

Multimodal Planning Division

ADOT Transportation Planning and Programming Guidebook for Tribal Governments

January 2012



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ADOT Transportation Planning and Programming Guidebook For Tribal Governments

Prepared for



Arizona Department of Transportation

by

JACOBS

Second Edition

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Preface

The Arizona Department of Transportation (ADOT) *Planning and Programming Guidebook for Tribal Governments* is a product of ADOT's Multimodal Planning Division (MPD). This guidebook is intended to provide tribal governments and their transportation planning personnel, assistance in understanding the ADOT planning and programming processes and associated funding sources. ADOT is committed to working cooperatively with all tribal governments in Arizona to assure that critical transportation system needs are met on tribal lands.

This Guidebook is organized to first provide background on the State Highway System and its relation to tribal lands and the ADOT engineering management districts. Second, it explains ADOT's vision, mission, goals, and responsibilities in relation to management of the state transportation system. Third, it provides tribal governments with an overview of the ADOT planning and programming process for major transportation improvement projects. Finally, it provides a summary discussion of ADOT's funding sources for transportation improvement. ADOT also has additional resources for tribal transportation funding available upon request.

This second edition of the ADOT *Transportation Planning and Programming Guidebook for Tribal Governments* is not all inclusive of every detailed process used by ADOT; it is intended to provide tribal governments with a basic understanding of the current planning and programming processes as they relate to tribes. It also provides tribal personnel with information for the various ADOT departments that they may need to contact to address their transportation questions and concerns. Also to assist in referencing often used transportation acronyms and terminology, a comprehensive glossary is provided in Appendix A of this guidebook. It is anticipated that future editions of this Guidebook will be produced to include updated information and process changes. Comments and suggestions should be directed to:

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1. INTRODUCTION AND GUIDEBOOK PURPOSE

The purpose of this guidebook is to serve as a reference tool to provide tribal governments and tribal planning departments assistance in understanding the Arizona Department of Transportation (ADOT) transportation planning and programming processes and how to work with ADOT to receive positive benefits. Specifically this guidebook discusses the ADOT statewide, regional and rural area transportation planning process. It also explains the ADOT priority programming process. And lastly it identifies funding sources that can assist with addressing capital improvements and other needs on the tribal transportation system.

Tribal Governments play a vital role in the transportation system statewide as approximately 20% of state highways cross tribal lands. Tribal sovereignty is recognized by ADOT and continuous communication regarding transportation issues is always encouraged and welcome.

2. STATE HIGHWAYS AND TRIBES IN ARIZONA

Arizona is home to 22 federally recognized Indian Tribes and Native Nations. Tribal land in Arizona encompasses approximately 27,736,000 acres or 28% of the state's land base. Only the San Juan Southern Paiute Tribe currently does not have a reservation land base, however, it is working to place some land in federal trust status. Also, although headquartered out of New Mexico, the Pueblo of Zuni has approximately 12,000 acres of undeveloped reservation land located in eastern Arizona. Table 2-1 lists the Indian Tribes and Native Nations in Arizona. Appendix B provides detailed information on each tribe.

TABLE 2-1 The 22 Indian Tribes and Native Nations in Arizona

- Ak-Chin Indian Community
- Cocopah Indian Tribe
- Colorado River Indian Tribes
- Fort McDowell Yavapai Nation
- Fort Mojave Indian Tribe
- Fort Yuma Quechan Indian Tribe
- Gila River Indian Community
- Havasupai Tribe
- Hopi Tribe
- Hualapai Tribe
- Kaibab Band of Paiute Indians
- Navajo Nation
- Pascua Yaqui Tribe
- Pueblo of Zuni
- Salt River Pima-Maricopa Indian Community
- San Carlos Apache Tribe
- San Juan Southern Paiute Tribe
- Tohono O'odham Nation
- Tonto Apache Tribe
- White Mountain Apache Tribe
- Yavapai-Apache Nation
- Yavapai-Prescott Indian Tribe

Note: ADOT also acknowledges that there are seven tribes from out of state that have ancestral land interests in Arizona. These include the Chemehuevi Tribe of California, Fort Sill Apache Tribe of Oklahoma, Mescalero Apache Tribe of New Mexico, Moapa Band of Paiute Indians of Nevada, Paiute Indian Tribe of Las Vegas in Nevada, Paiute Indian Tribe of Utah, and Ute Mountain Ute of Colorado.



2.1 Arizona State Highway System on Tribal Land

ADOT was established in 1974 and is responsible for planning, developing, maintaining, and operating state transportation facilities for the efficient movement of people and products by surface and air throughout Arizona. Within the State, multi-modal transportation systems cross numerous jurisdictional boundaries. The State Highway System (SHS) includes 6,152 miles of roadway and of this about 88% of the system's roadways are situated within rural areas. The SHS also includes 1,219 miles or 19.8% that traverse Native Nation/Tribal lands. In addition, there are 20 airports maintained and operated by the Native Nation/Tribal Governments. The State, Native Nations and Tribes have expressed a mutual desire to work together for the common purpose of protecting the health, safety and welfare of the traveling public in Arizona by continuously improving working relationships. Figure 2-1 shows the locations of tribal reservation land in comparison to the SHS, county boundaries and ADOT Engineering District Boundaries. Table 2-2 identifies the SHS mileage per tribe/reservation according to the 2009 Arizona State Highway System Log database.

The Arizona State Highway System includes 6,152 route miles of roadway. Approximately 1,219 miles or 19.8% of the SHS crosses tribal land. These figures provide the basis of need for the state to adequately consult, communicate, and cooperate with tribal governments to address the growing transportation needs of the traveling public on and off tribal land.



Figure 2-1 Map of Tribal, County and ADOT Engineering District Boundaries

American Indian Reservations and Engineering District Boundaries

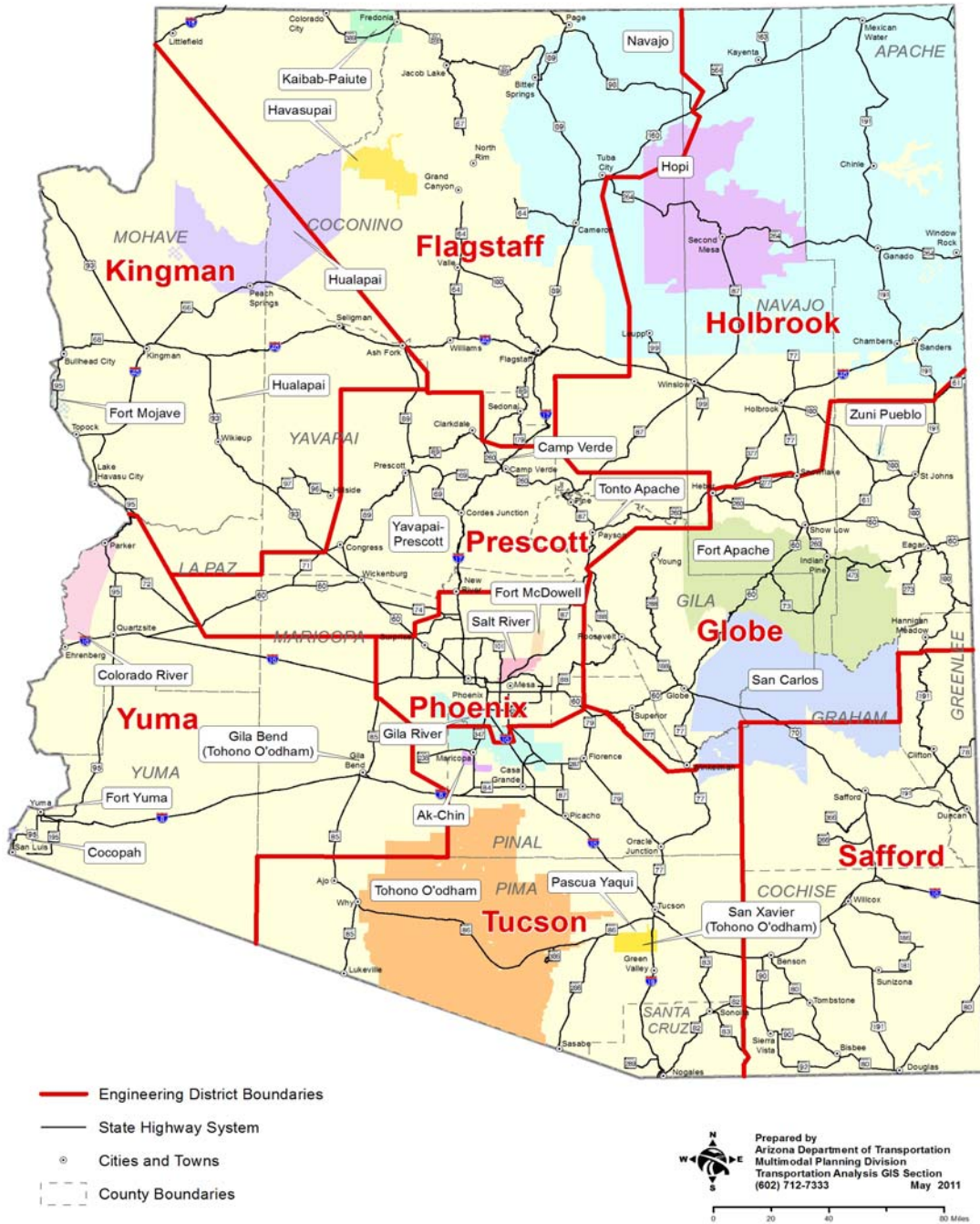


TABLE 2-2 State Highway System Road Mileage on Tribal Land

TRIBE/RESERVATION	MILES
Ak-Chin Indian Community / Ak-Chin Indian Reservation	4.6
Cocopah Tribe / Cocopah Indian Reservation	1.5
Colorado River Indian Tribe / Colorado River Indian Reservation	13.9
Fort McDowell Yavapai Nation / Fort McDowell Indian Reservation	4.3
Fort Mojave Indian Tribe / Fort Mojave Indian Reservation	3.9
Fort Yuma Quechan / Fort Yuma Indian Reservation	0.00
Gila River Indian Community / Gila River Indian Reservation	77.8
Havasupai Tribe / Havasupai Indian Reservation	0.00
Hopi Tribe / Hopi Indian Reservation	91.4
Hualapai Indian Tribe / Hualapai Indian Reservation	17.9
Kaibab Band of Paiute Indians / Kaibab-Paiute Indian Reservation	16.5
Navajo Nation / Navajo Indian Reservation*	619.2
Pascua Yaqui / Pascua Yaqui Indian Reservation	0.00
Salt River Pima-Maricopa Indian Community / Salt River Indian Reservation	21.3
San Carlos Apache Tribe / San Carlos Indian Reservation*	52.4
San Juan Southern Band of Paiute Indians	0.00
Tohono O'odham Nation / Tohono O'odham Indian Reservation	101.7
Tohono O'odham Nation - San Xavier District	8.1
Tonto Apache / Tonto Apache Indian Reservation	0.00
White Mountain Apache Tribe / Fort Apache Indian Reservation	128.0
Yavapai-Apache Nation / Yavapai-Apache Indian Reservation	0.2
Yavapai-Prescott Indian Tribe / Yavapai-Prescott Indian Reservation	1.5
Zuni Tribe	0.5
TOTALS	1219.4

Source: 2009 State Highway System Log.

Notes: The mileage figures are for mainline cardinal direction highways only and do not include additional mileage for divided highways, ramps and frontage roads.

*Approximately 9.74 miles of the 1219.4 route miles are on Indian Allotments with .5 miles on San Carlos and the remainder of the 9.24 miles on Navajo Nation.



3. ADOT RESPONSIBILITIES

ADOT is responsible for daily management of Arizona’s transportation system and is comprised of the following Divisions and key Departments: Motor Vehicle Division (MVD), Multimodal Planning Division (MPD), Highways Division, Government Relations and Policy Development (GRPD), Communication and Community and Partnerships (CCP), and the Transportation Services Group (TSG) (see Appendix C which shows the ADOT organization chart). This guidebook will focus on the planning and programming processes which are the primary responsibility of the MPD.

3.1 ADOT Vision, Mission, Goals, and Strategies

ADOT is responsible for collecting transportation revenues and for planning, constructing, and maintaining Arizona’s highway infrastructure for the safe and efficient movement of people and products throughout the state. The transportation system, with more than 18,000 travel-lane miles, supports the state’s economy and quality of life. In addition, ADOT issues development grants to public airports for improvement projects, and it owns and maintains the Grand Canyon National Park Airport.

ADOT works with various customers and stakeholders to identify significant transportation issues in Arizona and to improve existing systems and practices. The Arizona Long-Range Transportation Plan builds on numerous studies and plans that guide ADOT in identifying future needs, developing solutions, and delivering projects that address the transportation challenges Arizona will face over the next 20 years. The Five-Year Transportation Facilities Construction Program and the collection of the maximum amount of transportation revenue are critical to the delivery of major state transportation projects by assisting decision makers in prioritizing projects and allocating corresponding funds.

Revenues collected from fuel taxes, motor carrier fees, motor vehicle registration fees, vehicle license taxes (VLT), and other miscellaneous fees build and operate the state’s transportation systems and fund other related expenditures. The health of these revenues directly impacts ADOT’s ability to successfully deliver a range of transportation projects that will help create jobs and deliver economic and quality-of-life benefits for Arizona residents and businesses.

ADOT Vision

The standard of excellence for transportation systems and services.

ADOT Mission

To provide a safe, efficient, cost-effective transportation system.



VALUES

Employees are the cornerstone of our success.

Accountability – We take responsibility for our actions.

Integrity – We hold ourselves to the highest ethical and professional standards.

Respect – We treat everyone with respect and dignity.

ADOT GOALS

1. Maximize available resources to provide essential services to ADOT's customers.
2. Identify and explain the need for new, sustainable funding opportunities dedicated to multimodal transportation projects.

ADOT STRATEGIES

1. Prioritize and focus on the products and services most critical to serving the public, collecting revenue, and maintaining the transportation infrastructure.
2. Align the organizational structure to optimize effectiveness and reduce costs.
3. Increase efficiency of service delivery processes and systems.
4. Refine ADOT's performance measures.
5. Research, evaluate, and explain alternative funding sources to help finance and maintain a multimodal transportation system.

3.2 Consultation with Tribes

The primary point of initial contact for tribes regarding state transportation issues is the District Engineer whose district includes the tribe's reservation land area and the location of a particular project or issue. Refer to Figure 2-1 above for the district boundaries and Appendix E for the district office contact information or the following webpage, <http://www.azdot.gov/mpd/gis/maps/pdf/section3.pdf> . Some tribes with overlapping land bases will need to coordinate with multiple District Engineers. Through the appropriate engineering district, various headquarters staff will be involved depending on the particular concern being addressed.

To carry out tribal consultation in the state program development process (which includes transportation planning, programming and project development) ADOT works to comply with



a number of Presidential Memorandums, USDOT Executive Orders, State Executive Orders, and State and Federal laws and policies. Consultation guidance is provided through the following references.

US DOT Executive Order DOT 5301.1 defines tribal consultation as:

“Meaningful and timely discussion in an understandable language with tribal governments during the development of regulations, policies, programs, plans or matters that significantly or uniquely affect federally recognized American Indian and Alaska Native tribes and their governments.”

The Secretary of the Interior’s Standards and Guidelines offers the following definition for consultation:

“Consultation means the process of seeking, discussing, and considering the views of Native American tribes, and, where feasible, seeking agreement with them on how historic properties should be identified, considered, and managed.”

"Consultation" also means the direct and interactive (i.e., collaborative) involvement of tribes in the development of regulatory policies on matters that have tribal implications. Consultation is the active, affirmative process of (1) identifying and seeking input from appropriate Native American governing bodies, community groups and individuals; and (2) considering their interest as a necessary and integral part of agency’s transportation decision-making process. This definition adds to any statutorily mandated notification procedures. The goal of notification is to provide an opportunity for comment; however, with consultation procedures, the burden is on the federal agency to show that it has made a good faith effort to elicit feedback.

Federal legislation also requires state departments of transportation to coordinate, cooperate and consult with Native Nation/Tribal Governments in statewide and metropolitan transportation planning processes. This is in addition to addressing environmental, cultural, historic, natural and human resource issues during the implementation of transportation programs and construction projects impacting Native Nation/Tribal reservations and aboriginal lands within the State boundaries.

In order to maintain improved relationships with Tribal Governments in the State of Arizona, ADOT established a formal tribal consultation policy, MGT-16.01 *Department-Wide Native Nation/Tribal Government Consultation Policy* (Appendix C-2) as a response to the Governor’s Executive Order 2006-14 (Appendix C-1). The policy provides guidance to ADOT personnel when working with the Native Nations/Tribal Governments in Arizona regarding transportation related issues. This policy provides ADOT and the Nations/Tribes a basis for mutual understanding in order to come to agreements to address State and Tribal transportation issues, needs and concerns.

ADOT also recognizes the sovereign status of Native Nation/Tribal Governments and their jurisdiction over lands within reservation boundaries as defined by federal law [18 U.S.C. §1151]. In recognition of Nation/Tribal sovereignty, ADOT respects the unique and continuous existence of each Nation’s/Tribe’s government, values, culture, codes, laws, and as such works to address issues in a mutually respectful manner.



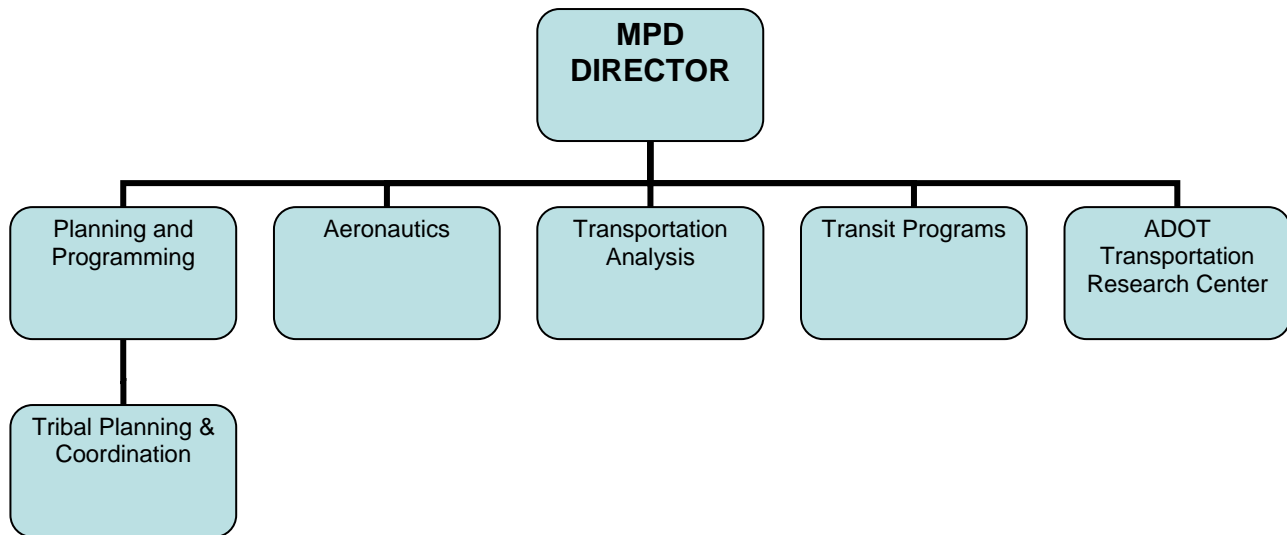
ADOT strives to actively involve tribes throughout the transportation planning and programming process. The key for successful interaction through the planning/programming process for all tribes is to **Participate-Participate-Participate**.

