

CANAMEX

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Carol Sanger is the executive director of the CANAMEX corridor project. For those that are not real familiar with CANAMEX, it is essentially the I-15 corridor from Canada down to Vegas and then 93 down and down to Odell through Arizona. It incorporates Arizona, Utah, Nevada, Idaho and Montana. In April 2000 CANAMEX got the go-ahead. Carol was appointed in 1999 by the governor of Arizona, Jane Hall. Prior to working with CANAMEX projects she was the head of the State Rural Development Bank, the Greater Arizona Development Authority. Prior to coming to Arizona she worked at a New York City bank as a lending officer and a relationship manager for South America and she was also representative for the bank in London.

In 1999, five governors decided [to create a] level of understanding. This made it so at least we could talk about getting the highest-level commitment and participation. The five governors are from Arizona, Nevada, Utah, Idaho and Montana. What they committed to do was to take money that Arizona and each state had applied for to receive and [?] federal highways on the [CANAMEX] corridor program. They were going to go ahead and plan the CANAMEX corridor along three axes. One is transportation, which you are all really familiar with. The second one is telecommunications, and third is to take a look at the economic development and infrastructure so this is at the governor's level, it's about jobs and economic development, it is not just about more highway dollars.

What we found is that four of the five CANAMEX states represent the top fastest growing states in the country. Four of those are in the top five. We also found that there are huge telecommunications gaps, Dwight Bower alluded to this in his remarks. We all

have [an interest] in the CANAMEX corridor. We share a commitment and interest in the tourism, distribution and transportation logistics. These are important to all of us. In fact, those five CANAMEX states actually have transitioning economies, every single one, from natural resource bases to more purposes and contexts and many of the governments in the CANAMEX corridor have made this a compelling part of their economic agenda.

In doing the analysis, what we found is that along the 1,500 miles that CANAMEX encompasses, over the next 30 years, we are going to need one additional lane mile for every mile; 1,500 new miles, in order to maintain basic levels of service. We don't believe that we are going to have manna in the form of highway dollars falling from the sky. So one of the ways for us to maintain efficiency in the state DOT corridors is to [create] rated deployment and integrated deployment of ITS.

The fact that the brilliant vision that somebody had about getting that telecommunication infrastructure in place, if you ever see a mess, telecommunications broadband, along the western part of the United States, it looks like the railroads. They all go East-West with very little nonstop and so one of our goals is to try and facilitate the deployment of fiber, broadband conductivity, North-South along the CANAMEX corridor and then encourage the states to work with the local providers in order to provide access to improve the coverage.

The consultants required [us] to come up with a series of golden issues. They came up with these five, actually four, one is, "Corridor Highway Improvements" but that, they are going to do no matter what, so that would happen with or without CANAMEX

ever showing up as a household name. However, the establishment of a smart safe corridor, a smart tourist corridor, and telecommunications access as I've indicated for rural areas allows these two to exist and it provides a basic, strong economic development. Smart process partnership, which is kind of where e-government and e-commerce meet and ultimately drive down across from this five-state implementation will e-create one million new jobs over the 30 years; approximately 11 percent of the current work force.

Today, 84 percent of the CANAMEX is under state standard. As most of you know, for 16 percent of [?] of Arizona, which might account for part of why we are so anxious and interested and committed to CANAMEX project development. So 1,500 lane miles represent the processing of \$6 billion over the next 30 years. We have tried very hard to engage rail in our discussions but they have come to believe that CANAMEX is really a code word for heavier trucks, and bigger trucks, which is not the case so they are still trying to figure out where they fit. Airport extension is also identified as a need. Major distribution areas that were identified by the consultants are a need too.

We had two layers of hearing committee [members]. We had planners, who were the technical advisory committee and our mutual [?] corridor study. We also had a multi-state coalition...

... and Jim Curry for Montana. We have Tom Warren, when he was head of UDOT and now we have the gentleman who is statesman, John Nord, he was Deputy Director and prodigy of T. Jeff Fontaine. Mary Peters, some of you may have heard of. Now we have Victor Mendez who has taken her place and Ada [?] director. That is the public sector. Each governor was allowed and encouraged to appoint a private sector representative. We have the president of Idaho State University, Dr. Richard Bowen who's got Jay Foley who is an

interpretive producing guy, has his own publishing billing [?]. A UPS person from Salt Lake. We have a public affairs person from Las Vegas and then, Peter Vocal is a public communications expert and has really helped us understand some of the implications and technology around the public communications infrastructure.

Those guys have managed the corridors, and they have not only just met, but they have met in each others' states so that they can see and understand a little bit more in a telling way what some of the challenges are that we share in the corridor.

On September 14, they met and they decided, "now that we finally have a plan, how do we move to deployment and implementation of this plan?" The states committed to do three things. They want to start here, in the smart tourist corridor. It is not up there but it is imbedded in the concept of the smart tourist corridor. It is certainly efficiency and emergency response services integrated [into] incident management. We are going to do this by doing a gap analysis of all of the ITS systems in the five states working with the Western Transportation Institute and with this I wanted to introduce John Taylor who is [in charge of] project management for CANAMEX deployment at WTI. So we are going to be doing a gap analysis on the different architecture...

The second piece of that is the actual definition of the smart corridor itself. We know that there are projects out there in the park system, like what is going on in Yellowstone, the Grand Canyon is another example [of one of these] projects and there are lots of them. There are many other kinds of local projects to be done. So what is the smart corridor? What do we think is the best system? How do we bring to this system, how do we marry them up? The tourists do not want to learn and re-learn and it's really our responsibility to integrate and standardize these systems ...

... these are the opportunities for a five state coalition like CANAMEX. Provide a logical, useful, up-to-date system framework for long-range regional planning and systems integration.

