided an aerial view of the area. He has been told by ADOT that the road will definitely not go through Top of the World. Within 6-12 months, ADOT will have the route designated where the road will leave Superior to go to the bypass because right now ADOT is designing the Silver King and Superior Street sections of the road, which will be completed by December 2012, and if monies are available those sections will be built in 2014. ADOT is utilizing 2 different design firms—Dibble Engineering and Kimley-Horn—along with separate teams of environmental, etc. On the map, Mr. Stratton showed the Board the routes that have already been rejected by ADOT and there are 2 remaining routes and then a connection over near the 70/77 junction. He stated that the route that goes around Globe has some problems because of BLM (Bureau of Land Management) land, etc., so ADOT has Logan Simpson Design Group looking at the areas that would have the least environmental-archeological impact. Supervisor Pastor stated that the areas being reviewed look like they are up by the Cherry Flats area, to which Mr. Stratton agreed that is the generalized area. Chairman Martin inquired about the ownership of the land in that area. Mr. Stratton advised that some of the land is owned by the U.S. Forest Service and some by the BLM; however, close to the area by the County's landfill, there is a lot of private land. He noted that another item was brought to ADOT's attention is that the County has received an expansion plan that will take the landfill out to the year 2035. At that point, it will be very big when the County closes it out. It was expressed to ADOT that the County did not want travelers coming through the area and seeing first the landfill because most likely they would not exit the road to visit the local communities. Mr. Stratton stated, "I agree wholly with the IDA Board and the Board of Supervisors that when a route is selected, we need to make sure that we have lands there for commercial trade." He again noted that on the other end of the bypass, at the Superior end, the routes which have been reviewed and not selected by ADOT show one route north and one route south of Superior. Supervisor Pastor also noted that with the possibility of Resolution Copper Mine going in, ADOT would have to figure a route to that area as well.

Chairman Martin inquired whether the Top of the World area would also be bypassed and Mr. Stratton replied that is his understanding. Mr. Stratton continued referring to the map and noted that the bypass of Globe may very well be predicated on the bypass of Tucson, which the County has been addressing for many years. He referred to a study conducted years ago by Pima County to bypass Tucson and the route that was considered would be

through some very sensitive environmental areas. Mr. Stratton mentioned that years ago Gila County informed ADOT if Road 191 was developed from I-10 to Safford, being 4 lanes and divided, it would be the same as from Globe to Superior and then the only stretch left for a bypass of Tucson is from Safford to Globe, which is mostly reservation land and ADOT was comfortable with that route. He further advised that this route is presently being supported by the ADOT Board and staff.

Mr. McDaniel, County Manager, advised that this is probably the most important economic development issue on the table. Any other discussions would pale in comparison to the impact of a bypass in this community. He stated that ADOT has the job of moving traffic around the state and they don't have the job of moving traffic to and from Globe; that job would be ours. He stated, "I think the value of having Fred (Barcon) and the IDA here is that this - it's sort of a citizen-based interest in a major issue because that ultimately is what is going to have to happen." He emphasized the importance of the community coming together to ensure that the bypass stays close to the community rather than goes away from the community. He provided an example of when Route 66 was relocated and it was turned into I-40, and how it negatively affected the economy of Winslow because the town could not be seen from the freeway. He stated, "What happens though and I guess the value in getting some of this land exchange is that you will get commerce moving to where the dollars are and the dollars are going to be along the new route." He also emphasized the need to have easy exits from the freeway to the town. He advised that now is the time to get involved in efforts for the land exchange project.

Chairman Martin questioned the next step that needs to be taken. Supervisor Pastor suggested that the Board direct the County Manager to begin coordinating the process with staff, IDA, City of Globe, Town of Miami, San Carlos, and any other stakeholders. Chairman Martin asked Supervisor Pastor if he would be willing to be the Board member who will oversee this endeavor to which Supervisor Pastor agreed to do so. Vice-Chairman Dawson also agreed that Supervisor Pastor should lead this effort.

2B. Information/Discussion of Gila County Board of Supervisors supporting the development of a race track at the Gila County Fairgrounds.