PROMOTING PARTNERSHIPS



4. ADOT TRANSPORTATION PLANNING PROCESS

Planning and programming improvements to the state highway system and other modes of transportation planning is the primary responsibility of ADOT's Multimodal Planning Division. MPD is broken down into five sections as shown in the org chart below. Communication for Tribes will be through the MPD Planning and Programming section's office of Tribal Planning and Coordination, contact information is shown in Appendix D.



MPD Section Responsibilities

Planning and Programming

- **Tribal Planning and Coordination**
- Systems and Regional Planning
- Statewide Rail Planning
- Management of Studies, Plans and Programs
- Five-Year Transportation Facilities Construction Program
- State Transportation Improvement Program (STIP)
- Priority Planning Advisory Committee (PPAC)

Transit Programs

- Management Transit Programs and Studies
- Mobility Management
- Technical Assistance
- Rural Transportation Assistance Program (RTAP) Training

Transportation Analysis



- Air Quality
- Data Analysis
- Data Collection
- Geographic Information Systems (GIS)
- Travel Demand Modeling (TDM)

Aeronautics

- Aviation Development & Planning
- Aviation Programming
- Airport Pavement Management

ADOT Transportation Research Center

- Research Program
- Product Resource Investment Deployment and Evaluation (PRIDE) Program
- ADOT Library

4.1 Statewide Long Range Transportation Visioning

The state of Arizona and ADOT established a statewide visionary process to actively engage and involve all planning entities throughout the state in identifying critical future transportation needs. This effort was initially established by the Vision-21 study and the existing State Transportation Plan and has been enhanced with the completion of the Transportation Framework Studies as a key part of the Building a Quality Arizona (BQAZ) planning effort. This visionary effort is not cost-constrained and evaluated future needs 30-50 years into the future. Tribes were also included and consulted in the development of these visioning efforts, in accordance with state tribal consultation requirements, to assure that their future transportation needs are adequately identified and included in the statewide needs assessment scenarios.

The transportation planning process begins with a statewide visioning process to identify future transportation needs based on current and projected deficiencies. To accomplish the framework for transportation improvements 30-50 years into the future, ADOT has developed a preferred scenario through the BQAZ initiative.

4.2 State Transportation Plan

ADOT-MPD prepares a State Transportation Plan developed through a collaborative long range planning process. The State Transportation Plan is presented to the public for broad-scoped comments and input. The State Transportation Plan identifies policy recommendations and/or specific improvement projects within a 20-year planning horizon, is



cost constrained, is based on performance standards, and is required to be evaluated on an annual basis and formally updated every five years.

Building on the statewide framework recommendations, ADOT updates the Statewide Transportation Plan as required by Arizona Revised Statutes A.R.S. §28-506 as outlined below in section 4.2.1 below.

4.2.1 Long Range Statewide Transportation Plan; MPD Division duties

A. The division shall prepare for presentation to the board a long-range statewide transportation plan. The division shall develop the plan under the board's direction in accordance with the following:

1. The plan shall include all anticipated critical statewide highway system needs for the next twenty years.
2. The plan shall be developed using the planning practices and the performance based planning processes adopted by the board pursuant to section 28-304.
3. To the extent practicable, the plan shall reflect local general land use plans and county comprehensive land use plans.
4. In developing the plan, the division shall consider any information developed as a result of federally mandated planning processes.
5. The plan shall be developed in addition to any federally mandated planning requirements.
6. The division shall develop the plan every five years for review and approval by the board as required by section 28-307.
7. All dollar amounts in the plan shall be expressed in constant dollars denominated in the year of adoption by the board.
8. The division shall annually identify any projects or services that should be considered for inclusion in the next plan.

B. The plan shall include:

1. All projects included in the plan adopted pursuant to section 28-307 and all projects included in the five year transportation facilities construction program developed pursuant to section 28-6951. These projects shall be specifically identified pursuant to subsections C and D of this section.
2. In addition to the projects identified in paragraph 1 of this subsection, lump sum cost estimates for all other components of the statewide highway system pursuant to subsection E of this section.

C. For each statewide transportation project included in the plan, the division shall determine and include in the plan the following:



1. A detailed description of the project, including the location of the project.
2. Estimates of any revenues directly attributable to the project, including passenger charges, tolls and user charges.
3. The anticipated performance outcomes associated with the project.

D. For each transportation capital project included in the plan, the division shall determine separately the cost estimates for each of the following:

1. Right-of-way acquisition and preparation.
2. Project design, planning and engineering.
3. Project construction.
4. Any other related project costs.

E. The division shall develop and include in the plan separate cost estimates for the following:

1. Optimal long-term system preservation of each major transportation system component.
2. Appropriate comprehensive system management.
3. Appropriate system maintenance and operations.

F. To the extent the division is not able to determine any information required in subsection C or D of this section, the division shall develop a reasonable estimate in lieu of the actual information.

G. The division shall develop an estimate of projected revenues for the twenty year period of the plan based on:

1. Existing and enacted future revenue rates and schedules.
2. Reasonable expected future changes in revenue rates and schedules.

H. If the revenues estimated pursuant to subsection G, paragraph 1 or 2 of this section are less than the estimated cost of the plan, the division shall identify the specific portions of the plan that could be completed with the revenues estimated pursuant to subsection G, paragraphs 1 and 2 of this section.

I. For the plan, and the portions of the plan determined pursuant to subsection H of this section, the division shall identify the years in which projects in the plan would likely be initiated and completed.

J. The division shall estimate the anticipated performance outcomes of:

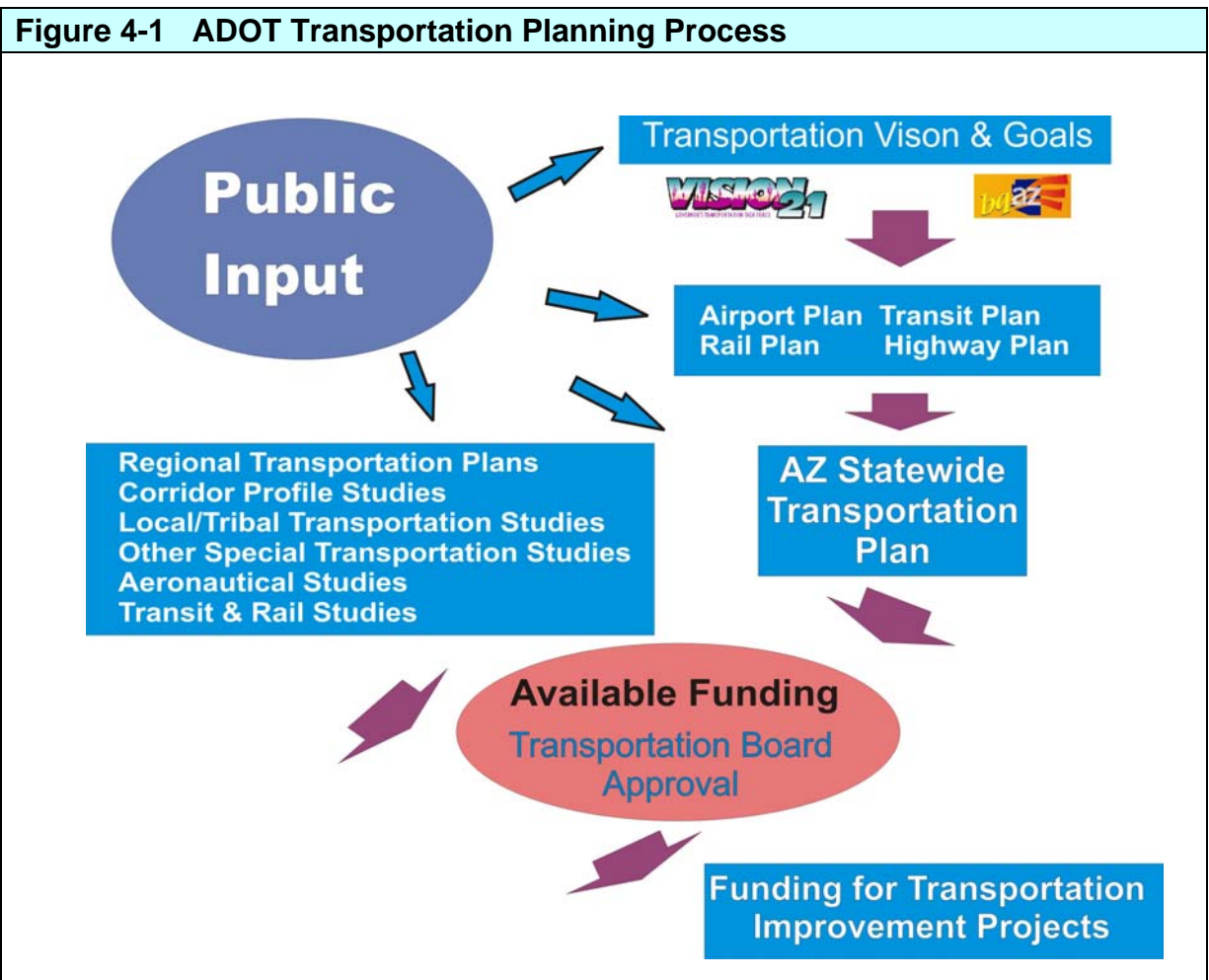


1. The plan as developed by the division.
2. The portion of the plan that could be completed with the revenue estimate determined pursuant to subsection G, paragraph 1 of this section.
3. The portion of the plan that could be completed with the revenue estimate determined pursuant to subsection G, paragraph 2 of this section.

K. The division shall maintain information developed concerning the projects and costs identified in the course of developing the plan in a geographically oriented database established and maintained in accordance with section 28-507.

4.3 STATE TRANSPORTATION PLANNING PROCESS

The current Statewide Transportation Planning Process is shown in Figure 4-1 below:



The Arizona State Transportation Board plays a key role in the development of ADOT's planning process as illustrated below by the Arizona State Statute ARS 28-307.

§28-307. Long-range statewide transportation plan; State Transportation Board duties

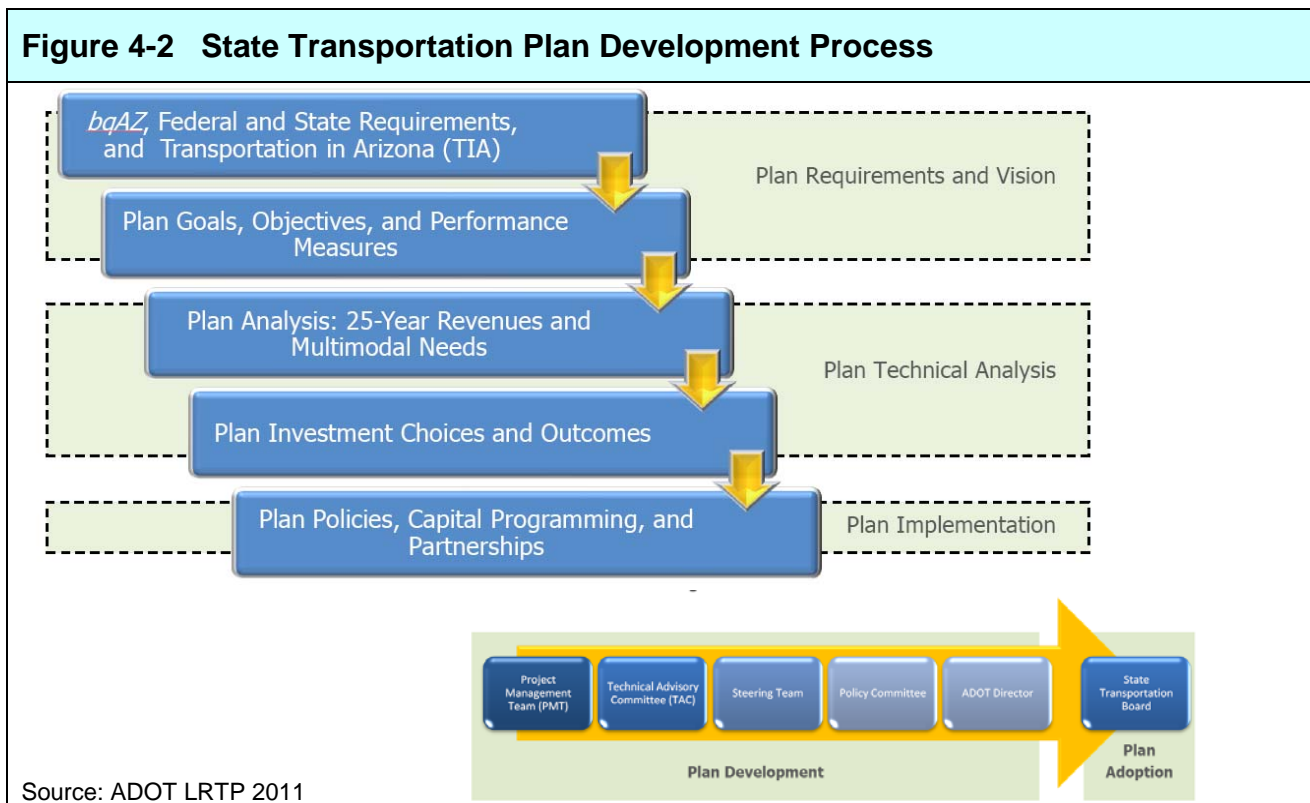
A. The board shall develop a statewide transportation plan as provided in this section and section 28-506.

B. The statewide plan shall be adopted on or before December 31st and shall be reviewed and updated on or before July 1 of each fifth year thereafter. The board shall update the dollar estimates in the statewide plan every two years in conjunction with the certifications required by section 28-335.

C. In establishing the statewide plan, the board shall endeavor to ensure that the future transportation system facilitates, rather than directs, future development in this state. To the greatest extent possible, the board shall ensure that the statewide plan reflects the future transportation needs of the various areas of this state as reflected in adopted local and regional land use and general plans.

ADOT has revised the State Transportation Plan Development Concept. The revised Long Range State Transportation Plan development concept is shown below in Figure 4-2. Additional information can be found at ADOT's statewide Transportation Planning website, http://www.whatmovesyouarizona.gov/your_home.asp

Figure 4-2 State Transportation Plan Development Process



Source: ADOT LRTP 2011



4.4 Other Transportation Planning Efforts

4.4.1 Specialized Transportation Studies

At the discretion of the State Transportation Board, State Legislature or by recommendation of the State Transportation Plan, ADOT-MPD conducts specialized transportation studies. These studies may include corridor definition studies, corridor profile studies, alternative route or bypass studies, transit studies, access management studies, feasibility assessments, and other studies as directed.

4.4.2 Regional Transportation System Plans

The Regional Councils throughout the state each develop a Regional Transportation System Plan based upon their coordinated, comprehensive, continuing planning process. Tribes are encouraged to work with regional planning entities to assure that their needs are included in regional transportation plans. Planners need to consult with tribes in the development of regional transportation plans. The Regional Councils make priority recommendations for Federal-aid transportation projects in their region and for the construction and improvements of facilities on the State Highway System. These recommendations must be included in the regional transportation plan for consideration of funding and advancement of the projects.

4.4.3 Planning Assistance for Rural Areas

Under the Planning Assistance for Rural Areas (PARA) Program MPD conducts area transportation studies for cities, towns, tribes and counties. These planning studies review existing transportation conditions, predict future conditions, then develop short-term, mid-term and long-term transportation improvement strategies for improved mobility. Improvement strategies include both motorized and non-motorized transportation options. Tribal governments and communities are encouraged to participate in this program to develop long-range transportation plans or other specialized planning studies. These studies are 100% federally funded under the PARA Program. MPD also provides overall project management of the study. This program was formerly called the Small Area Transportation Study program. The following process is utilized by ADOT-MPD to evaluate Tribal PARA requests:

- ADOT-MPD solicits requests and receives PARA project applications. MPD then reviews the project documentation and other application submittals. It then awards the project funding to the successful applicant entities.
- ADOT-MPD assigns project management responsibility to an ADOT-MPD Planner.
- The ADOT-MPD Planner/Project Manager meets with the designated lead tribal contact and other tribal officials to review the PARA Program requirements and to initiate a consulting firm request for proposal process.
- The Tribe and ADOT-MPD jointly select the most qualified firm to conduct the study. Once the firm is selected a technical advisory committee is formally established and the study process begins. The ADOT-MPD Project Manager and/or ADOT's consultant Project Manager initiate formal consultation with the lead tribal contact to finalize the



work plan and schedule. The project then proceeds with coordination through the tribes' lead contact.

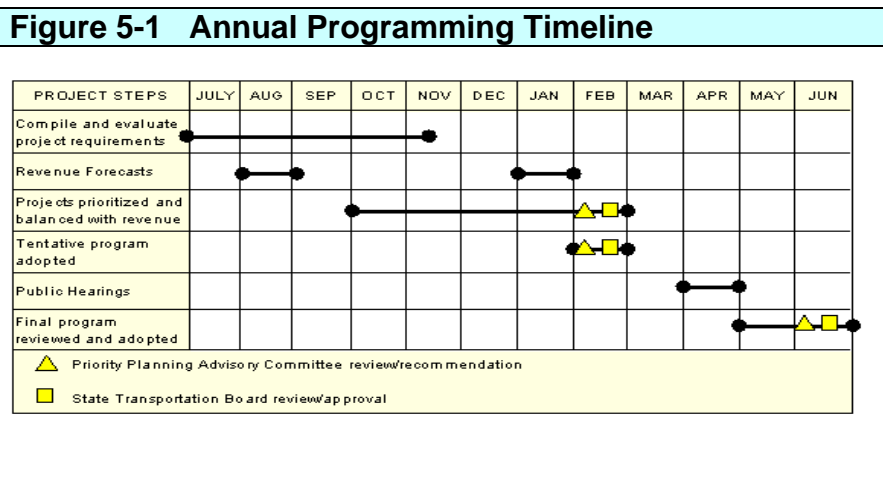
- A Project Management Team (PMT) consisting of the ADOT Project Manager, the Tribal Lead Contact, the Consultant Project Manager and the Public Involvement Consultant Coordinator, will oversee the monthly project activities to ensure the the project work plan tasks are completed to project completion.
- The Tribe and ADOT-MPD will approve the project final report to close out the study process after adoption by tribal resolution.

4.5 Public Involvement

The ADOT Communications and Community Partnerships (CCP) Office has responsibility to carry public involvement outreach for ADOT programs and projects. Public involvement is the process of involving the community citizens from the early stages of the transportation planning process through completion. Public involvement is a critical component in the transportation planning process. Through meaningful consideration and input from interested citizens, needs from all modes of the public transportation system become a shared mission with technical planning staff and policy makers. For the transportation community, involving the public in planning and project development poses a major challenge. The transportation public involvement goals, policies, and procedures are officially described in a Public Involvement Plan. Tribes are encouraged to participate in all ADOT sponsored public participation meetings and forums.

5 ADOT PRIORITY PROGRAMMING PROCESS

The primary goal at ADOT is to provide a transportation system; together with the means of revenue collection, licensing and safety program, which meet the needs of the citizens of Arizona. ADOT is mandated by state law to be responsible for constructing and maintaining all interstate and state highways in Arizona and providing financial assistance to public airports for airport development projects. Fulfilling this responsibility includes extensive public participation and sophisticated technical evaluation known as the Priority Programming Process (PPP). The process culminates in the Five-Year Transportation Facilities Construction Program for highways and airports. The program is updated annually and must be adopted by the State Transportation Board and



submitted to the Governor by June 30th of each year as shown in Figure 5-1.