Strategic infrastructure development. If all of the states are working on the same infrastructure project, like in Arizona working with other partners [on the] central highway for plans for the state of Nevada. We are going to get that Hoover Dam bypass built and we hope we will be able to drive over it in the year 2006. [States need to] support a common interest.

Let me paint a picture because we really have not talked that much about money in this conference. Money is a great governor a lot these great projects have been project ideas. The five CANAMEX states share a population of about 11 million people. We are the size of Los Angeles. The five states have 14 congressional representatives. California has over 50. [This makes it important] to identify shared goals and project interest. We are much more powerful working together, in this coalition or in any other coalition we can come up with.

Greater Yellowstone is a perfect example of this – if we can attract, deploy, and integrate resources to accomplish the goals that we have set out to define the coalition. I cannot emphasize that too much.

The challenge is, how do you keep your infrastructure developing at a pace consistent with your population? Transitioning economies that I mentioned and global competitors are [an increasing influence]. I think we all appreciate the world's a more integrated place today than it was even 30 years ago - and how do we use the transportation systems as an asset to allow our economy to compete in a global world?

Rapid innovation. We see this with technology. They deploy quickly and are accessible for all layers of the motoring

public and the commercial vehicle in the trucking industry.

Rural economic development. Very high priority for these five governments.

Streamlining governments. This is another high priority because none of these governors like raising taxes. They want to keep providing their services increasingly more efficiently and the big thing in government services, besides typical enforcement activities, is providing information and special [?].

There are multiple, North/South corridors, major ones. I know there are two major corridors; I-25, 35 and so on. We are distinguished, however, by having formal participation by our Canadian neighbors, the Province of Alberta, as well as support from continuing Mexican states to the north and the lower Halito, Halito, Guadalajara being among the hard and high tech emergent centers [?]. Alberta has committed about \$560 million U.S. dollars, four-laning interstate standards, hopefully on their highway as it comes out a complete route and it goes up into B.C. first and then they do a little loop climb and then they go up into Alaska.

Four of five CANAMEX states have also had to formally invite Alberta to participate in the development of the smart corridor. Mexico is going to be meeting soon. Actually the Mexicans have had several meetings but they are talking to formalizing their organization. They want to get an MOU like the U.S. one with five governors, so we are trying to coordinate their Mexican governor's schedules and Arizona's governor's schedules. They all want to meet in November so I hope to be there.

This is my last slide and it has nothing to do with CANAMEX, except for the kind of thing that comes out of this activity. [It is multi-jurisdictional and I would like to suggest that if good ideas come out of Arizona [they] are available to any

placement regions. We are hoping that we can be using all of the service support that UDOT is developing as part of the Olympics and other parts of the coalition.

There are several hinge points along the CANAMEX corridor. Certainly state-to-state surveillance is one. The international borders are another. Nogales is a place, which [is home to] approximately 70 percent of all the winter [retirement] living in the United States. It is second because of processing clothing only the [?] which gets a lot of the winter coats from Central and South America.

Like many ports of entry, it has been an absolute big support for years and years. What we really are interested in doing is creating a vision for a new way – not a line, not a gig, but a net, a web, where we will improve our ability to interdict the bad guy and the bad stuff. We will increase the efficiency of the route, better information to the right man much earlier on the track. We will allow for the good stuff, the good guy to flow through. This is something that we are beginning to work on, the state of Arizona, ADOT, motor vehicle division within ADOT, and U.S. Customs in a partnership. I really hope that either me or somebody else will be able to report on our project as we go forward on this because it is more important today than ever before.

With that I'd like to thank you all very much and I appreciate the opportunity to talk to you about partnership because it has been vital to us. I'm very excited about what has happened in CANAMEX in the last couple of years and look forward to working with WTI and [?]. Thank you.

Attendee Question:Are you talking about a leg of that going up from Canada to Alaska, has there been discussion to do that process at all?

I have not talked to the I-5 folks, no. They have not called me and I have not had an opportunity to call them. I talked to the I-35

people, and it's interesting, let me tell you exactly how long I-35 is. I can tell you how many main miles they need over the next 25 years. We need 1,500. They need 5,600, mostly around the urban area, so urban areas being, San Antonio, Dallas corridor, Oklahoma City, Kansas City and Canada. That's going to be very expensive and it's questionable whether this ticket is [?] urban area, so right away, when you invite [?], and they're going to have to be extremely creative in coming up with ways of moving trucks efficiently around, through urban areas in Texas.

Having just driven across Texas on Sept. 12, we were struck by the number of trucks along the highway, a huge number of trucks, particularly at night moving in clocks, or cargo, or carts, whatever you want to call it. As we get deeper into this over the next five to 10 years, I'm going to talk about having a truck lane. They've talked about having an elevated truck lane, having it something like the New Jersey turnpike, anyway, they're going to have to....

Attendee Question: Inaudible

Well, the Canadians have already identified their route, and it goes from Coultts-Sweegrass up through Calgary, Edmonton, and I can't remember exactly the number of the road that goes up beyond – continuing on.

Attendee Question: In light of what Dwight Bower mentioned this morning, have you evaluated security, what security might now be necessary down at Nogales? Do you have a conceptual idea of how that might be handled?

We don't have an answer. But we have begun to come together to start noodling those questions. We live in Arizona everyday with long lines of trucks backed up from the border – trucks on the other side trying to cross into the United States. This we do not know what's going to happen. I also know that there is economic

implications and hardship within our border community. During this time of economic boom, unemployment runs 20%, 45% – and those communities are really going to be paying back.

So, have we solved it? No. Are we on it? We're really trying to.

Attendee Question: So are you working with border patrol and those other folks as well?

Not me personally, but I know that the state of Arizona has excellent partnership with our federal agency's border patrol and customs.