Mr. Barcon reminded the Board that several years ago Gila County conducted a study regarding the possible development of a car race track at the County Fairgrounds, which he said "ended up on somebody's shelf." Recently the IDA discussed this issue with the Globe-Miami Regional Economic Development Corporation (EDC) and it was agreed that the issue needed to be revisited. A steering committee was formed, so at this time Mr. Barcon introduced William A. Byrne, who is the Chairman of the Steering Committee. Mr. Byrne is also a

member of the Industrial Development Authority Board as well as a member of the Gila County Racing Commission. Mr. Byrne began by stating, "We are here today to try and breathe life into an old project." He advised that one of the primary responsibilities of both the IDA and EDC is to bring economic development into the local community. Mr. Byrne introduced Gerald Kohlbeck, IDA Board member; William Herrera, EDC Director; Sharron Lavin, Gila County Fair and Racing Commission Chairman; and Stephen Cullen, Gila Community College (GCC) Dean.

Mr. Byrne stated that there has been great success with NASCAR racing and stock car racing in Arizona and throughout the nation, so the consensus of the Steering Committee is that a race track at the Fairgrounds would provide many economic benefits for businesses in the local community. The approach that will be taken is to work through the GCC and its heavy equipment training program. Students would be moving the dirt to create the race track. Mr. Byrne also believes that there are grants available through the Arizona Department of Transportation (ADOT) to do the actual dirt work. This may possibly open up other opportunities to apply for grants through the United States Department of Agriculture for further development. Mr. Byrne stated, "...So we are here to ask for your permission or your approval to make sure that this site is agreeable with you. If it is, we are looking for your approval to press on with it to see if we can come up with a feasible way of getting this built, and we think through the College that there is definitely a feasible way of getting this built. We will report back as we proceed on with this..."

At this time the Board members entered into a discussion as to the history of the proposed project, cost, obstacles, etc. Chairman Martin then asked about the anticipated level of involvement from the IDA and EDC. Mr. Byrne replied that the IDA would be involved; however, it is unknown at this time the level of involvement. Vice-Chairman Dawson questioned whether the Fair and Racing Commission is interested in leading this effort. Mr. Byrne replied this issue has not yet been broached to the Fair and Racing Commission. Chairman Martin questioned if the Fair and Racing Commission is designated as a 501(3)(C) organization to which Supervisor Pastor replied they were not. Supervisor Pastor stated that his position is to encourage the IDA to continue pursuing this endeavor with the involvement of the Fair and Racing Commission and the EDC. He believes the County would be willing at some point to "help or be part of the development, but somebody needs to take the lead and not the County." He further stated that the County neither has the resources or the time to take the lead on this project. Vice-Chairman Dawson recalled a conversation she had with Lex Sheppard, who was one of the first instructors of GCC's heavy equipment class, about students learning to operate the equipment at the Fairgrounds. She went on to say that she was very enthused by the program until she watched a race car on t.v. leave a track and go over a 12 foot fence, which then made her question the County's liability if a race track were built on County-owned property. Mr. Byrne acknowledged that

the issue of liability was a major consideration. Chairman Martin acknowledged that she hasn't heard any Board member or staff voice opposition to this proposed race track; however, the issues of liability, sponsorship, financing, etc. would first need to be answered with the end result being there would be no negative impact to the County. The Board encouraged this group to continue pursuing this endeavor. Gerald Kohlbeck then commented, "I think what we would like to tell you is that our dream is to hold the County free and harmless of anything we do out there. The IDA with our other team members will try to put all of this together and keep the County free of any liabilities and debts and anything. That is our dream."

On behalf of the Board, Chairman Martin thanked everyone for taking the time to attend today's work session.

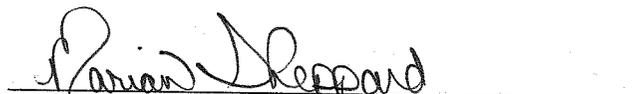
There being no further business to come before the Board of Supervisors, Chairman Martin adjourned the meeting at 11:07 a.m.

APPROVED:



Tommie C. Martin, Chairman

ATTEST:


Marian Sheppard, Chief Deputy Clerk