ADOT's PPP produces multimodal and intermodal transportation projects based on performance measures that reflect the Department's goals and policies and Arizona's stakeholders' needs. Priority Programming is an open process that allows the Department to communicate its project selection internally and externally, and provides for increased accountability through performance-based planning and programming. The department allocates funds from a variety of sources to many different kinds of transportation improvements through the PPP.

The "Priority Programming Law" in Arizona Revised Statutes A.R.S. §28-6951 establishes a process and guidelines used by the State Transportation Board in prioritizing road improvements and projects. This law is designed to establish a program that is responsive to citizens' needs throughout the state while remaining secure from special interest pressure. The types of criteria considered in preparing the program include:

- Safety factors
- User benefits
- Continuity of improvements
- Social Factors
- Aesthetic factors
- Conservation factors
- Life expectancy
- Recreational factors
- Availability of state and federal funds
- Other relevant criteria

5.1 Programming Process Overview

Arizona is divided into several planning and development districts for the purpose of performing and coordinating comprehensive planning on a regional basis. Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) were established with the assistance of ADOT to coordinate transportation planning funds for local programs. MPOs are comprised of the Maricopa Association of Governments (MAG), Pima Association of Governments (PAG), Flagstaff Metropolitan Planning Organization (FMPO), Central Yavapai Metropolitan Planning Organization (Prescott) (CYMPO), and the Yuma Metropolitan Planning Organization (YMPO). All have their own comprehensive long-range transportation plans, and they work with ADOT and their funds to program projects in their Transportation Improvement Plan (TIP) and the ADOT Five-Year Transportation Facilities Construction Program. However, only MAG and PAG have their allocated funds dedicated from voter initiatives and cooperatively develop their transportation programs with ADOT. The other MPOs program projects based on funding for the thirteen other counties of Arizona. The most of the thirteen rural counties are divided into four COGs. They are comprised of the Central Arizona Association of Governments (CAAG), the Northern Arizona COG (NACOG), the South East Arizona COG (SEAGO), and the Western Arizona COG



(WACOG). They coordinate with local agencies and organize local agreements to program projects into their TIP. The COGs also use funds allocated to the 13 other counties of Arizona in the program.

The State Transportation Board (STB) has the authority for the state highway system and determines which state routes are accepted into the system and which routes are to be improved. Construction contracts are awarded by the Board, and the Board monitors construction progress. The Board also has the exclusive authority to issue revenue bonds for financing transportation improvements, and adopts the 5-Year Highway Construction Program. The PPP consists of these major phases:

- Identification of Needs
- Identification of Scoping Projects
- Scoping of Projects
- Resource Allocation
- Identification of Priorities
- Development of a Pool of Programmable Projects
- Identification of Potential Projects
- Assembling of the Five-Year Transportation Facilities Construction Program

Since the needs usually outweigh the funds available, the decision-makers must prioritize projects and allocate funds accordingly. Also considered are projects that benefit from public/private partnerships where ADOT works with a local entity to create a needed project. The goal is to program the projects with the highest benefit amongst all possible projects.

For additional Information visit:

http://mpd.azdot.gov/mpd/Priority_Programming/Process.asp

5.2 Policies

Arizona State Transportation Board Policies, August 15, 2003, sets forth Board programming policies. The Board has adopted the following policies in regard to development of the Five-Year Transportation Facilities Construction Program.

The Board will meet the transportation needs of the state through development of a Five-Year Transportation Facilities Construction Program that addresses policy objectives in a prioritized fashion based on the statewide long-range plan that incorporates performance based planning and programming.

Projects that are placed within the Five-Year Transportation Facilities Construction Program must be scoped prior to going into the program. Lump sum programs can be entered as a line item for future years, however, once the projects within the lump sum have been scoped, these projects will enter into the program.



Of the funds provided through A.R.S. §28-6538 (12.6%) to the State Highway Fund:

- Seventy-five percent shall be spent in MAG for the design, right-of-way purchase or construction of controlled access highways that are included in the regional transportation plan and are accepted into the State Highway System, or for the repayment of bonds borrowed for these same purposes
- Twenty-five percent shall be spent in the PAG region for the design, right-of-way purchase or construction of controlled access highways, related grade separations of controlled access highways, extension and widening of arterial streets and highways that are included in the regional transportation plan, or for the repayment of bonds borrowed for these same purposes.
- The Board will adopt the 12.6% projects in the PAG region that are included in the State highway system.

It is the policy of the Board to make available an additional 2.6% of the highway fund for use in cooperation with MAG and PAG on state routes and highways that are in their region.

In compliance with A.R.S. §28-6304, the Board will approve Regional Area Road Funds (RARF) for:

- Design, right-of-way purchase or construction of controlled access highways that are included in the regional transportation plan of the county and that are accepted into the state highway system either as a state route or as a state highway or related grade separations of controlled access highways that are included in the regional transportation plan of the county.
- Design and construction of interim roadways within the adopted corridors of the regional transportation plan of the county.
- Right-of-way costs associated with the construction of interim roadways.
- The Life Cycle Program in accordance with the selection criteria and corridor priorities established by the MAG Regional Council.

RARF funded Urban Controlled Access facilities, upon completion, become part of the State Highway System and therefore remain the maintenance responsibility of the State.

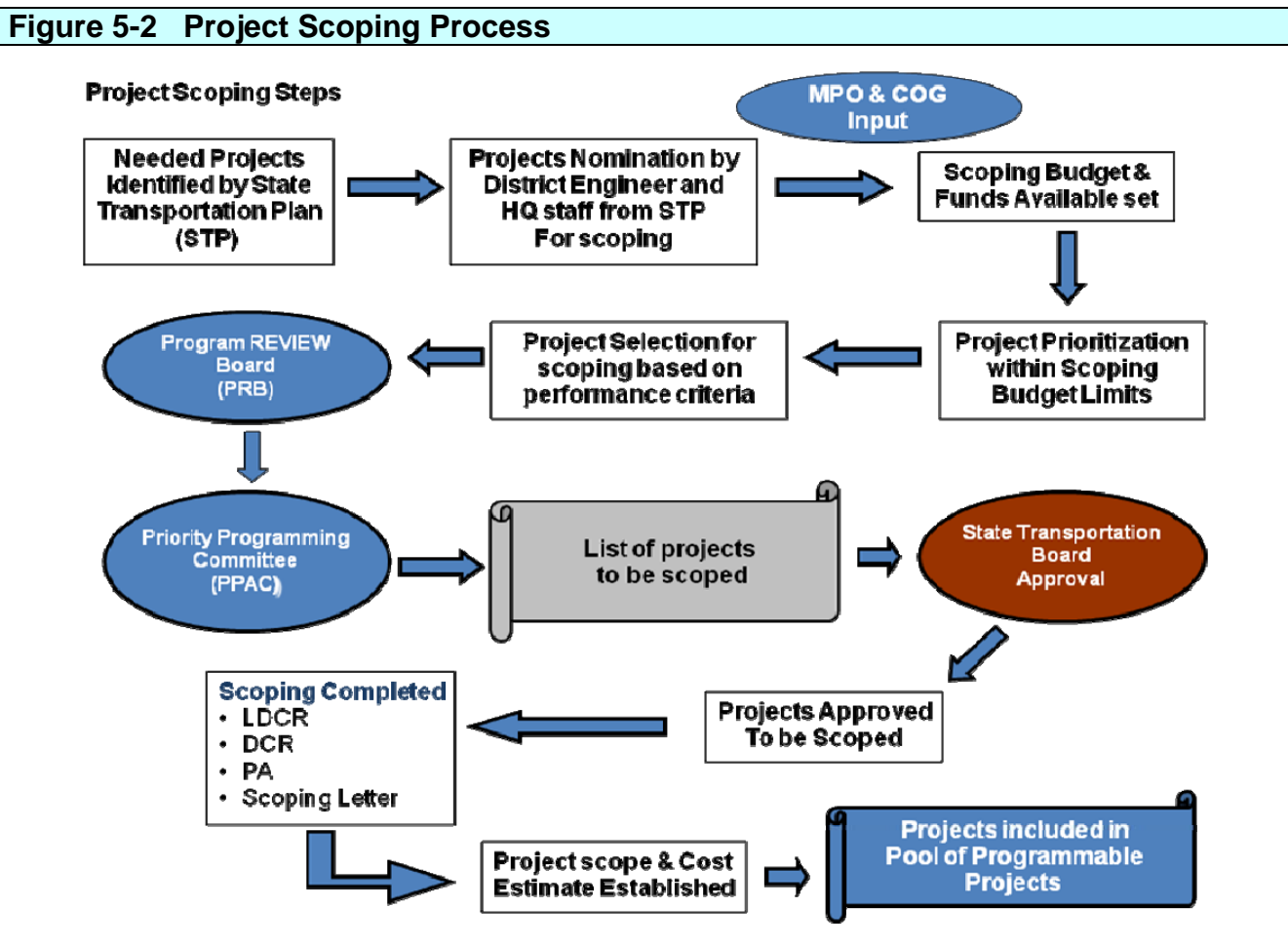
Board approval will be required for material cost changes deriving from quantity or unit price changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser. All projects with



such material change in scope and/or fiscal year scheduling will be presented to the Board for approval.

5.3 Project Scoping

The programming process for major transportation projects (generally over 1 million dollars) occurs annually, and in two distinct phases of project scoping and project programming. The State Transportation Board policy requires ALL projects to be thoroughly scoped (scoping is the process of evaluating each proposed project in terms of the detailed improvements that are required to meet the intent of the project goals with estimated construction cost and delivery schedule) prior to programming (dedication of funding to the project). Projects that have been identified in the State Transportation Plan are submitted through the ADOT District Engineer for prioritization and submission to headquarters staff for further evaluation and analysis as shown in Figure 5-2. Depending on available funding a list of projects recommended for scoping is developed and the projects are scoped. Upon completion of the scoping process and approval by ADOT staff, projects are added to the pool of programmable projects and are eligible for programming during the next funding cycle.



5.4 Project Selection and Programming

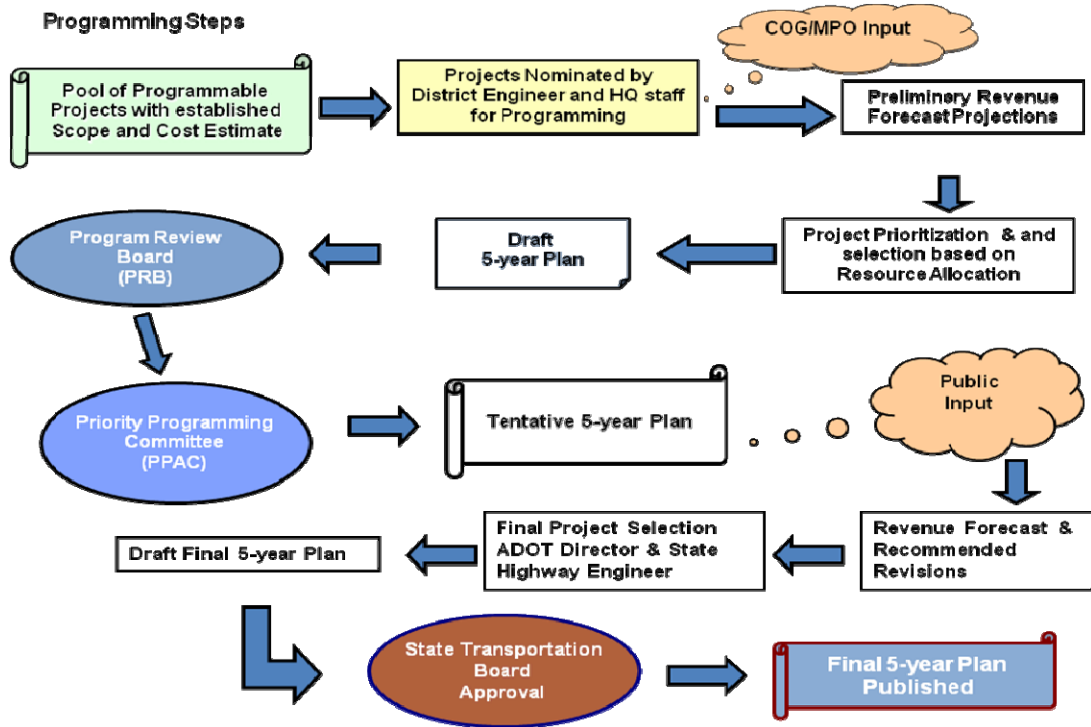
Each year ADOT selects projects from the pool of eligible projects for inclusion into the 5-Year Program. ADOT staff identifies projects on the major corridors, while District Engineers recommend and suggest spot improvements, based on their knowledge of the specific circumstances and the input from various entities. The following procedures are used in evaluating and selecting projects (see Figure 5-3):

1. The list of projects that have been scoped are forwarded to the Districts. Only projects on this list can be candidates for the program.
2. The scoped projects are reviewed with the TAC and PPAC to ensure that they meet the goals of the Department.
3. The District completes the project request form. The Districts and COGs coordinate on the project request. All projects must have a completed requestor form to be considered as a candidate for the program. If a project form is not completely filled out, the PPT will return it to the requestor.
4. The PPT compiles the data for each project. All projects must have the data sheets completed.
5. The submitted projects are prioritized by rank based on performance and strategic criteria and grouped in Tiers by applying the prioritization method.
6. The PPT submits the data and priorities to the TAC for evaluation. Revisions to the data and priorities are made if necessary and the TAC identifies the projects to be recommended for the program.
7. The TAC and finance determine the total amount of funds available for both Major Projects and for Major Spot Projects and the TAC prepares a final recommended list of projects. The total amount of funds must be consistent with the Resource Allocation.
8. The TAC presents the preliminary recommendation of the list of projects to ADOT Management. Once the projects are reviewed and approved the final recommendation goes to the ADOT Director for approval.
9. The list of recommendations goes through a tentative process of receiving approval by the Priority Planning Advisory Committee (PPAC) and State Transportation Board. Public hearings are conducted and changes are made of the list of projects as directed. The final approval by PPAC and the State Transportation Board gives authority to publish the Arizona Five-Year Transportation Facilities Construction Program.

Once the document is published and distributed, the whole process begins again for the next programming cycle. Thus, changes in priorities and the development of new projects are made during the development of the next Program.

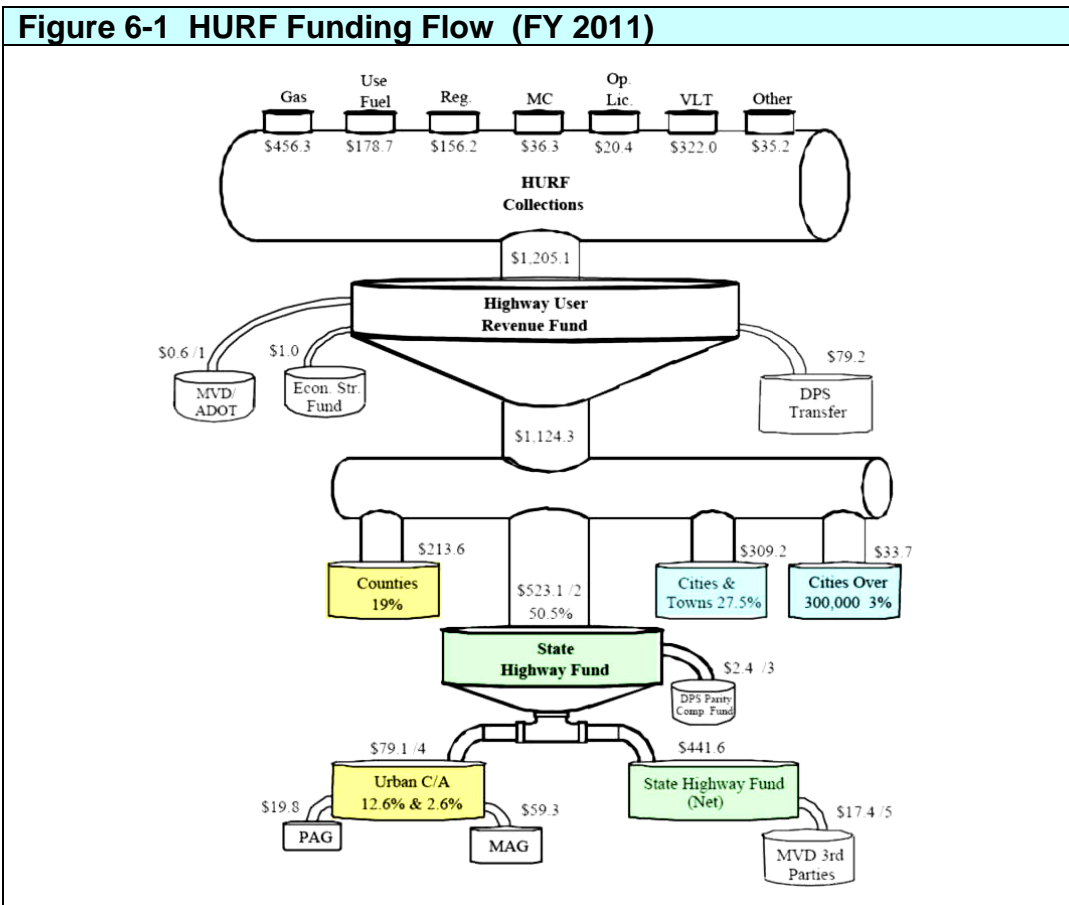


Figure 5-3 Project Programming Process



6. TRANSPORTATION FUNDING SOURCES

Funding for transportation is divided into: 1) Highway Program, 2) Regional Transportation Plan (Freeway Program), 3) Transit Program, and 4) Airport Program. Both state and federal funding sources are used as summarized in Appendix H. The Highway User Revenue Fund (HURF) is the main source of transportation funding revenue. ADOT's HURF flow is illustrated below with the tank system, dollars are in millions. Some of the funding is distributed to local communities and counties throughout the state. Some counties have established intergovernmental agreements with tribes for maintenance and improvements.



