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RR-03639-15-0200

Airport: LifeNet can be seen at show

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Lost hikers, injured horseback riders, auto and ATV accidents are some of the scenarios encountered out on a typical call. They also transport unstable newborns from local, general hospitals to high-risk neonatal facilities. One newborn who was transferred in this manner

was named "Sky" after his life was saved by one of the crews. Fully equipped with IVs, CPR gear, cardiac monitors, oxygen, respiratory analyzers, ventilators, orthopedic appliances and a myriad of medications, each helicopter is prepared for almost any emergency. Heliports are available at

Oro Valley Hospital, Northwest Hospital, University of Arizona Medical Center, TMC, St. Joseph's Hospital, St. Mary's Hospital, the VA Hospital and the new Green Valley Hospital. Unit service areas overlap, ensuring a helicopter is readily available for such transportation.

LifeNet is an Air Methods company, a major provider of air medical transport serving 47 states with almost 4,000 employees and 432 aircraft. To get a better feel for just how efficient and fast they are, they will have a demo at the Marana AirExpo in October 2016.



LifeNet paramedics load a fake patient into a helicopter during a demonstration at Mountain View High School. LifeNet saves lives every day by shortening the time it takes to get critically ill or injured patients to the hospital. I.D. Fitzgerald/Marana News

Video: Council voices some concerns

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but it's to let people know where that road is going to be to let them know where downtown will be," said Davidson after the meeting.

Davidson noted the video captures roughly what it will look like, how it will be front loading buildings next to the street instead of parking adjacent to the street and then the buildings.

Both Mahoney and Davidson stressed changes could be made to the video and any final determination on a look or style of the area would be made at a later date. Mahoney said in the future the look of the area could be incorporated into the new version of the Land Development Plan, and until then, incentives could be given from the town to ensure developers keep with the vision of the area.

"What I did like about the presentation is that it shows

a stylish Main Street, that we are not interested in developers coming in and throwing box-like structures up," said Bowen. "We are not interested in just having stores and shops. It probably shouldn't look like Scottsdale or California, but it shouldn't look like a strip mall. It should look nice in that is brought up clearly by the video. I think a developer would look at that and say they want something nice and bring their 'A' game when they bring their ideas."

The council was also concerned with the length of the video. The general feeling was that maybe it took too long to travel the route the video depicted.

There also seemed to be some concern that at times it was difficult to get one's bearings, to figure out where exactly on the route was being depicted.

The video itself will have a number of uses. First, it will be

used to show developers the scope of what the town envisions Main Street containing. The video depicts shops, restaurants and nightlife that co-exist with well as open space and landscaping.

More important to the town, the video allows residents and business owners to get a real feel for what the project is about. Davidson admits when he has discussed the idea with people, everyone has a different vision of what a downtown contains.

"I think we can't stress enough that it is hard to use words to paint a picture that is so clear in everyone's minds," said Davidson. "Everyone conjures up a different image in their mind, so to start having a visual representation of where that road will go literally plants a seed and gets people excited. We want to use that as a marketing tool as a way to really driving at the progress that Marana is making."

Davidson has repeatedly used the phrase a "sense of place" when discussing the project. Marana developed differently than most towns in Arizona.

Instead of having a central location and growing out it, Marana started as a farming community and expanded through annexation. Though it possesses several vibrant areas, there is not a central location for visitors and residents to congregate.

"If we don't want to just be a suburban bedroom community of just housing, and that has never been anyone's vision, the council has never said we just want to be that. They have always talked about from the very get-go, they've always talks about being their own community, Marana as its own community," Davidson said.

ORIGINAL

IN THE MATTER OF THE APPLICATION OF THE ARIZONA DEPARTMENT OF TRANSPORTATION TO INSTALL A NEW GRADE SEPARATED CROSSING AND FOR THE UNION PACIFIC RAILROAD COMPANY TO REMOVE AN EXISTING AT-GRADE CROSSING AT INTERSTAT 10 AND INA ROAD IN THE TOWN OF MARANA, PIMA COUNTY, ARIZONA, USDOT NO. 741101G, DOCKET NO. RR-03639-15-0200.

On June 17, 2015, the Arizona Department of Transportation ("ADOT") filed with The Arizona Corporation Commission ("Commission") an application for approval for ADOT to install a new grade separated crossing and for Union Pacific Railroad company ("Railroad") to remove existing at grade crossing at Interstate 10 and Ina Road in the Town of Marana, Pima County, Arizona at USDOT No. 741101G.

The application is available for inspection during regular business hours at the Commission's offices, 1200 W. Washington Street, Phoenix, Arizona, and on the Internet via the Commission website (www.azcc.gov) using the e-docket function.

The Commission will hold a hearing on this matter commencing on Nov. 19, 2015, at 10 a.m. at the Commission's offices, 1200 W. Washington St., Hearing Room No. 2, Phoenix, Arizona. Public comments will be taken on the first day of the hearing.

The law provides for an open public hearing at which, under appropriate circumstances, interested parties may intervene. Intervention shall be permitted to any person entitled by law to intervene and having a direct and substantial interest in the matter. Persons desiring to intervene must file a written motion to intervene with the Commission, which motion should be sent to applicant or its counsel and to all Parties of record, and which, at the minimum, shall contain the following:

1. The name, address, and telephone number of the proposed intervenor and of any party upon whom service of documents is to be made if different than the intervenor.
2. A short statement of the proposed intervenor's interest in the proceeding (e.g. a customer of Railroad, a neighboring, property owner, a crossing user, etc.).
3. A statement certifying that a copy of the motion to intervene has been mailed to the applicant or its counsel and to all parties of record in the case.

The granting of motions to intervene shall be governed by A.A.C. R 14-3-105, except that all motions to intervene must be filed on or before Oct. 16, 2015. The granting of intervention, among other things, entitles a party to present sworn evidence at hearing and to cross-examine other witnesses. However, failure to intervene will not preclude any interested party from appearing at the hearing and making a statement on such person's own behalf.

If you have any questions about this application, you may contact the applicant at 602.712.7555. If you wish to file written comments on the application or want further information on intervention, you may write the Consumer Services Section of the Commission at 1200 W. Washington St., Phoenix, Arizona, 85003, tel 602.542.4251 or 1.800.222.7000 or appear at the hearing and make comment.

The Commission does not discriminate on the basis of disability in admission to its public meetings. Persons with a disability may request a reasonable accommodation such as a sign language interpreter, as well as request this document in an alternative format by contacting Shaylin Bernal, ADA Coordinator, voice phone number 602.542.3931, e-mail SABernal@azcc.gov. Requests should be made as early as possible to allow time to arrange the accommodation.

DOCKETED BY [Signature]