6.1 Highway Programs

The highway program is funded by Highway Users Revenue Fund (HURF) with allocations as shown in the chart above. All ADOT funding is for State highways only and cannot be used on BIA or, tribal or private roads. ADOT funding categories for transportation improvement projects are summarized below in Table 6-1:



TABLE 6-1 ADOT Resource Allocation

<p>100 - SYSTEM PRESERVATION</p> <p>110 - PAVEMENT PRESERVATION</p> <p>111.00 - PAVEMENT PRESERVATION - STATEWIDE</p> <p>112.00 - MINOR PAVEMENT PRESERVATION - STATEWIDE</p> <p>113.00 - PREVENTATIVE SURFACE TREATMENTS</p> <p>114.00 - MAG REGIONWIDE RUBBERIZED ASPHALT</p> <p>120 - BRIDGE PRESERVATION</p> <p>121.00 - EMERGENCY BRIDGE REPAIR</p> <p>122.00 - BRIDGE REPAIR</p> <p>123.00 - BRIDGE SCOUR PROTECTION</p> <p>124.00 - BRIDGE SEISMIC RETROFIT</p> <p>125.00 - BRIDGE REPLACEMENT & REHABILITATION</p> <p>125.90 - BRIDGE REPLACEMENT & REHABILITATION (LOCAL PROJECTS)</p> <p>126.00 - BRIDGE INSPECTION & INVENTORY</p> <p>130 - SAFETY PROGRAM</p> <p>131.00 - BLUNT END GUARDRAIL REPLACEMENT</p> <p>132.00 - HIGHWAY SAFETY IMPROVEMENT PROGRAM</p> <p>132.90 - HIGHWAY SAFETY IMPROVEMENT PROGRAM (LOCAL PROJECTS)</p> <p>132.01 - HIGH RISK RURAL ROADS</p> <p>132.02 - RAILWAY HIGHWAY CROSSING</p> <p>133.00 - SLOPE MANAGEMENT PROGRAM</p> <p>134.00 - HIGHWAY RAIL CROSSINGS</p> <p>135.00 - GOVERNOR'S OFFICE OF HIGHWAY SAFETY</p> <p>140 - PUBLIC TRANSIT</p> <p>141.00 - FLEX FUNDS, ELDERLY & DISABLED</p> <p>142.00 - FLEX FUNDS, RURAL & URBAN</p> <p>150 - ROADSIDE FACILITIES</p> <p>151.00 - REST AREA REHABILITATION</p> <p>152.00 - LANDSCAPING REHABILITATION</p> <p>153.00 - REST AREA PRESERVATION</p> <p>160 - OPERATIONAL FACILITIES</p> <p>161.00 - SIGNAL WAREHOUSE & RPMs</p> <p>162.00 - PORT OF ENTRY</p> <p>162.01 - PORTS OF ENTRY - REHABILITATION</p> <p>162.02 - COORDINATED BORDER INFRASTRUCTURE</p> <p>163.00 - MECHANICAL, HARDWARE, SOFTWARE REPLACEMENT</p> <p>164.00 - SIGN REHABILITATION</p> <p>165.00 - EMERGENCY REPAIR PROJECTS</p> <p>166.00 - MAINTENANCE (LANDSCAPE, LITTER & SWEEP)</p>	<p>200 - SYSTEM MANAGEMENT</p> <p>210 - DEVELOPMENT SUPPORT</p> <p>211.00 - DESIGN SUPPORT</p> <p>211.01 - ENGINEERING TECHNICAL GROUP - STATEWIDE</p> <p>211.02 - ROADWAY GROUP - STATEWIDE</p> <p>211.03 - TRAFFIC GROUP - STATEWIDE</p> <p>211.04 - MATERIALS GROUP - STATEWIDE</p> <p>211.05 - PROJECT MANAGEMENT - STATEWIDE</p> <p>211.06 - SCOPING - STATEWIDE</p> <p>211.07 - DISTRICT MINOR PROJECTS - STATEWIDE</p> <p>212.00 - UTILITIES SUPPORT</p> <p>212.01 - UTILITY RELOCATION - STATEWIDE</p> <p>213.00 - RIGHT OF WAY SUPPORT</p> <p>213.01 - R/W PLANS - STATEWIDE</p> <p>214.00 - ENVIRONMENTAL SUPPORT</p> <p>214.01 - HAZARDOUS MATERIAL - STATEWIDE</p> <p>214.02 - ENVIRONMENTAL - ARCHAEOLOGICAL</p> <p>214.03 - PUBLIC HEARINGS - STATEWIDE</p> <p>214.04 - ENVIRONMENTAL - STATEWIDE (ON-CALL)</p> <p>214.05 - ENVIRONMENTAL - STATEWIDE (ARCHAEOLOGICAL STUDIES)</p> <p>214.06 - STORM WATER PROTECTION</p> <p>214.07 - SYSTEM MANAGEMENT</p> <p>215.00 - PLANNING SUPPORT</p> <p>215.01 - MATCH FOR FEDERAL FUNDS -STATEWIDE</p> <p>215.02 - FRAMEWORK STUDIES</p> <p>216.00 - BRIDGE SUPPORT</p> <p>217.00 - CONTRACT AUDITING</p> <p>218.00 - SCHEDULING SUPPORT</p> <p>220 - OPERATING SUPPORT</p> <p>221.00 - CIVIL RIGHTS OFFICE - TRAINING</p> <p>221.01 - TRAINING, ITD TECHNICAL - STATEWIDE</p> <p>221.02 - TRAINING, NHI - STATEWIDE</p> <p>222.00 - WORK ZONE SAFETY</p> <p>223.00 - OUTDOOR ADVERTISING CONTROL</p> <p>224.00 - PUBLIC INVOLVEMENT SUPPORT</p> <p>225.00 - PRIVATIZATION SUPPORT</p> <p>226.00 - SIB CAPITALIZATION</p> <p>227.00 - RISK MANAGEMENT INDEMNIFICATION</p> <p>228.00 - PROFESSIONAL AND OUTSIDE SERVICES</p> <p>229.00 - PARTNERING SUPPORT</p> <p>230 - PROGRAM OPERATING CONTINGENCIES</p> <p>231.00 - DESIGN MODIFICATIONS CONTINGENCY</p> <p>232.00 - GENERAL CONTINGENCY</p> <p>233.00 - EMERGENCY PROJECTS CONTINGENCY</p> <p>234.00 - PROGRAM COST ADJUSTMENTS CONTINGENCY</p> <p>235.00 - RIGHT OF WAY ACQUISITION CONTINGENCY</p> <p>236.00 - FEDERAL TAX EVASION PROGRAM</p> <p>237.00 - ROADSIDE FACILITIES SUPPORT</p>	<p>300 - SYSTEM IMPROVEMENTS</p> <p>310 - MINOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS</p> <p>311.00 - DISTRICT MINOR PROJECTS</p> <p>312.00 - TRAFFIC SIGNALS</p> <p>313.00 - DISTRICT FORCE ACCOUNT</p> <p>320 - ROADSIDE FACILITIES IMPROVEMENTS</p> <p>321.00 - STATE PARKS ROADS</p> <p>322.00 - NEW REST AREAS</p> <p>323.00 - NEW LANDSCAPING</p> <p>324.00 - SCENIC, HISTORIC & TOURIST SIGNS</p> <p>325.00 - ENHANCEMENT PROJECTS - STATEWIDE</p> <p>325.01 - CONTINGENCY (ADOT PROJECTS OF OPPORTUNITY)</p> <p>325.02 - ENHANCEMENT PROJECTS - STATEWIDE</p> <p>325.03 - ENHANCEMENT PROJECTS - LOCAL GOVERNMENT</p> <p>326.00 - NATIONAL RECREATIONAL TRAILS</p> <p>326.01 - RECREATIONAL TRAILS PROGRAM - STATE PARK MATCH</p> <p>327.00 - SAFE ROUTES TO SCHOOL</p> <p>328.00 - NEW PORT OF ENTRY</p> <p>329.00 - OFF-HIGHWAY IMPROVEMENT</p> <p>330 - MAJOR CAPACITY/OPERATIONAL SPOT IMPROVEMENTS</p> <p>331.00 - SPOT CAPACITY AND OPERATIONAL IMPROVEMENTS</p> <p>332.00 - TRAFFIC INTERCHANGE PROGRAM</p> <p>333.00 - CLIMBING/PASSING LANE PROGRAM</p> <p>334.00 - ROUTE TURNBACK PROJECTS</p> <p>335.00 - ITS PROGRAM</p> <p>335.01 - RURAL ITS - STATEWIDE</p> <p>335.02 - RURAL ITS - STATEWIDE (PRESERVATION)</p> <p>336.00 - ROADSIDE IMPROVEMENTS</p> <p>340 - CORRIDOR IMPROVEMENTS</p> <p>341.00 - RURAL CORRIDOR RECONSTRUCTION</p> <p>342.00 - URBAN CORRIDOR RECONSTRUCTION</p> <p>342.01 - PAG REGIONWIDE</p> <p>343.00 - RIGHT OF WAY - ACCESS CONTROL</p> <p>344.00 - SAFETY MANAGEMENT SYSTEM</p> <p>345.00 - FREEWAY SERVICE PATROLS</p> <p>346.00 - PARK AND RIDE CONSTRUCTION/IMPROVEMENTS</p> <p>350 - HIGH PRIORITY PROJECTS</p> <p>351.00 - HIGH PRIORITY PROJECTS</p>
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The Five-Year Program is published annually as described above, to view the current Highway program visit the following web link:

http://mpd.azdot.gov/MPD/priority_Programming/PDF/highways.pdf



6.2 Transit

The role of Transit Programs & Grants within the Multimodal Planning Division is to ensure a multi-modal approach to mobility, congestion and air quality issues throughout the State. Transit Programs & Grants staff administer several Federal Transit Administration grant programs, provides technical assistance and expertise to local transit agencies and decision makers, coordinates and funds state transit and rail planning efforts, and sets and monitors light rail system safety standards. ADOT is dedicated to working transit partners to create better communities by identifying and providing opportunities for safe and reliable public transportation.

ADOT offers funding opportunities for various transit programs that tribes are eligible to apply for and receive, as summarized in Table 6-2 below:

Table 6-2 Transit program		
Program	Description	Section
5303	Metro Transportation Planning	6.2.1
5304	Rural Transportation Planning	6.2.2
5310	Elderly/Disabled Transit Program	6.2.3
5311	Rural Public Transportation Program	6.2.4
5316	Job Access/Reverse Commute Program	6.2.5
5317	New Freedom Transit Program	6.2.6
RTAP	Rural Transit Assistance Program	6.2.7

6.2.1 Section 5303 Metropolitan Transportation Planning Program

The Federal Transit Administration (FTA) appropriates funds annually to provide financial assistance to states and local public bodies to support various types of planning. In order to qualify for metropolitan planning funding an agency must meet Metropolitan Planning Organization (MPO) eligibility.

There are currently five MPO's in the state of Arizona which include the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), Yuma Metropolitan Planning Organization (YMPO), Flagstaff Metropolitan Planning Organization (FMPO) and Central Yavapai Metropolitan Planning Organization (CYMPO) that receive metropolitan planning funding.

FTA apportions 80 percent of the Metropolitan Planning Program assistance to the states based on an urbanized area population formula established by statute. The state then allocates its funding assistance to the MPOs based on a FTA-approved formula developed by the state in cooperation with MPOs that considers population and provides an appropriate distribution. The MPOs as a matching prorata must provide the remaining 20 percent.



For additional information and funding distribution refer to the website listed below:

http://mpd.azdot.gov/MPD/Transit_Programs_Grants/Section5303.asp

6.2.2 Section 5304 Statewide Transportation Planning Program

The FTA annually appropriates funds to ADOT for technical assistance for the State's rural transit-planning program.

Section 5304 funds are apportioned annually to the states for use in rural planning and research. Other eligible uses, at the state's discretion, include statewide planning and other technical assistance activities, planning support for non-urbanized areas, research & development, demonstration projects, fellowships for training in the public transportation field, university research, and human resource development.

States are encouraged to develop a coordinated program of planning, research, training, and technical assistance, taking Sections 5304, 5311, and RTAP resources into consideration.

Examples of state planning activities include Regional Transportation Connector Services (RTCS), ADOT's Planning Assistance for Rural Arizona (PARA) studies, development of statewide and regional rail planning strategies and multi-modal plans, as well as the identification of public transportation alternatives.

For additional information see the website listed below:

http://mpd.azdot.gov/MPD/Transit_Programs_Grants/Section5304.asp

6.2.3 Section 5310 Elderly & Persons with Disabilities Transportation Program

The FTA provides ADOT Surface Transportation Program (STP) funds annually through the capital assistance program. While the standard matching rate historically has been 80% federal and 20% local, ADOT may use higher federal rates at its discretion. Program funds are used annually primarily for capital assistance, for the purchase of over 120 van type vehicles and related equipment statewide. In addition, mobility management awards are available to assist agencies and communities with their coordination efforts. Eligible recipients include private non-profit and public agencies that provide transportation to the elderly and disabled. Examples include senior centers and programs for the physically, mentally (including seriously mental ill or SMI) and developmentally disabled (DD) populations.

The 5310 Program has private non-profit (PNP) agencies or groups. Public agencies may function as grant recipients where no PNPs exist to provide the service, or the state determines such funding is in the best interest of coordination in the region. Native American communities have been very active in the Program.



Eligible recipients include private non-profit and public agencies that provide transportation to the elderly and disabled. The utilization of special transportation includes:

- ✓ Medical Appointments
- ✓ Nutrition Appointments
- ✓ Adult Day Care Facilities
- ✓ Education and Training
- ✓ Service Appointments such as Banking, Social Services, etc.
- ✓ Shopping Trips
- ✓ Employment

The 5310 Program utilizes the assistance of COG (Council of Government) and MPO (Metropolitan Planning Organization) planning offices to screen applicants within the state's nine planning regions. ADOT then makes the final decision regarding awards based on this input and available budget. Reviewers look at the proposals from the perspective of a number of evaluation factors including expressed need for service and/or equipment, population served, financial capability to support funding, existing fleet inventories, coordination efforts, and previous performance.

For additional information see the following web link:

http://mpd.azdot.gov/MPD/Transit_Programs_Grants/Section5310.asp

6.2.4 Section 5311 Rural Public Transportation Program

The FTA provides annual financial assistance to develop new transit systems and improve, maintain and operate existing systems in the Section 5311 program. The State may use Section 5311 program funds for capital projects, and operating assistance. Federal funds for the Section 5311 Program are apportioned to the State on a formula basis. The state has the primary responsibility to provide for fair and equitable distribution of funds to qualified applicants. In Arizona, the Arizona Department of Transportation (ADOT), Multimodal Planning Division manages the Section 5311 Program.

The Section 5311 program's goals are to: (1) enhance the access of people in rural areas to health care, shopping, education, employment, public services, and recreation; (2) to assist in the maintenance, development, improvement, and use of public transportation systems in rural areas. In some regions, the ADOT special needs and rural programs represent the only transit service available to local communities.

ADOTs Section 5311 Program administrators provide technical assistance through local transit studies as well as training opportunities for rural transit administrators. The program assists in the maintenance, development, improvement, and use of public transportation system in rural and small urban areas.

For additional information see the website listed below:

http://mpd.azdot.gov/MPD/Transit_Programs_Grants/Section5311.asp



6.2.5 Section 5316 Job Access and Reverse Commute Program

Job Access and Reverse Commute Program (JARC) JARC is a grant program under the Federal Transit Administration of the US Department of Transportation. The purpose of the JARC program is to assist states and localities in developing new or expanded transportation services that connect welfare recipients, other low income persons, and others to jobs and other employment related services. Job Access projects are targeted at developing new or expanded transportation services such as shuttles, vanpools, new bus routes, connector services to mass transit, and guaranteed ride home programs for welfare recipients and low income persons. The eligibility threshold of the “Job Access” portion of JARC is 150% of the federal poverty level or lower. Reverse Commute projects have no such income-limiting provision and provide transportation services to suburban employment centers from urban, rural and other suburban locations for all populations i.e., irrespective of income level. Eligible applicants include private nonprofit organizations, State or local governmental authority, and operators of public transportation services including private operators of public transportation services

Eligible activities for Job Access grants include capital, operating and planning expenses of services, equipment, facilities, and associated capital maintenance items related to providing access to jobs. Eligible projects include, but are not limited to:

- Late night and weekend service
- Guaranteed ride home services
- Shuttle Service
- Expanding fixed route mass transit routes
- Demand-responsive van service
- Ridesharing and carpooling activities
- Transit related aspects of bicycling
- Transportation for jobs, interviews, and training
- Transportation to/from day care

Also included are the costs of promoting the use of transit by workers with nontraditional work schedules, promoting the use of transit vouchers, and promoting the use of employer-provided transportation including the transit benefits. In addition, mobility management activities are an eligible capital expense. These eligible expenses are defined as short range planning and management activities and projects for improving coordination among public transportation and other transportation services providers. Reverse Commute grants, eligible funding include; operating costs, capital costs and other costs associated with reverse commute by bus, train, carpool, vans or other transit service.

Matching fund ratios for the JARC program are 90% federal, 10% local for capital (including mobility management) and 50% federal, 50% local for operating or planning assistance.

As designated by the Governor of the State of Arizona, the ADOT Multimodal Planning Division administers JARC funds for all rural (less than 50,000 population) and small urbanized areas (50,000 to 199,999 population) regions of the state, including Avondale in Maricopa County.



For additional information see the website listed below:

http://mpd.azdot.gov/MPD/Transit_Programs_Grants/Section5316.asp

6.2.6 Section 5317 New Freedom Program

The purpose of the New Freedom grant program is to support services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds are available to support the capital and operating costs of new public transportation service targeted toward people with disabilities or public transportation alternatives that go beyond those required by the ADA. The foundation of the New Freedom program is larger fixed-route urban systems that are required to have parallel or “complementary” paratransit systems to meet the needs of disabled individuals. The stereotype project is extended hours or days, or expansion of service area or other operating parameters not available under previous funding mechanisms. For ADOT's program, Section 5317 is distinguished from Section 5310 by its "disabled persons only: focus and providing services not otherwise available through 5310 or other grant programs.

Eligible recipients include private nonprofit organizations, State or local governmental authority, and operators of public transportation services including private operators of public transportation services. Activities that could be funded under the program include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs; including staff training, administration, and maintenance.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies providing transportation. These activities are considered a capital cost and are defined as short-range planning and management activities and projects for improving coordination among public transportation and other transportation service providers.

Matching fund ratios in New Freedom projects (including mobility management) are 90% federal, 10% local for capital, and 50% federal, 50% local for operating assistance.

As designated by the Governor of the State of Arizona, the ADOT Multimodal Planning Division administers New Freedom funds for rural areas (less than 50,000 population) and small urbanized areas (50,000 to 199,999 population), regions of the state, including Avondale in Maricopa County.



For additional information see the website listed below:

http://mpd.azdot.gov/MPD/Transit_Programs_Grants/Section5317.asp

6.2.7 Rural Transit Assistance Program

The Rural Transit Assistance Program (RTAP) is a training, technical assistance and outreach program funded by the Federal Transit Administration (FTA). Since 1987 RTAP has developed and distributed free training materials, provided technical assistance and conducted research with the goal of improved mobility for the millions of Americans living in communities with populations under 50,000. This funding is subject to availability depending on the status of the state budget.

RTAP operates on both state and national levels to support community transit. National RTAP develops training materials and provides technical assistance on topics of national scope, such as basic skills for drivers, dispatchers, managers and boards. State RTAPs help distribute National RTAP materials, identify and help resolve state-specific transit issues, and provide scholarships for attendance at regional and national industry conferences. By providing access to free training and technical expertise, RTAP helps communities focus local resources on local transit issues, without having to cut corners on staff training.

For more information on RTAP visit the following website:

<http://www.nationalrtap.org/azdot/Home.aspx>



6.3 Airport Planning and Programming

Historically, airports owned by Native American communities have not been eligible to receive ADOT funding, even though some of the airports are eligible for Federal Aviation Administration (FAA) funding (due to their inclusion in the National Plan of Integrated Airport Systems (NPIAS)). This lack of funding has meant limited maintenance and development of many of the Native American owned and operated airports. These airports are typically located in less populated areas of the state. Several of the airports are used primarily for transport of physicians and patients for medical purposes and access to these more rural and sometimes remote areas. For those reasons, these airports do contribute to Arizona's aviation system and have been included in the State Airport System Plan (SASP) for analysis of statewide needs. The eligibility for Native American airports has been considered through legislative action in the past but to date, these airports remain ineligible. Continued consideration of the importance of these airports to the system and to their communities should be pursued as part of the aviation funding policies. Tribes are eligible to receive FAA funding directly for planning and capital improvement projects. Tribes are also required to provide their local matching share of funds. Approved projects are included in the ADOT Airport Capital Improvement Program. Refer to the web links below for information on the airport development and planning program and for below for the current Airport Capital Improvement Program.

http://mpd.azdot.gov/mpd/airport_development/PDF/2012_Final_Airport_Program.pdf

http://mpd.azdot.gov/MPD/Airport_Development/airports/dev_plan.asp



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APPENDICES



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APPENDIX A – GOSSARY OF TRANSPORTATION ACRONYMS AND TERMS

3-C	Continuing, Cooperative and Comprehensive (planning process)
4-E	Education, Engineering, Enforcement and Emergency Response
AA	Alternative Analysis
AADT	Average Annual Daily Traffic
AASHTO	American Association Of State Highway & Transportation Officials
ABC	Aggregate Base Course
AC	Asphaltic Concrete
ACEC	American Council of Engineering Companies
ACFC	Asphalt Concrete Friction Course
ACIA	Arizona Commission of Indian Affairs
ACIP	Airport Capital Improvement Program
ACMS	Advanced Construction and Maintenance Systems
ADA	Americans with Disabilities Act
ADEQ	Arizona Department of Environmental Quality
ADT	Average Daily Traffic
ADOT	Arizona Department of Transportation
AGC	Associated General Contractors
AHRRRC	Arizona Hospitality Research and Resource Center
AHS	Automated Highway Systems
AIC	Alternative Investment Choice
AICP	American Institute of Certified Planners
AIRFA	American Indian Religious Freedom Act
AMG	Access Management Guidelines
AMP	Airport Master Plan
AMUG	Arizona Modeling Users Group
APA	American Planning Association
APL	Approved Products List
APMS	Airport Pavement Management System or Airport Preventive Maintenance Services
APPP	Arizona Pavement Preservation Program
APTA	American Public Transportation Association
APWA	American Public Works Association
AR-AC	Asphalt-Rubber Asphalt Concrete
AR-ACFC	Asphalt-Rubber/Asphalt-Concrete Friction Course
ARPA	Archaeological Resources Protection Act
ARRA	American Recovery and Reinvestment Act
ARS	Arizona Revised Statutes
ASCE	American Society of Civil Engineers
ASME	American Society of Mechanical Engineers
ASTM	American Society for Testing and Materials
ASU	Arizona State University



ATA	American Trucking Association
ATC	Automatic Traffic Counter
ATIS	Advanced Traveler Information System
ATSPT	Arizona Tribal Strategic Partnering Team
ATRC	Arizona Transportation Research Center
AWOS	Automated Weather Observing System
BFO	Board Funding Obligation
BIA	Bureau of Indian Affairs (Department of Interior)
BLS	Bureau of Labor Statistics
BNSF	Burlington Northern Santa Fe (Railway)
BQAZ	Building a Quality Arizona
BRR	Bridge Replacement and Rehabilitation
BTS	Bureau of Transportation Statistics
BYU	Brigham Young University
C&S	Contracts and Specifications
CAAG	Central Arizona Association of Governments
CAFE	Corporate Average Fuel Economy
Caltrans	California Department of Transportation
CANAMEX	Canada-Mexico High Priority Corridor
CBI	Coordinated Border Infrastructure
CCI	Construction Cost Index
CCP	Communication and Community Partnerships office of ADOT
CCTV	Closed-Circuit TV
CDOT	Colorado Department of Transportation
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CLUP	Comprehensive Land Use Plan
CMAQ	Congestion Mitigation and Air Quality
CMAR	Construction Manager at Risk
CMP	Corrugated Metal Pipe or Congestion Management Process
COG	Council of Governments
CPI	Consumer Price Index
CRIT	Colorado River Indian Community
CRM	Crumb Rubber Modifier
CRO	Civil Rights Office (ADOT)
CSS	Context Sensitive Solutions
CSU	Colorado State University (TTAP)
CTAA	Community Transportation Association of America
CTBSSP	Commercial Truck and Bus Safety Synthesis Program
CVISN	Commercial Vehicle Information Systems Network
CYMPO	Central Yavapai Metropolitan Planning Organization
DCR	Design Concept Report
DE	District Engineer
DG	Decomposed Granite
DHS	Department of Homeland Security (US)
DM	District Minor (funds)
DOE	Department of Energy (US)



DOT	Department Of Transportation (US)
DPS	Department of Public Safety
EA	Environmental Assessment
EB	Equity Bonus (funding)
EEA	Engineering/Economic Analysis
EEO	Equal Employment Office
EEOC	Equal Employment Opportunity Commission
EIS	Environmental Impact Statement
ENTERPRISE	Evaluation of New Technologies for Roads Program Initiatives in Safety and Efficiency
EO	Executive Order
EPA	Environmental Protection Agency
EPG	Environmental Planning Group (ADOT)
FAA	Federal Aviation Administration (USDOT)
FBD	Ferry Boat Discretionary (funding)
FC	Functional Classification or Friction Course (thin asphalt concrete providing traction on roads)
FEPA	Fair Employment Practice Agencies
FHWA	Federal Highway Administration
FM	Frequency modulation
FMCSA	Federal Motor Carrier Safety Administration
FMPO	Flagstaff Metropolitan Planning Organization
FMYN	Fort McDowell Yavapai Nation
FRA	Federal Railroad Administration (USDOT)
FSN	Full State Needs
FTA	Federal Transit Administration
FWD	Falling Weight Deflectometer
FY	Fiscal Year
G4	A type of guard rail
GANS	Grant Anticipation Notes
GCNP	Grand Canyon National Park
GDP	Gross Domestic Product
GHGs	Greenhouse Gases
GIS	Geographic Information System
GITA	Government Information Technology Agency (AZ)
GMP	Guaranteed Maximum Price
GOHS	Governor's Office of Highway Safety
GOEO	Governor's Office of Equal Opportunity
GPS	General Pavement Studies
GPS	Global Positioning Satellite
GRIC	Gila River Indian Community
GRPD	Government Relations and Policy Development (ADOT)
GSA	General Services Agreement
GTSAC	Governor's Traffic Safety Advisory Council
HAR	Highway Advisory Radio
HAWK	High-intensity Activated crossWalk (signal system)
HCRS	Highway Condition Reporting System



HELP	Highway Expansion and Extension Loan Program (AZ)
HERS-ST	Highway Economic Requirements System – State Version
HMA	Hot Mix Asphalt
HMAC	Hot Mix Asphaltic Concrete
HPMS	Highway Performance Monitoring System
HPT	Historic Preservation Team
HOV	High Occupancy Vehicle
HPC	High Performance Concrete
HPS	High-Pressure Sodium
HQ	Headquarters
HRDC	Human Resource Development Center (ADOT)
HRRRP	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
HSR	High Speed Rail
HURF	Highway User Revenue Fund
IDMS	Integrated Document Management System
IEEE	Institute of Electrical and Electronics Engineers
IES	Illuminating Engineering Society
IGA	Inter-Governmental Agreement
IHS	Indian Health Service or Interstate Highway System
IM	Interstate Maintenance
IPCC	Intergovernmental Panel on Climate Change
IR	Indian Route
IRR	Indian Reservation Roads (BIA Program)
ISPMMS	Integrated Sign and Pavement Marking Management System
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITCA	Inter-Tribal Council of Arizona
ITD	Intermodal Transportation Division (ADOT)
ITE	Institute of Transportation Engineers
ITEP	ITS, Traffic & Safety, Environment, Planning
ITG	Information Technology Group
ITS	Intelligent Transportation System
ITWG	Inter-Tribal Working Group
IV	Intelligent Vehicle
JARC	Job Access and Revert Commute (FTA Program)
JLBC	Joint Legislative Budget Committee
JPA	Joint Project Agreement
LCDCR	Location Design Concept Report
LM	Local Match
LOS	Level Of Service
LP	Local Project
LPA	Local Public Agency
LPS	Low-Pressure Sodium
LRTP	Long Range Transportation Plan
LTAF	Local Transportation Assistance Fund Program (AZ)
LTAP	Local Technical Assistance Program
LTPP	Long Term Pavement Performance



MAG	Maricopa Association of Governments
MH	Metal Halide
MILL & FILL	Process of removing a layer of asphalt concrete and replacing it with a new layer
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOVEAZ	ADOT's long range transportation plan (2000)
MP	Milepost
MPD	Multimodal Planning Division (ADOT)
MPO	Metropolitan Planning Organization
MR&R	Maintenance, Repair and Rehabilitation
MSE	Mechanically-Stabilized Earth
MSM	Materials, Structures, and Maintenance
MTAC	Multimodal Technical Advisory Committee
MTIP	Metropolitan Transportation Improvement Program
MUTCD	Manual of Uniform Traffic Control Devices
MVC	Motor Vehicle Crash
MVD	Motor Vehicle Division (ADOT)
N/A	Not Applicable
NAA	Nonattainment Area
NACOG	Northern Arizona Council of Governments
NAGPRA	Native American Graves Protection and Repatriation Act (US)
NAIPTA	Northern Arizona Intergovernmental Public Transportation Authority
NAU	Northern Arizona University
NBI	National Bridge Inventory
NBIAS	National Bridge Investment Analysis System
NCAT	National Center for Asphalt Technology
NCHRP	National Cooperative Highway Research Program
NCTRDP	National Cooperative Transit Research and Development Program
NDOT	Nevada Department of Transportation
NEPA	National Environmental Protection Act
NHI	National Highway Institute
NHPA	National Historic Preservation Act
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NOAA	National Oceanographic and Atmospheric Administration
NPIAS	National Plan of Integrated Airport Systems
NRO	Navajo Regional Office (BIA)
NTCIP	National Transportation Communications for Intelligent Transportation Systems Protocol
NTPEP	National Transportation Product Evaluation Program
NTS	Navajo Transit System
NTSB	National Transportation Safety Board
O&M	Operation and Maintenance
OGFC	Open-Graded Friction Courses
P3	Public-Private Partnership



PA	Project Assessment or Programmatic Agreement
PAG	Pima Association of Governments
PARA	Planning Assistance for Rural Areas
PCA	Portland Cement Association
PCI	Pavement Condition Index
PE	Professional Engineer
PEAK HOUR	Busiest hour of the day for traffic (Typically shown as AM and PM peaks)
PIJ	Project Investment Justification
PIP	Public Involvement Plan
PL	Public Law
PLH	Public Lands Highway
PM10	Particulate Matter less than 10 microns in diameter
PM2.5	Particulate Matter less than 2.5 microns in diameter
PMS	Pavement Management System
PMT	Project Management Team
POE	Ports of Entry
PPAC	Priority Planning Advisory Committee (ADOT)
PPC	Priority Planning Committee
PRB	Program Review Board
PS&E	Plans Specifications and Estimate
PSR	Pavement Serviceability Rating
PRIDE	Product Resource Investment Deployment And Evaluation
PYT	Pascua Yaqui Tribe
R&D	Research & Development
RAAC	Resource Allocation Advisory Committee
RAP	Risk Analysis Process or Recycled Asphalt Pavement
RARF	Regional Area Road Fund
RDG	Roadway Design Guidelines
RFP	Request for Proposals
RFQ	Request for Qualifications
RIC	Recommended Investment Choice
R/W or ROW	Right-Of-Way
RFP	Request For Proposal
RPO	Regional Planning Organization
RPTA	Regional Public Transportation Authority
RPZ	Runway Protection Zone
RSA	Road Safety Assessment
RT	Recreation Trails
RTAP	Rural Transportation Assistance Program
RTCS	Regional Transportation Connector Services
RTP	Regional Transportation Plan
RV	Recreational Vehicle
RTPFP	Regional Transportation Plan Freeway Program
RWIS	Roadway Weather Information System
SAE	Society of Automotive Engineers
SAF	State Aviation Fund (AZ)



SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act a Legacy for Users (2005)
SASP	State Airport Systems Plan
SATS	Small Area Transportation Study
SCAT	San Carlos Apache Tribe
SEAGO	South Eastern Arizona Governments Organization
SECTION 106	Section within the National Historic Preservation Act pertaining to federal agency consultation requirements
SECTION 5303	Metropolitan Transportation Planning Program (FTA transit funding)
SECTION 5304	Statewide Transportation Planning Program (FTA transit funding)
SECTION 5310	Elderly and Persons with Disabilities Transportation Program (FTA transit funding)
SECTION 5311	Rural Public Transportation Program (FTA transit funding)
SECTION 5311(c)	Public Transportation on Indian Reservations Program (FTA transit funding)
SECTION 5316	Job Access and Revert Commute Program (FTA transit funding)
SECTION 5317	New Freedom Program (FTA transit funding)
SETIF	Safety Enforcement and Transportation Infrastructure Fund
SGC	Sand-Gravel-Cobbles
SGR	State of Good Repair
SHPO	State Historic Preservation Office
SHRP	Strategic Highway Research Program
SHS	State Highway System
SHSP	Strategic Highway Safety Plan
SIP	State Implementation Plan
SL	Scoping Letter
SMS	Safety Management System
SOV	Single-Occupancy Vehicle
SOW	Scope of Work
SPCC	Spill Prevention Control and Countermeasures
SPR	State Planning & Research
SPS	Specific Pavement Studies
SPUI	Single Point Urban Interchange
SR	State Route
SRP	Salt River Project
SRP	Statewide and Regional Planning
SRPMIC	Salt River Pima-Maricopa Indian Community
SRTS	Safe Route to School (funding program)
STAA	Surface Transportation Authorization Act
STB	State Transportation Board
STIP	State Transportation Improvement Plan
STP	Surface Transportation Program or State Transportation Plan
SWPPP	Storm Water Pollution Prevention Program/Plan
TAC	Technical Advisory Committee
TAT	Tonto Apache Tribe
TAZ	Traffic Analysis Zone
TBD	To be determined



TCE	Temporary Construction Easement
TCP	Traditional Cultural Property
TCRP	Transit Cooperative Research Program
TE	Transportation Enhancement
TEA-21	Transportation Equity Act for the 21 st Century
TERC	Transportation Enhancement Review Committee
TERO	Tribal Employment Rights Office
TDM	Travel Demand Modeling or Transportation Demand Management
THPO	Tribal Historic Preservation Office/Officer
TI	Traffic Interchange
TIA	Traffic Impact Analysis or Transportation in Arizona
TIF	Tax Increment Financing
TIFIA	Transportation Infrastructure Financing and Innovation Act
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Plan
TMA	Transportation Management Area
TNM	Traffic Noise Model
TOC	Thirteen Other Counties or Traffic Operations Center
TON	Tohono O'odham Nation
TR	Transit
TraCS	Traffic and Criminal Software
TRB	Transportation Research Board
TRIP	Transit Implementation Plan
TSA	Transportation Security Administration
TSG	Transportation Services Group (ADOT)
TSMO	Transportation System Management and Operations
TSS	Traffic Safety Section (ADOT)
TTAC	Transit Technical Advisory Committee
TTAP	Tribal Technical Assistance Program
TTI	Texas Transportation Institute
TWG	Transportation Working Group
UDOT	Utah Department of Transportation
UP	Union Pacific (Railroad)
UPWP	Unified Planning Work Program
U.S.C	United States Code
USDOI	US Department of Interior
USDOT	US Department of Transportation
UZA	Urbanized Area
V/C	Volume to Capacity Ratio
VLT	Vehicle License Tax
VMS	Variable Message Sign
VMT	Vehicle Miles Traveled
VSL	Variable Speed Limit
WACOG	Western Arizona Council of Governments
WASHTO	Western Association of State Highway & Transportation Officials
WIM	Weigh-In-Motion
WMAT	White Mountain Apache Tribe



WMYA	What Moves You Arizona - ADOT Long Range Transportation Plan (2011)
WP	Work Program
WRO	Western Regional Office (BIA)
WSDOT	Washington State Department of Transportation
YAN	Yavapai-Apache Nation
YMPO	Yuma Metropolitan Planning Organization
YPIT	Yavapai Prescott Indian Tribe




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APPENDIX B – TRIBES IN ARIZONA REFERENCE INFORMATION

Reference information for Native Nations and American Indian Tribes in the state of Arizona is summarized below:

Ak-Chin Indian Community		
<p>Location: 58 miles south of Phoenix on Highway 347 Population (2000 Census): 742 Enrolled Tribal Members: 645 Land Area: 34.1 square miles Gaming: Yes (Harrah's Ak-Chin Casino, located in Maricopa)</p>		
<p>The Ak-Chin Indian Community was created in May of 1912 by way of Executive Order from President Taft. The community consists of both Tohono O'odham and Pima Indians, and can be found in the Sonoran Desert of south central Arizona. In 1984, a water rights settlement was approved by Congress, entitling the Ak-Chin Community access to 75,000 acre-feet of Colorado River water. Ak-Chin Farms, Harrah's Casino, and the Ak-Chin Tribal Government are all major employers.</p>		
<p>Contact Information:</p>	<p>42057 W. Peters and Nall Road Maricopa, AZ 85239 Phone: 520-568-2227</p>	<p>Web Page http://www.ak-chin.nsn.us/</p>

Cocopah Indian Reservation		
<p>Location: 13 miles south of Yuma on Highway 95 Population (2000 Census): 1,025 Enrolled Tribal Members: 880 Land Area: 9.4 square miles Gaming: Yes (Cocopah Indian Casino, located in Somerton)</p>		
<p>The Cocopah Indian Reservation was established by an Executive Order from Woodrow Wilson in 1917. In 1985, the Cocopah Land Acquisition Bill extended the area of the Reservation, which is divided into three parcels (East, West, and North Cocopah). With its location adjacent to the Colorado River, agriculture plays an important factor in the community's economy.</p>		
<p>Contact Information:</p>	<p>County 15 and Avenue G Somerton, AZ 85350 Phone: 928-627-2102</p>	<p>Web Page http://www.cocopah.com/</p>

Colorado River Indian Tribes

Location: 189 miles west of Phoenix on Highway 95
Population (2000 Census): 7,466
Enrolled Tribal Members: 3,389
Land Area (Arizona): 353 square miles
Land Area (California): 66.7 square miles
Gaming: Yes (Blue Water Resort and Casino, located in Parker)



Established in March of 1865 for the "Indians of said river and its tributaries," the Colorado River Indian Reservation straddles a part of the Arizona and California border, although over 80% of the Reservation is located within Arizona. The Reservation's economy centers around agriculture, recreation, light industry, and government. The Colorado River Indian Tribes has senior water rights to 717,000 acre-feet of the Colorado River, which represents nearly a third of the allotment for the State of Arizona.

Contact Information:	Route 1, Box 23-B Parker, AZ 85344 Phone: 928-669-9211	Web Page http://www.crit-nsn.gov/index.shtml
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Fort McDowell Yavapai Nation

Location: 23 miles east of Phoenix on Highway 87
Population (2000 Census): 824
Enrolled Tribal Members: 907
Land Area: 38.6 square miles
Gaming: Yes (Fort McDowell Gaming Center, located in Fountain Hills)



The Fort McDowell Yavapai Nation was created by Executive Order in September of 1903. The Reservation is a small parcel of land that was formerly the ancestral home of the Yavapai. The landscape of the area is marked by tree-lined bottom lands along the Verde River and cactus-filled rolling hills. The Fort McDowell Gaming Center, tribal farm, sand and gravel center, and a tribally-owned gas station serve as significant sources of economic activity on the reservation.

Contact Information:	PO Box 17779 Fountain Hills, AZ 85269 Phone: 480-837-5121	Web Page http://www.ftmcdowell.org/
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Fort Mojave Indian Tribe

Location: 236 miles northwest of Phoenix
Population (2000 Census): 773
Enrolled Tribal Members: 1,066
Land Area (Arizona): 37 square miles
Land Area (Nevada): 8.7 square miles
Gaming: Yes (Spirit Mountain Casino, located in Mojave Valley, AZ and Avi Casino, located in Laughlin, NV)



The Fort Mojave Indian Tribe is spread across three states, with over two-thirds of the Reservation boundaries located in northwest Arizona. The Reservation stretches along the banks of the Colorado River, and the Mojave Indians are the Pipa Aha Macav - the people by the river. Approximately 25,000 acres of its land is used for agricultural development such as irrigated crop land. The two casinos are another notable part of the Fort Mojave Indian Tribe's economy. The 300-room hotel and casino in the Nevada portion of the Reservation was master planned by the Tribe.

Contact Information:	500 Merriman Ave. Needles, CA 92363 Phone: 760-629-4591	Web Page http://www.mohavevalleychamber.com/index
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Gila River Indian Community

Location: 40 miles south of Phoenix
Population (2000 Census): 11,257
Enrolled Tribal Members: 19,266
Land Area: 581.1 square miles
Gaming: Yes (Vee Quiva and Wild Hores Pass, both located in Chandler)



The Gila River Indian Community traces its roots to the prehistoric Hohokam Indians, who lived and farmed the Gila River Basin. Today the community is composed of two members of Tribes, the Pima and Maricopas. Established in 1859 by Act of Congress, the Gila River Indian Community is now divided into seven districts that can be found in peripheral areas of the Phoenix metropolitan area. The community has a diverse economic base that includes Gila River farms, sand and gravel operations, a nationally acclaimed industrial park (Lone Butte), and two casino/resorts.

Contact Information:	PO Box 97 Sacaton, AZ 85247 Phone: 520-562-6000	Web Page http://www.gilariver.org/
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Havasupai Tribe

Location: 310 miles northwest of Phoenix at the bottom of the Grand Canyon National Park
Population (2000 Census): 503
Enrolled Tribal Members: 667
Land Area: 293.8 square miles
Gaming: No



For over 1,000 years, the Havasupai have lived in the Grand Canyon, practicing irrigated farming during the summer months and hunting on the plateaus during the winter. The Reservation was created in 1882 and enlarged for the Havasupai, which means "people of the blue-green waters". Tourism is the primary economic staple for the reservation, bringing in more than 12,000 guests a year. The Tribe also operates a cafe, grocery store, museum, cultural center, and an art/silkscreen studio.

Contact Information:	PO Box 10 Supai, AZ 86435 Phone: 928-448-2731	Web Page http://www.havasupaitribe.com/
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Hopi Tribe

Location: 250 miles northeast of Phoenix
Population (2000 Census): 6,946
Enrolled Tribal Members: 12,008 Hopis; 10590 enrolled
Land Area: 2,438.6 square miles
Gaming: No



The Hopi Reservation is located in the high deserts of northeastern Arizona and is surrounded by the Navajo Nation. The Hopi people trace their Arizona roots back to more than 2,000 years. Throughout the Hopi Reservation, every village is an autonomous government, but the Hopi Tribal Council sets policy to oversee tribal business and law. A recent broadband internet project has provided four communities on the Reservation with internet lab access. Agriculture continues to have an important role in the Hopi economy.

Contact Information:	PO Box 123 Kykotsmovi, AZ 86039 Phone: 928-734-3000	Web Page http://www.hopi-nsn.gov/
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Hualapai Tribe

Location: 250 miles northwest of Phoenix
Population (2000 Census): 1,353
Enrolled Tribal Members: 2,156
Land Area: 1,550.2 square miles
Gaming: No



Hualapai, meaning "People of the Tall Pines," was established in 1883 by an Executive Order. The Reservation rests along 108 miles of the Colorado River and the Grand Canyon. The topography varies from rolling grassland to forest and the rugged canyons of the Colorado River. The Hualapai Tribe's primary economic activities center around tourism, cattle ranching, timber sales, and arts and crafts.

Contact Information:	PO Box 179 Peach Springs, AZ 86434 Phone: 928-769-2216	Web Page http://www.hualapai-nsn.gov/index
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Kaibab-Paiute Tribe


Location: 350 miles north of Phoenix
Population (2000 Census): 196
Enrolled Tribal Members: 233
Land Area: 188.7 square miles
Gaming: No



The Kaibab-Paiute Reservation is located along Kanab Creek in the grasslands and plateaus of northern Arizona. The Kaibab-Paiute people are members of the Southern Paiute Nation. Three national parks, one national monument, and Glen Canyon National Recreation Area all rest within a two hour drive of the Reservation. Arizona Highway 389 crosses the Kaibab-Paiute Reservation and is a main thoroughfare between Las Vegas and Lake Powell, making the Kaibab-Paiute economy centered on tourism along with livestock. Additionally, the Tribe is involved in agriculture and owns a 1,300 tree fruit orchard.

Contact Information:	HC 65 Box 2 Fredonia, AZ 86022 Phone: 928-643-7245	Web Page http://www.kaibabpaiute-nsn.gov/
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Navajo Nation		
<p>Location: 260 miles northeast of Phoenix Population (2000 Census): 104,565 (Arizona) Enrolled Tribal Members: 255,543 (Total) Land Area: 18,119.2 square miles (Arizona) Gaming: Yes Limited</p>		
<p>The Navajo refer to themselves as the Diné, or "the People". In 1868, a peace treaty was signed allowing the Navajo people to return to their homeland. Today, the Navajo Tribe represents the largest Indian Tribe in the U.S. and stretches across the high deserts and forests of the four corners region. Tourism has a significant role in the Navajo Tribe's economy, as it is home to natural wonders such as Canyon de Chelly and Rainbow Natural Bridge. The Navajo Nation is also home to Diné College, the first tribally controlled community college in the country. The college features a six story, hogan shaped cultural center.</p>		
Contact Information:	<p>PO Box 663 Window Rock, AZ 86515 Phone: 928-871-6544</p>	<p>Web Page http://www.navajo-nsn.gov/ http://www.navajodot.org/</p>

Pascua Yaqui Tribe		
<p>Location: 15 miles west of Tucson Population (2000 Census): 3,315 Enrolled Tribal Members: 12,766 Land Area: 1.4 square miles Gaming: Yes (Casino of the Sun and Casino del Sol, both located in Tucson)</p>		
<p>The Pascua Yaqui are descendents of the ancient Toltecs from northern Mexico. Congress transferred 202 acres to the Pascua Yaqui Tribe in 1964 and in 1982, the Reservation acquired another 690 acres. The Tribe's first constitution was approved in 1988. The Casino of the Sun and Casino del Sol are the Tribe's largest employers. Other economic enterprises include a landscape nursery, a manufacturer of adobe blocks, and a bingo hall.</p>		
Contact Information:	<p>7474 S. Camino de Oeste Tucson, AZ 85746 Phone: 520-883-5000</p>	<p>Web Page http://www.pascuayaqui-nsn.gov/</p>



Quechan Tribe (Fort Yuma)

Location: 185 miles southwest of Phoenix, adjacent to Yuma
Population (2000 Census): 36
Enrolled Tribal Members: 2,668 (in Arizona and California)
Land Area: 68.1 square miles
Gaming: Yes (Paradise Casino, located in Yuma)



The Fort Yuma-Quechan Tribe is home to the Quechan Indians and is located on both sides of the Colorado River in Arizona and California. The Tribe is largely an agricultural community, but it also depends on tourism and a sand and gravel operation to help sustain its economy. The Tribe operates five trailer and RV parks, a small grocery store and a museum to help meet tourist demand.

Contact Information:	PO Box 1899 Yuma, AZ 85366 Phone: 760-572-0213	Web Page No Official Web Page
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Pueblo of Zuni

Location: 250 miles northeast of Phoenix
Population (2000 Census): 18,692
Enrolled Tribal Members:
Land Area: 463,287 acres
Gaming: No



The ancient homelands of the Zunis are along the middle reaches of the Zuni River where their cultural ancestors lived for centuries. Near the settlements and villages left by the ancient people, the Zuni Indians built compact villages of multi-storied houses. These were the towns seen by Coronado and his men and called them "Seven Cities" in the land of Cibola. The mythical Seven Cities of Cibola (Spanish word for "buffalo") lured Coronado to the southwest in 1540, in a treasure quest.

Contact Information:	1203B State Hwy 53, PO Box 339Zuni, NM 87327 Phone: (505) 782-7000 FAX: (505) 782-7202	Web Page http://www.ashiwi.org/
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Salt River Pima-Maricopa Indian Community

Location: 10 miles east of Phoenix
Population (2000 Census): 6,405
Enrolled Tribal Members: 6,284
Land Area: 87.2 square miles
Gaming: Yes (Casino Arizona at Salt River, located in Scottsdale)



An Executive Order by President Hayes in June of 1879 established the Salt River Pima-Maricopa Indian Community. The Executive Order allowed the Pima and Maricopa people to occupy a stretch of fertile agricultural land together. Today, the Salt River Community has attempted to take advantage of its location adjacent to the Phoenix metropolitan area through commercial development. This includes a 140-acre retail commercial development called the Pavilions and a Wal-Mart retail center. The Salt River Community also maintains a 19,000 acre natural preserve. Agriculture and gaming represent other important economic activities for the community.

Contact Information:	10005 E. Osborn Rd. Scottsdale, AZ 85256 Phone: 480-850-8000	Web Page http://www.srpmic-nsn.gov/
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San Carlos Apache Reservation


Location: 115 miles east of Phoenix
Population (2000 Census): 9,385
Enrolled Tribal Members: 10,834
Land Area: 2,853.1 square miles
Gaming: Yes (Apache Gold Casino, located in San Carlos)





The San Carlos Apache's are descendants of the Athabascan family, who migrated to the Southwest around the 10th Century. The San Carlos Apache Reservation was established in 1871 through an Executive Order by President Grant. Over one-third of San Carlos' land is forested or wooded. A portion of the Reservation is contiguous with the largest stand of ponderosa pines in the world. Gaming, lumbering, tourism, cattle ranching and recreation are significant sources of economic activity for the San Carlos Apache. In addition, a new retail shopping complex has recently been completed.


Contact Information:	PO Box O San Carlos, AZ 85550 Phone: 928-475-2361	Web Page http://www.sancarlosapache.com/Apache Chamber of Commerce.htm
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San Juan Southern Paiute Tribe		
<p>Location: 200 miles north of Phoenix Population (2000 Census): 209 Enrolled Tribal Members: 254 Land Area: N/A Gaming: No</p>		
<p>The San Juan Southern Paiute Tribe is a small newly recognized Tribe. For administrative reasons, it has long been regarded as part of the Navajo Tribe by the Bureau of Indian Affairs. The San Juan Paiutes are culturally distinct from their Navajo neighbors, having their own language and history. The Tribe is now involved in litigation to establish and secure their land base. Economic activities include livestock raising and subsistence farming.</p>		
Contact Information:	<p>PO Box 1989 Tuba City, AZ 86045 Phone: 928-283-4587</p>	<p>Web Page No Official Web Page</p>

Tohono O'odham Nation		
<p>Location: 58 miles west of Tucson Population (2000 Census): 10,787 Enrolled Tribal Members: 20,640 Land Area: 4,446.3 square miles Gaming: Yes (Desert Diamond Casino, located in Tucson)</p>		
<p>The Tohono O'odham Nation is the second largest Native American Nation in the United States. The Nation comprises of four non-contiguous segments, but the largest of the segments (the Tohono O'odham Reservation) represents over 90% of the land. The Tohono O'odham have been living in southwestern Arizona and northwestern Sonora for hundreds of years. The Nation share 63 miles of border with Mexico. Principal economic activities include tourism (most notable the Mission San Xavier del Bac), an industrial park near Tucson and a casino.</p>		
Contact Information:	<p>PO Box 837 Sells, AZ 85634 Phone: 520-383-2028</p>	<p>Web Page http://www.tonation-nsn.gov/</p>

Tonto Apache Tribe		
<p>Location: 93 miles northeast of Phoenix Population (2000 Census): 132 Enrolled Tribal Members: 111 Land Area: .13 square miles Gaming: Yes (Mazatzal Casino, located in Payson)</p>		
<p>Recognized by a Congressional Act in 1972, the Tonto Apache Tribe is home to the smallest land base Reservation in Arizona. The Reservation is located adjacent to Payson, and the casino represents one of the community's largest employers. To enable the Tonto Apache to gain its land base, the Tribe is working with the Forest Service in a land purchase and exchange process.</p>		
Contact Information:	<p>Reservation #30 Payson, AZ 85541 Phone: 928-474-5000</p>	<p>Web Page No Official Web Page</p>

White Mountain Apache Tribe		
<p>Location: 194 miles northeast of Phoenix Population (2000 Census): 12,429</p> <p>Enrolled Tribal Members: 12,634 Land Area: 2600.7 square miles Gaming: Yes (Hon-Dah Resort/Casino, located in McNary)</p>		
<p>Established as the Fort Apache Indian Reservation in November, 1891 by Executive Order, the area is now known as the White Mountain Apache Reservation. The tribal members are direct descendants of the original tribes that lived in this area. The White Mountain Apache live in a region that has an abundance of natural resources and scenic beauty, and the tribe has earned a national reputation for its network of enterprises, which include a timber company, lumber hardware retail center, ski resort, and casino.</p>		
Contact Information:	<p>PO Box 700 Whiteriver, AZ 85941 Phone: 928-338-4346</p>	<p>Web Page http://www.wmat.nsn.us/</p>



Yavapai-Prescott Indian Tribe

Location: 102 miles north of Phoenix
Population (2000 Census): 182
Enrolled Tribal Members: 149
Land Area: 2.2 square miles
Gaming: Yes (Bucky's Casino and Yavapai Gaming Center, both located in Prescott)



The Yavapai-Prescott Reservation is located in the rolling hills adjacent to Prescott. The Reservation was established in 1935, and additional area of land was acquired in 1956. At one time, the Tribe depended upon timber, mining and agriculture for its economic base. The Yavapai-Prescott now have a more diversified economic structure that incorporates tourism, gaming and retail activities. The tribe owns a 162-room resort, two casinos, a business park and a shopping center.

Contact Information:	530 E. Merritt Prescott, AZ 86301 Phone: 928-445-8790	Web Page http://www.ypit.com/
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Yavapai-Apache Nation

Location: 95 Miles north of Phoenix
Population (2000 Census): 743
Enrolled Tribal Members: 1,550
Land Area: 1.02 square miles
Gaming: Yes (Cliff Castle Casino, located in Camp Verde)



The Yavapai-Apache Nation is the amalgamation of two distinct Tribes who historically occupied the Upper Verde Valley. A Reservation was initially established in 1871, but it was rescinded by Presidential Order in 1875 and all of the people, Yavapai and Apache alike, were forcibly marched to the San Carlos Agency east of Phoenix. In 1909, a Reservation was re-established and additional lands were acquired in 1915, 1967, and 1974. The Tribe once relied on agricultural activity as a primary means of economic sustenance. In recent years, economic activity has expanded and the Tribe now operates a convenience market, service station, recreational vehicle park, and a casino.

Contact Information:	2400 W. Datsi St. Camp Verde, AZ 86322 Phone: 928-567-3649	Web Page http://www.yavapai-apache.org
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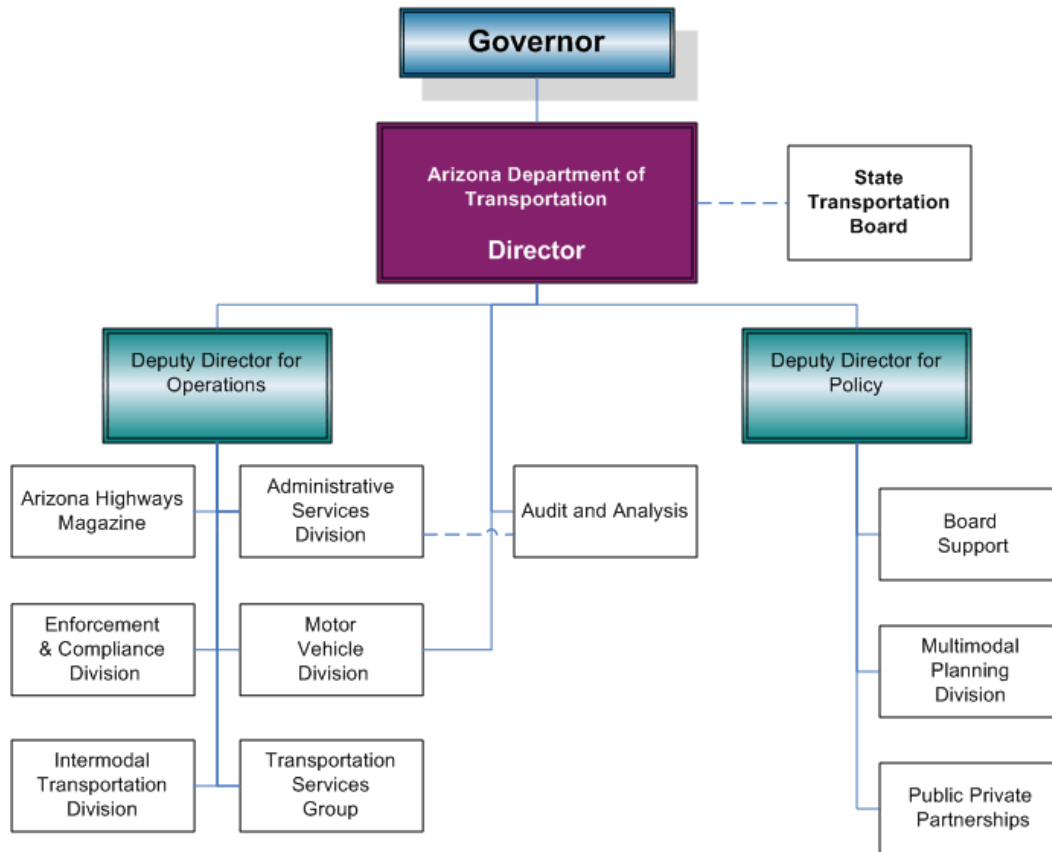


APPENDIX C - ADOT ORGANIZATION CHART



Arizona Department of Transportation Organization Chart

September 26, 2011



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APPENDIX D – STATE STATUTES, REGULATIONS, ORDERS, AND POLICIES

In an effort to strengthen the relationship and communication between the State and the 22 federally recognized Indian Tribes within Arizona, the Governor has held 13 Tribal Summits extending invitations to all Arizona Tribes. The state has implemented this improved communication process thru conducting the tribal summits and tribal leader round tables in addition to the State Laws and regulations listed below:

Arizona Revised Statutes, Title 28 Transportation provides the statutory requirements for transportation related issues in Arizona. A link to the ARS Title 28 Transportation statutes is provided below.

<http://www.azleg.state.az.us/ArizonaRevisedStatutes.asp?Title=28>

Arizona Administrative Code, Title 17 Transportation provides the administrative regulations for transportation related issues in Arizona. A link to the Arizona Administrative Code, Title 17 is provided below.

http://www.azsos.gov/public_services/title_17/17-04.pdf

D-1 Executive Order 2006-14 Consultation and Cooperation with Arizona Tribes

Executive Order 2006-14 was developed in response to requests from leaders of the 22 Indian Tribes in Arizona to formalize the government-to-government relationship between the State and tribes that has been enhanced through the Governor's Tribal Summit process. Executive Order 2006-14 calls upon all Executive Branch agencies to: (1) develop and implement tribal consultation policies to guide their work and interaction with federally-recognized tribes in Arizona; (2) designate a member of their staff to act as central point of contact and assume responsibility for implementation of policies; and, (3) review their policies each year and submit report to Governor and Legislature outlining actions taken as a result of the policies. The signed document can be found at the following web link.

http://azmemory.lib.az.us/cdm4/item_viewer.php?CISOROOT=/execorders&CISOPTN=508

WHEREAS, Arizona is home to 22 federally-recognized American Indian Tribes ("Tribes") who have existed since time immemorial, long before the formation of the United States and the entry of the State of Arizona into the union; and



WHEREAS, the land of these 22 Tribes comprises approximately 28% of Arizona's land base; and

WHEREAS, these tribal members are citizens of our great State, possess all the lights and privileges afforded by Arizona to its citizens, and, along with other American Indians, comprise approximately five percent of Arizona's population; and

WHEREAS, the State of Arizona recognizes and supports the right of these 22 tribal governments to exercise sovereign authority, as defined by federal law, over their members and their territory; and

WHEREAS, it benefits the State of Arizona to partner with tribal governments on issues affecting all of Arizona as well as to ensure that state services and resources are available to all eligible state citizens residing in Arizona tribal communities to the same extent that such services are available to all other eligible state citizens; and

WHEREAS, a spirit of cooperation should guide the continuing government-to-government relationships between the State of Arizona and the Tribes that call Arizona home; and

WHEREAS, meaningful and timely consultation with Arizona's Tribal leaders will facilitate better understanding and informed decision making.

NOW, THEREFORE, I, Janet Napolitano, Governor of the State of Arizona, by virtue of the authority vested in me by the Constitution and the laws of this State, hereby order and direct as follows:

1. All Executive Branch agencies shall develop and implement tribal consultation policies to guide their work and interaction with federally-recognized Tribes in Arizona. Consultation requires that to the extent practicable and permitted by law, state agencies and offices shall seek input from appropriate elected or appointed tribal officials before undertaking any action or policy that will, or is reasonably believed to, have the potential to affect a tribal community or its members. Further, state agencies and offices shall, to the fullest extent possible and to the best of their ability, integrate the input generated from tribal consultation into their decision-making processes to achieve mutually acceptable solutions.
2. All Executive Branch agencies shall designate a member of their staff to assume responsibility for the agency's implementation of the tribal consultation policy and to act as the principle point of contact for tribal issues.
3. All Executive Branch agencies shall review their tribal consultation policies each year and submit an electronic report to the Governor and the Legislature to describe all action undertaken as a result of the implementation of these policies. Electronic copies of these



annual reports shall be provided to the Arizona Commission of Indian Affairs, which will make them available to Arizona's tribal leaders.

D-2 ADOT Tribal Consultation Policy MGT-16.01

ADOT has established a tribal consultation policy which provides the basic principles to guide ADOT and its relationships with Native Nation/Tribal Governments in the State of Arizona. This policy is intended to provide additional guidance to ADOT personnel when working with the Native Nations/Tribal Governments in Arizona. It is understood that consultation procedures identified by ADOT and the Nations/Tribes may already be in existence or will need to be identified through individualized agreements. Therefore, these consultation procedures will provide ADOT and the Nations/Tribes a basis for mutual understanding as appropriate agreements are carried out to address State and Tribal Transportation issues, needs and concerns. The policy is shown below and it can also be viewed at:

http://www.aztribaltransportation.com/aztt/PDF/MGT_1601.pdf



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ARIZONA DEPARTMENT OF TRANSPORTATION POLICIES AND PROCEDURES

MGT-16.01 DEPARTMENT-WIDE NATIVE NATION/ TRIBAL GOVERNMENT CONSULTATION POLICY

Effective: July 8, 2011

Supersedes: MGT-16.01 (11/19/2008)

Responsible Office: Director's Office (602) 712-7227

Review: July 8, 2013

Transmittal: 2011 - July

Page 1 of 4

1.01 PURPOSE

This policy establishes guidance for the Arizona Department of Transportation's (ADOT) relationship with Native Nations/Tribal Governments in the State of Arizona.

1.02 SCOPE

This policy is intended to guide ADOT personnel when interacting with the Native Nations/Tribal Governments in Arizona. To support the implementation of this policy, a detailed process is described in the [Tribal Transportation Consultation Process Reference Manual](#) developed for use by ADOT personnel (October 2009). The Manual describes the role and practice of tribal consultation throughout the ADOT program and project development process.

1.03 BACKGROUND

The Arizona Highway Department was established in 1927; subsequently, the agency became ADOT in 1974 and is responsible for planning, developing, maintaining, and operating highway transportation facilities for the efficient movement of people and products by surface and air throughout Arizona. Within the State, multimodal transportation systems cross numerous jurisdictional boundaries. In particular, approximately 1,143 centerline miles of the state highway system traverse Native Nation/Tribal lands along with 20 airports maintained by the Native Nations/Tribal Governments. Additionally, there are 22 Native Nations/Tribal Governments that have jurisdiction over approximately 28% of the land base within Arizona. Thus, the State is committed to work together with the Native Nations/Tribal Governments for the common purpose of protecting the health, safety and welfare of the traveling public in Arizona through a continuously improving working relationship.

Furthermore, [Executive Order 13175](#) (November 6, 2000 reaffirmed by President Barack Obama November 5, 2009), "Consultation and Coordination with Indian Tribal Governments" and the [United States Department of Transportation \(US DOT\) Order 5301.1](#) (November 16, 1999), "Department of Transportation Programs, Policies and Procedures Affecting American Indians, Alaska Natives and Tribes" requires state departments of transportation to consult, cooperate and coordinate with Native Nations/Tribal Governments in statewide and metropolitan transportation planning processes. This is in addition to addressing environmental, cultural, historic, natural and human resource issues during the implementation of transportation programs and construction projects impacting Native Nations/Tribal reservations and aboriginal lands within the State boundaries. Consequently, the State is committed to consult, cooperate and coordinate with the Native Nations/Tribal Governments on the implementation of their respective multi-modal transportation mission and goals.

1.04 DEFINITIONS

Intergovernmental Agreement (IGA)

An agreement between political subdivisions including cities, counties, tribes or any other governmental agency or political subdivision. Includes interagency agreements,



	i.e., agreements between agencies or departments of the State.
Joint Project Agreement (JPA)	An agreement between parties for the joint exercise of powers to accomplish a task. A Joint Project Agreement is any intergovernmental agreement (IGA).
Memorandum of Agreement (MOA)/ Memorandum of Understanding (MOU)	A document written between parties to cooperatively work together on an agreed upon project or meet an agreed upon objective. The purpose is to have a written understanding of the agreement between parties.
Native Nations/Tribal Governments	The 22 Federally recognized Native Nations, Tribal Governments, and Tribal Communities that have jurisdiction over lands located within the boundaries of the State of Arizona. These tribes are acknowledged to exist by the Secretary of the Interior pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103-454 .
Consultation	One or more parties conferring with other identified parties in accordance with an established process and prior to taking action(s), that considers the views of the other parties and periodically informs them about action(s) to be taken.
Cooperation	The parties involved in carrying out the decision-making work together to achieve a common goal or objective.
Coordination	The cooperative actions among agencies and entities to achieve synchronization and integration of activities, responsibilities, and command and control structures to ensure that the resources of an organization are used most efficiently in pursuit of the specified objectives.
State Transportation Improvement Program (STIP)	A statewide prioritized listing/program of transportation projects covering a period of four years that is consistent with the long-range transportation plan, metropolitan transportation plans, and Transportation Improvement Programs (TIPs), and required for a project to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 .

1.05 POLICY

ADOT recognizes the sovereign status of Native Nations/Tribal Governments and their jurisdiction over lands within reservation boundaries as defined by Federal law [[18 U.S.C. §1151](#)]. ADOT also recognizes its exclusive control and jurisdiction over state highways within reservation boundaries as defined in [A.R.S. §28-332\(A\)](#). In recognition of Native Nations/Tribal sovereignty, ADOT respects the unique and continuous existence of each Native Nation's/Tribe's government, people, history, culture, codes and laws.

- A. ADOT is committed to developing relationships with the Native Nations/Tribes in Arizona, and will respect and consider all transportation concerns. ADOT appreciates and encourages the

MGT-16.01



Native Nations/Tribal Governments' contribution to the transportation concerns of the State of Arizona.

- B. ADOT will neither solicit nor assert any claim to Federal resources that would otherwise be provided directly to Native Nations/Tribes, unless an impacted Native Nation/Tribe gives consent.
- C. ADOT will maintain and operate State owned transportation infrastructure within Native Nation/Tribal lands in the best interest of the State while respecting the concerns of the Native Nations/Tribal Governments and local communities.
- D. ADOT management, including the director, assistant directors, district engineers, and other designated staff, will maintain the appropriate working relationships with Native Nation/Tribal Government elected officials and staff to assure the continuous operation of all respective transportation systems.
- E. ADOT will consult with Native Nations/Tribal Governments during the transportation planning processes and implementation of the Statewide Transportation Improvement Program (STIP) in accordance with Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration policies and this policy.
- F. ADOT will assist Native Nations/Tribal Governments to implement transportation programs by providing technical assistance, reference tools such as the ADOT Transportation Planning and Programming Guidebook for Tribal Governments manual (November 2009), sharing data, conducting joint Native Nations/Tribal Government and State projects, and cooperatively resolving transportation issues to the extent resources allow.
- G. ADOT will enter into Intergovernmental Agreements, Joint Project Agreements, Memoranda of Agreement, or Memoranda of Understanding when considered mutually appropriate by ADOT and the appropriate Native Nation/Tribal Government.
- H. ADOT, while acknowledging funding and jurisdictional limitations, will work with Native Nations/Tribal Governments to identify available resources to jointly or individually fund projects to benefit the State and Native Nation/Tribal communities.
- I. ADOT will conduct technical training, when appropriate and as resources allow, to support planning, development, construction, maintenance, and operation of transportation facilities under Native Nations/Tribal jurisdiction.
- J. ADOT will engage in partnering efforts, when appropriate and as resources allow, to encourage and improve understanding and communication with the Native Nations/Tribal Governments.
- K. ADOT encourages mutual understanding of unique cultural and organizational practices among ADOT and the Native Nations/Tribal Governments.
- L. ADOT will provide timely opportunities for communication with Native Nations/Tribal Governments about decisions that may affect them. ADOT values reciprocity by Native Nations/Tribal Governments and encourages timely notification on matters that may affect the State.
- M. ADOT will share appropriate technical information and data with Native Nations/Tribal Governments in accordance with established ADOT policy. ADOT values reciprocity and encourages all Native Nations/Tribal Governments to share appropriate technical data with the State in accordance with established Native Nations/Tribal Government policy.

MGT-16.01



- N. ADOT will update both the Tribal Transportation Consultation Process Reference Manual developed for use by ADOT personnel (October 2009) and the ADOT Transportation Planning and Programming Guidebook for Tribal Governments Manual (November 2009).

1.06 RESPONSIBILITY

- A. In good faith, the Director of ADOT, in his/her official capacity, or through his/her designee(s), including the Communication and Community Partnerships Division, the Intermodal Transportation Division and its Engineering Districts, the Motor Vehicle Division, the Multimodal Planning Division, the Administrative Services Division, the Enforcement and Compliance Division, Arizona Highways Magazine and the Transportation Services Group shall endeavor to implement the terms of this policy.
- B. Responsibility for the enforcement of this policy lies with the Director's Office; State Engineer's Office; Division Directors and District Engineers; and, Group, Section, and Team Managers.

MGT-16.01



APPENDIX E - Arizona DOT Tribal Coordination Contacts

E-1 Multimodal Planning Division

A Tribal Transportation Planner and Senior Transportation Planner for ADOT-MPD, provide planning support and intergovernmental coordination for ADOT's statewide and regional planning projects and programs as they impact tribal governments and communities. Specifically with regard to statewide, regional planning and local planning the MPD Planners work to coordinate efforts to improve tribal participation in the statewide transportation planning and programming processes.

For more information please contact:

Don Sneed

Senior Transportation Planner/Tribal Liason (ADOT-MPD)

Phone: 602.712.6736

Fax: 602.712.3046

Email: Dsneed@azdot.gov

or

Misty Klann

Tribal Planner/Tribal Liason (ADOT-MPD)

Phone: 602.712.7029

Fax: 602.712.3046

Email: MKlann@azdot.gov

ADOT Web Site: <http://www.azdot.gov/index.asp>

MPD Web Site: <http://mpd.azdot.gov/MPD/index.asp>



E-2 ADOT Environmental Planning Group

The ADOT Historic Preservation Team is part of the Environmental Planning Group (EPG). This group is under the Intermodal Transportation Division of ADOT. The Historic Preservation Team works mostly within the NEPA process and undertakes tribal consultation. The EPG Technical Section Manager is responsible for ensuring that all necessary Section 106-related tribal consultations take place and that the tribal consultation process is in full federal and state compliance.

Technical Section Manager
Environmental Planning Group
1611 W. Jackson St., MD EM02
Phoenix, AZ 85007
(602) 712-6266

E-3 Communication and Community Partnerships

Communication and Community Partnerships (CCP) provides public relations and media relations efforts throughout the state. This office also supports activities involving Native American Tribes.

Arizona Department of Transportation
206 S. 17th Avenue, MD 118A
Phoenix, AZ 85007
(602) 712-8069

E-4 Partnering Office

The Partnering Office provides a forum for collaborative teamwork. It allows groups to achieve measurable results through agreements and productive working relationships. This process provides structure for teams to establish a mission by using common goals and shared objectives. ADOT currently has official partnering teams with both the Navajo Nation and the Hopi Tribe. A new partnering team for the San Carlos Apache Tribe is being established.

Arizona Department of Transportation
206 S. 17th Avenue, MD 175A
Phoenix, Arizona 85007
(602) 712-8365



E-5 Civil Rights Office

The Civil Rights Office works to ensure compliance with Federal and State Laws governing affirmative action, equal opportunity, and accessibility. The office accomplishes this through training, investigation of complaints, and individual counseling. Additionally, the CRO ensures that Federal requirements are met regarding the Disadvantaged Business, Contract Compliance and Title VI programs.

Arizona Department of Transportation
1135 North 22nd Avenue, Mail Drop 154A
Phoenix, Arizona
602.712.7761

E-6 Government Relations and Policy Development Office

Government Relations and Policy Development Office provides a proactive and effective process through which ADOT communicates with and serves the Legislature, elected official and the people of Arizona. Specifically it centralizes government and legislative relations activities, rules writing and analysis, and the ADOT ombudsman's function within Department. Governmental Relations personnel also assist with tribal transportation related issues involving ADOT.

Arizona Department of Transportation
206 S. 17th Avenue, MD 140A
Phoenix, AZ 85007
(602) 712-7685

E-7 Highways Right of Way Group

The Right of Way Group supports the Intermodal Transportation Division through the acquisition and clearance of private and public lands needed for the construction or improvement of the State Highway System, in accordance with applicable laws, regulations and rules. Relationships between ADOT R/W in Flagstaff and several tribes in northern Arizona have greatly improved through partnering and other increased communication processes.

Arizona Department of Transportation (Headquarters)
205 South 17th Avenue, MD 612E, Phoenix, AZ 85007
(602) 712-7316. FAX (602) 712-3257

Arizona Department of Transportation (Flagstaff District Office)
1801 S. Milton Rd. MD F500
Flagstaff, Arizona 86001 (928) 779-7510



E-8 ADOT District Offices

Flagstaff District Office

1801 South Milton Road
Flagstaff, Arizona 86001
Phone: 928.774.1491 Fax: 928.779.5905

Globe District Office

PO Box 2717
Globe, Arizona 85502-2717
Phone: 928.402.5600 Fax: 928.402.5614

Holbrook District Office

2407 E. Navajo Blvd
Holbrook, Arizona 86025
(1 mile west of the exit 289 I-40 traffic interchange)
Phone: 928.524.5400 or 1.800.759.4546 Fax: 928.524.5410

Kingman District Office

3660 E. Andy Devine
(Next to Motor Vehicle Office)
Kingman, Arizona 86401
Phone: 928.681.6010

Phoenix Construction District Office

4550 N. Black Canyon Highway
Phoenix, Arizona 85017
Phone: 602.712.8965

Phoenix Maintenance District Office

2140 W. Hilton Avenue
Phoenix, Arizona 85009-3740
Phone: 602.712.6664
FAX: 602.712.6983

Prescott District Office

1109 Commerce Drive
Prescott, Arizona 86305
Phone: 928.777.5861 Fax: 928.771.0058

Safford District Office

2082 US Hwy 70
Safford, Arizona 85546
Phone: 928.432.4900 Fax: 928.428.7523



Tucson District Office

1221 South 2nd Avenue
Tucson, AZ 85713-1602
Phone: 520.388.4200 Fax: 520.628.5387

Yuma District Office

2243 E. Gila Ridge Road
Yuma, Arizona 85365
Phone: 928.317.2100 Fax: 928.317.2107



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APPENDIX F – TRIBAL REQUESTS FOR STATISTICS AND DATA

Occasionally, tribes require information and data from ADOT. Data request are usually made through the ADOT District Office or the MPD Tribal Planning Office. See the above MPD contact information for to request data.

The Data Section of ADOT's Transportation Planning Division is responsible for collecting, producing and maintaining a wide array of highway extent, use and performance information about Arizona's public road and street network. Primarily focusing on the 6200-mile state highway system, the Data Section staff's principal charges are to collect and disseminate traffic volume data, maintain related traffic monitoring equipment, perform photo highway inventories, collect global positioning system (GPS) data, and maintain an annual log of length and geometric information on each state highway as a result of completed construction projects. Additionally, the section is responsible for administering the Federal Highway Administration's Highway Performance Monitoring System (HPMS) Program - a comprehensive source of information about all of Arizona's public roads and streets. Information collected by the Data Section is used extensively in and out of the Department to develop policies and support decisions related to public highway funding issues or private investment options.

Data Team products include:

- HPMS records
- Highway Milepost Log
- Traffic Counts

Additional data information is available at the following website:

<http://mpd.azdot.gov/mpd/data/index.asp>.



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APPENDIX G - COUNCILS OF GOVERNMENT AND METROPOLITAN PLANNING ORGANIZATIONS

Designation of the COGs and MPOs

In 1969, Governor's Executive Order 69-6 directed the State Department of Economic Planning and Development to complete a Regional Delineation Study. Following the recommendations of the study, Governor's Executive Order 70-2 formally established planning and development districts within the State. Under the Executive Order, the State was divided into six districts based upon county boundaries for the purpose of performing and coordinating non-metropolitan comprehensive planning on a regional basis. These districts were named Councils of Governments (COGs). The Executive Orders can be found on the following website <http://azmemory.lib.az.us/cdm4/search.php>.

Metropolitan Planning Organizations (MPOs) were established by the Federal Transportation Act of 1973 following a process similar to that which initially established the COGs. This legislation specifically tasks MPOs with the responsibility for transportation planning within their regions. The MPOs represent urbanized areas with populations of 50,000 or more. However, today some MPOs also provide regional decision-making in the areas of air quality, water quality, regional development, and human services.

Under the establishment process, both COGs and MPOs are officially designated by the State Governor. The establishment process requires each member government (county, city, town, or tribe) to pass an official resolution that confirms its participation in the organization. In addition, each member government must enter into an intergovernmental agreement with each other designating the COG or MPO to perform specific services and hold certain powers. The organizations must then become incorporated as non-profit and must develop by-laws. The ADOT Director then sends a formal request for designation with the required documentation to the Governor. In return the Governor sends a formal request for designation to the Federal Highway Administration and the Federal Transit Authority, with copies distributed to the member governments and ADOT.

In addition, an area with a population of 200,000 and above is designated as a Transportation Management Area (TMA). MPOs that are designated as TMAs have greater requirements for congestion management, project selection and certification. Designation of TMAs and their requirements are identified in 23 CFR 450.300. Currently, there are two TMAs in Arizona (i.e. MAG and PAG).

Tribal Participation in the COGs and MPOs Programs and Processes

The state legislation that conforms to the requirements stipulated in the federal transportation legislation to enable tribal participation and consultation in the State and regional transportation planning programs and programming processes is located under Title 28 Article 7 of the Arizona Revised Statutes Sections 28-503 and 28-6308, see <http://www.azleg.gov/>. As noted above, the individual by-laws and intergovernmental



agreements address the matter of tribal participation on the COG/MPO boards. At the regional level, tribal government officials are encouraged to become members and participate in the regional planning process conducted by the Councils of Government (COGs) and the Metropolitan Planning Organizations (MPOs). When membership dues are paid (where required) this provides the tribes a means of participating on the COG/MPO Regional Boards/Councils and committees thereby allowing the tribes an opportunity to vote on transportation issues and projects in the region. Some tribes do have sovereignty concerns and/or concerns with the membership dues required by their regional COG or MPO and thereby opt not to participate at that level. However, even if they aren't dues paying members, tribes are encouraged by the COGs/MPOs to participate at committee meetings in a non-voting capacity. Current tribal membership participation status on the Arizona COGs and MPOs is summarized below:

G-1 COGs

- Central Arizona Association of Governments (CAAG) – San Carlos Apache Tribe has established membership, other Tribes that participate at committee meetings:
 - Ak-Chin Indian Community
 - Gila River Indian Community
 - White Mountain Apache Tribe
- Northern Arizona Council of Governments (NACOG) – No official tribal membership, Tribes that participate at committee meetings:
 - Navajo Nation
 - Hopi Tribe
 - White Mountain Apache
- Southeastern Arizona Governments Organization (SEAGO) – San Carlos Apache Tribe has established membership.
- Western Arizona Council of Governments (WACOG) – No official tribal membership, Tribes participate at committee meetings:
 - Hualapai Tribe
 - Colorado River Indian

G-2 MPOs

- Central Yavapai Metropolitan Planning Organization (CYMPO) – No official tribal membership, Tribes participating at committee meetings:
 - Yavapai-Prescott Tribe
- Flagstaff Metropolitan Planning Organization (FMPO) – No official tribal membership or participation.
- Maricopa Association of Governments (MAG)



Tribal membership:

- Fort McDowell Yavapai Nation
- Gila River Indian Community
- Salt River Indian Community

- Pima Association of Governments (PAG)

Tribal membership:

- Pascua Yaqui Tribe
- Tohono O'odham Nation

- Yuma Metropolitan Planning Organization (YMPO)

Tribal membership:

- Cocopah Tribe



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APPENDIX H - ARIZONA TRIBAL STRATEGIC PARTNERING TEAM

The Arizona Tribal Strategic Partnering Team (ATSPT) is a tribal coordination effort initiated in June 1999 through the efforts of the Federal Highway Administration, ADOT-MPD, ADOT Civil Rights Office and ADOT Partnering Section. ATSPT's purpose is to bring together representatives from state, tribal, federal and local governments and/or agencies to discuss state-tribal related transportation issues and to develop inter-agency forums through which those issues can be addressed. The ATSPT currently meets with individual tribes on a quarterly basis with discussions being documented and distributed to participating agency and tribal representatives and to key officials within ADOT and the COGs/MPOs.

Current ATSPT participating agencies include: the ADOT Civil Rights Section, ADOT Globe District, ADOT Flagstaff District's Right-of-Way, ADOT Holbrook District, ADOT Partnering Section, ADOT-MPD Systems and Regional Planning Section, , ADOT Environmental Planning Group, the Arizona Commission of Indian Affairs, the Bureau of Indian Affairs - Western Regional Office, the Colorado State University - Tribal Technical Assistance Program, the Federal Highway Administration-Arizona Division, and the Inter Tribal Council of Arizona, Inc. ATSPT tribal participation has included: the Colorado River Indian Tribes, Fort McDowell Yavapai Nation, Gila River Indian Community, Navajo Nation, Salt River Pima-Maricopa Indian Community, Tohono O'odham Nation , Pascua Yaqui Tribe, and Yavapai-Prescott Tribe . Transportation liaisons and/or contacts have also been identified for all other Arizona Tribes and efforts are underway to gain greater participation from other non-tribal governmental entities.

The ATSPT is comprised of representatives from within ADOT and also outside entities who work on tribal transportation issues and projects. A representative from ADOT's Historic Preservation team is on the ATSPT to ensure that historic preservation issues are part of this partnering effort. One of the major efforts under the ATSPT was to develop a department-wide state-tribal consultation policy and process. Under a Navajo DOT Partnership, ADOT has finalized a Memorandum of Understanding with the Navajo Nation that addresses improved processes for a government-to-government relationship.

For additional information on the ATSPT, visit the website listed below:

www.aztribaltransportation.com.

Existing Partnerships

1. ADOT/BIA/FHWA/NAVAJO DOT
2. ADOT/BIA/FHWA/HOPI TRIBE
3. ADOT/BIA/FHWA/SAN CARLOS APACHE TRIBE (New)



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APPENDIX I - STATE AND FEDERAL FUNDING SOURCES



ARIZONA DEPARTMENT OF TRANSPORTATION FUNDING SOURCES AND AUTHORITIES FY 2008 (Dollars in Millions)			
REVENUE SOURCES - STATE	DESCRIPTION	STATUTORY CITATIONS	FY 2008 ACTUAL
Highway User Revenue Fund (HURF)	The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use fuel taxes, motor carrier fees, vehicle license tax, motor vehicle registration fees, and other miscellaneous fees. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to the cities, towns, counties, and the State Highway Fund. These funds represent the primary source of revenues available to the Department for highway construction and improvements and other related expenses.	HURF funds are restricted to highway purposes by the Arizona Constitution, Article IX, Section 14. The distribution of HURF funds are noted in ARS, Title 28, Sections 6534-6540.	\$1,344.5 - includes VLT of \$385.2
Vehicle License Tax (VLT)	Owners of vehicles that are registered for operation on the highways of Arizona pay the Vehicle License Tax (VLT). It is an ad valorem tax based on the assessed value of the vehicle. During the first 12 months of the life of the vehicle (as determined by its initial registration) the value of the vehicle is 60 percent of the manufacturer's base retail price. During each succeeding year, the vehicle's value is depreciated at 16.25 percent. Tax rates as of December 1, 2000 are \$2.80 per \$100 of assessed value for the first 12 months and \$2.89 per \$100 thereafter. The minimum VLT is \$10. The VLT revenue is distributed to the HURF, Cities/Towns and Counties. A small amount of this revenue also is distributed to the State General Fund and State Highway Fund.	The VLT was originally imposed by an amendment to the Arizona Constitution, Article IX, and Section 11. The collection and distribution of the VLT funds are noted in ARS, Title 28, and Sections 5801-5808.	\$859.0
Regional Area Road Fund (RARF) - Maricopa Transportation Excise Tax	In October 1985, the voters of Maricopa County approved the Maricopa County Transportation Excise Tax in an amount up to ten percent of the State transaction privilege tax rates. This tax is often referred to as the "1/2 cent sales tax" and is levied upon business activities in Maricopa County, including retail sales, contracting, utilities, rental of real and personal property, restaurant and bar receipts, and other activities. The transportation excise tax revenues are deposited in the Maricopa County Regional Area Road Fund (RARF) which is administered by the Arizona Department of Transportation. These funds are the main source of funding for the Maricopa County Regional Freeway System through December 31, 2005. In November 2004, Maricopa County voters approved Proposition 400 which extends the 1/2 cent sales tax for another 20 years through December 31, 2025. The split of the revenues beginning January 1, 2006 will be 56.2 percent for freeways and maintenance, 10.5 percent for arterial street improvements and 33.3 percent for regional bus service and high capacity transit services such as light rail. The freeway, maintenance and arterial street funds will be deposited into RARF while the transit funds will be deposited into the public transportation fund.	ARS, Title 28, Sections 6301-6357 and Title 42, Section 6105. In addition, the Department must distribute \$5 million in FY 1988 (adjusted annually by the GDP Deflator) to the Regional Public Transportation Authority (RPTA) per ARS, Title 28, Section 6305. Beginning July 1, 2005, these funds will be split equally between the RPTA and the Maricopa Association of Governments (MAG).	\$380.1 \$8.3 million (RPTA & MAG)



ARIZONA DEPARTMENT OF TRANSPORTATION FUNDING SOURCES AND AUTHORITIES FY 2008 (Dollars in Millions) (Continued)			
REVENUE SOURCES - STATE	DESCRIPTION	STATUTORY CITATIONS	FY 2008 ACTUAL
Local Transportation Assistance Fund LTAF I LTAF II	The Local Transportation Assistance Fund is funded from state lottery proceeds up to \$23 million per year. The funds are distributed to cities and towns on the basis of population. The funds can be used for public transportation and transportation purposes depending on the jurisdiction's population. This fund is not administered by the Arizona Department of Transportation. The 1998 Legislature passed HB 2565 to provide additional statewide transit and transportation funding to incorporated cities and towns as well as the counties. The LTAF II funding is in the form of multistate lottery game and instant bingo game monies along with a portion of the State Highway Fund's Vehicle License Tax monies. The Department administers the LTAF II and the State Treasurer's Office distributes the funds to the Regional Public Transportation Authority (RPTA), Metropolitan	ARS, Title 5, Section 522 authorizes up to \$23 million in state lottery funds to be deposited in to the LTAF I fund. ARS, Title 28, Sections 8101-8102 provides how the funds can be used by the jurisdictions. ARS, Title 5, Section 522 distributes the multi-state lottery and instant bingo game monies to LTAF II. ARS, Title 28, Sections 8101 and 8103 details the distribution of the grant money and the restrictions for transit or transportation	\$23.0 \$10.1
Local Transportation Assistance Fund LTAF I LTAF II	The Local Transportation Assistance Fund is funded from state lottery proceeds up to \$23 million per year. The funds are distributed to cities and towns on the basis of population. The funds can be used for public transportation and transportation purposes depending on the jurisdiction's population. This fund is not administered by the Arizona Department of Transportation. The 1998 Legislature passed HB 2565 to provide additional statewide transit and transportation funding to incorporated cities and towns as well as the counties. The LTAF II funding is in the form of multistate lottery game and instant bingo game monies along with a portion of the State Highway Fund's Vehicle License Tax monies. The Department administers the LTAF II and the State Treasurer's Office distributes the funds to the Regional Public Transportation Authority (RPTA), Metropolitan	ARS, Title 5, Section 522 authorizes up to \$23 million in state lottery funds to be deposited in to the LTAF I fund. ARS, Title 28, Sections 8101-8102 provides how the funds can be used by the jurisdictions. ARS, Title 5, Section 522 distributes the multi-state lottery and instant bingo game monies to LTAF II. ARS, Title 28, Sections 8101 and 8103 details the distribution of the grant money and the restrictions for transit or transportation	\$23.0 \$10.1
State Aviation Fund	The State Aviation Fund receives monies from aviation gasoline taxes, sales of abandoned or seized aircraft, flight property taxes and the operation of certain airports. State Aviation Fund monies are used to build and maintain airport facilities, including the Grand Canyon Airport and the Aeronautics Department's operating budget.	Under ARS Title 28, Section 8202, this fund was established to build and maintain Airport facilities.	\$25.5



<p>Safety Enforcement and Transportation Infrastructure Fund</p>	<p>The Safety Enforcement and Transportation Infrastructure Fund was established to provide revenue for the enforcement of vehicle safety requirements by the department of public safety, and the maintenance of transportation facilities, including roads, streets and highways as approved by the Transportation Board within the twenty-five miles of the border between Arizona and Mexico. This includes, as approved by the Board, maintenance and construction of the transportation facilities in the CANAMEX high priority corridor as defined in section 332 of the National System Designation Act of 1995. May provide funds to the Arizona Office of Homeland Security, if appropriated by the legislature, to improve traffic safety.</p>	<p>This fund is established under ARS, Title 28, and Section 6547. Monies are deposited into the fund pursuant to section 28-2324, 28-2325, 28-5739, 28-5863 and 28-5864.</p>	<p>\$3.3</p>
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REVENUE SOURCES - FEDERAL	DESCRIPTION	CITATIONS	Obligation Authority	Apportionments
Interstate Maintenance (IM)	Provides funding for various projects on the Interstate System Projects including resurfacing, restoration, and rehabilitation. Also, includes reconstruction of bridges, interchanges, and over crossings along existing Interstate routes, design, acquisition of right-of-way and preventive maintenance.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104(b) (4)	\$128.0	\$4,944.1
National Highway System (NH)	Provides funding for construction, reconstruction, resurfacing, restoration, and rehabilitation and safety improvements on segments of the National Highway System (NHS).	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104(b) (1)	\$174.1	\$6,037.6
Surface Transportation Program (STP)	Provides state flexibility funds for construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104(b) (3)	\$138.8	\$5,540.8
Enhancement (TEA)	Provides funding facilities such as pedestrian walkways and bicycle paths, acquisition of scenic easements, restoration of scenic or historic sites, landscaping and other scenic beautification.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 133(B)	\$16.5	\$817.8
Highway Safety Improvement Program (HSIP)	Provides funding for rail-highway crossings and hazard elimination activities on any public road.	Public Law 109-59 and Public Law 110-5	\$33.8	\$1,273.3
Bridge Program (BR)	Provides funding for replacement of a structurally deficient or functionally obsolete highway bridge or rehabilitate the structural integrity of a bridge.	Public Law 109-59 and 23 U.S.C. Section 144(e)	\$22.9	\$4,224.5
Congestion Mitigation & Air Quality Program (CM)	Provides funds for various types of projects to improve air quality, by reducing transportation related emissions in non-attainment and maintenance areas under the Clean Air Act. Examples are transit improvements, travel demand management strategies, traffic flow improvements and public fleet conversions to cleaner fuels.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104 (b) (2)	\$35.2	\$1,723.6
Planning & Research (SPR)	Provides funding for planning of future highway programs and local public transportation systems, research, development and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highway, public transportation, and intermodal transportation systems.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 135	\$12.6	N/A
Metropolitan Planning	Provides funding to Metropolitan Planning Organizations (urbanized areas of more than 50,000 population) to carry out the transportation planning process.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 134	\$5.3	\$299.2
Equity Bonus	Provides funding to States based on equity considerations. This program replaces the TEA-21 minimum guarantee program. A portion of Equity Bonus funds are distributed to the IM, NHS, Bridge, STP and CMAQ programs. Distribution amounts not available at this time.	Public Law 109-59 and Public Law 110-5	\$74.5	\$9,235.4



TRANSPORTATION FINANCING OPTIONS	DESCRIPTION	CITATIONS	2008 ACTUAL
HURF Bonds	The State Transportation Board issues Highway User Revenue Bonds to accelerate the construction of highway construction projects throughout Arizona. The pledged revenues for the bond issues are the HURF funds deposited in the State Highway Fund. The bonds are an obligation of the State Transportation Board and are not obligations of the State of Arizona. They do not constitute a legal debt of the State, and payment is not enforceable from any revenue other than HURF.	The State Transportation Board has the authority to issue HURF bonds per ARS, Title 28, Sections 7501-7517.	\$194.0
RARF Bonds	The State Transportation Board issues Regional Area Road Fund Bonds (RARF) to accelerate the construction of controlled access facilities on the Maricopa Regional Freeway System. The pledged revenues for the bond issues are the Maricopa County Transportation Excise Tax revenues deposited in the RARF. The bonds are an obligation of the State Transportation Board and are not obligations of the State of Arizona. They do not constitute a legal debt of the State, and payment is not enforceable from any revenue other than RARF. As of January 1, 2006, the State Transportation Board has the authority to issue RARF bonds to accelerate arterial street projects in the Regional Transportation Plan as a result of Proposition 400. Proposition 400 is detailed in the Regional Area Road Fund section above.	The State Transportation Board has the authority to issue RARF bonds per ARS, Title 28, Sections 7561-7573.	\$370.0
Highway Expansion and Extension Loan Program (HELP)	HELP was enacted on August 21, 1998. HELP is Arizona's State Infrastructure Bank, which provides loans and financial assistance for eligible highway projects in Arizona. The HELP fund is capitalized with federal and state dollars as well as Board Funding Obligations which provide the capital for loans. As borrowers repay principal and interest on loans, the HELP fund is replenished and monies can be re-loaned. The fund is a self-sustaining mechanism to accelerate critical transportation projects.	ARS Title 28, Sections 7671-7677, authorized the creation of HELP. Federal requirements are within the National Highway System designation Act of 1995. Laws 1998, Chapter 263, HB 2488 created the HELP.	\$10.0 Represents 2 loans
Grant Anticipation Notes (GANs)	Enacted into law in 1984, GANs offer a significant opportunity for accelerating projects throughout Arizona. GAN legislation enables the State to issue notes to pay the Federal share of projects in advance of the actual receipt of Federal highway funding. Local communities may participate in paying the cost of interest on the notes.	Under ARS Title 28, Sections 7611-7617 passed in 1984.	\$68.0
Board Funding Obligations (BFOs)	The State Transportation Board has the authority to issue nonnegotiable Board Funding Obligations (BFOs) for purchase by the Arizona State Treasurer. The BFOs were initially used to capitalize Arizona's State Infrastructure Bank, which allowed the Department and political subdivisions to apply for loans from the Highway Expansion and Extension Loan Program (HELP). Laws 2001, Chapter 238 (HB 2636) provided additional authority to the Board to issue BFOs for the State Highway Fund up to \$60 million in FY 2002 and FY 2004. Laws 2005, Chapter 150 (HB2123) provided for reissuance of BFOs from FY 2006 through FY 2020 with the final maturity no later than FY 2024. Maximum outstanding is limited to \$200 million.	Under ARS Title 28, Section 7678	\$0.0 - HELP (\$0) - St. Hwy. Fund (\$0)
Transportation Infrastructure Finance and Innovation Act (TIFIA)	This federal program consists of three distinct types of financial assistance, designated to address various project requirements throughout their life cycles. Secure loans are direct federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs. Loan guarantees provide full faith-and-credit guarantees by the federal government. Federal government Stand-by Lines of Credit represent secondary sources of funding	Per SAFETEA-LU, projects must qualify under Title 23	\$0.0



PROMOTING PARTNERSHIPS

ADOT AND ARIZONA TRIBES

Working Together

For a Better Transportation System

Tribes In Arizona

