

**STATE TRANSPORTATION STUDY SESSION
TELEPHONIC/WEBEX ATTENDANCE
9:00am, October 6, 2022**

Call to Order

Chairman Jesse Thompson called the State Transportation Study Session to order at 9:00 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roehrich, Jr.

Roll Call by Sherry Garcia

A quorum of the State Transportation Board was present. **In attendance (via WebEx):** Chairman Jesse Thompson, Vice Chairman Knight, Board Member Stratton, Board Member Searle. **Absent:** Board Member Daniels, Board Member Maxwell. There were approximately 36 members of the public in the audience on-line and approximately 7 attendees in person at the Phoenix office.

Opening Remarks

Chairman Thompson reminded members of the public, to keep their computer or phone muted during the meeting, unless called to speak during the Call to Audience.

Title VI of the Civil Rights Act

Floyd Roehrich, Jr., read the Title VI of the Civil Rights Act of 1964, as amended. Floyd, also reminded individuals to fill out survey cards, with link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD

STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

BOARD MEETING

VIA WEBEX

October 6, 2022

9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT - STATE TRANSPORTATION BOARD

(Certified Copy)

1 REPORTER'S TRANSCRIPT OF ELECTRONIC PROCEEDINGS, ADOT
2 STATE TRANSPORTATION BOARD STUDY SESSION, was reported from
3 electronic media by TERESA A. WATSON, Registered Merit Reporter
4 and a Certified Reporter in and for the State of Arizona.

5
6 PARTICIPANTS:

7 Board Members:

8 Jesse Thompson, Chairman
9 Gary Knight, Vice Chairman
10 Steve Stratton, Board Member
11 Richard Searle, Board Member
12 Jackie Meck, Board Member
13 Ted Maxwell, Board Member (Absent)
14 Jenn Daniels, Board Member (Absent)

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CALL TO THE AUDIENCE

SPEAKER:

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1 (Beginning of excerpt.)

2 CHAIRMAN THOMPSON: Thank you, Floyd. Now we can
3 move back a little bit, and let me announce that those
4 connecting remotely may experience a slight echo when you
5 initially start speaking. It will stop within a few minutes.

6 With that note, let's go on to call to the
7 public. Everyone will be muted when they call in to the
8 meeting. When your name is called to provide your comments, you
9 will indicate your presence by virtually raising your hand using
10 your phone keypad or through the Webex application. The Webex
11 host will guide you through the unmuting and muting process
12 following the instructions included with the meeting agenda.

13 Those in person, there's an opportunity for
14 members of the public to discuss items interest to the Board.
15 Please fill out a Request For Public Input Form and give it to
16 the board secretary if you wish to address the Board.

17 In the interest of time -- I know that many of
18 the people that call in, they have a lot to present, but
19 unfortunately, we're asking them to have a three-minute time
20 limit, and this will be imposed.

21 So at this time, I'd like for -- to turn this
22 over to Floyd, see if we have anybody in person or those are
23 calling in. I'll let you handle that call to the audience.

24 MR. ROEHRICH: Yes, sir, Mr. Chairman. We have
25 only one request to speak, and it is a virtual request. This is

1 a virtual meeting. Our speaker is Mr. Tony Bradley.

2 Mr. Bradley, please raise your hand so you can be
3 unmuted. Tony, are you there?

4 MR. BRADLEY: Yes. I'm ready to speak. I just
5 raised my hand. I didn't know if you were ready.

6 MR. ROEHRICH: Yes, sir. You're unmuted and
7 you're ready to go. Your three minutes starts when you speak.

8 MR. BRADLEY: Thank you, Floyd. Thank you,
9 Mr. Chairman, members of the Transportation Board. My name is
10 Tony Bradley. I am president and CEO for the Arizona Trucking
11 Association. I am here to talk about Item Number 2, which is
12 the state freight plan. I believe I've previously sent you all
13 a letter regarding the Arizona Trucking Association's position
14 on the freight plan, but in summary, I want to point out a few
15 things.

16 One, I noticed that today's agenda and today's
17 meeting is being held online because of COVID concerns. I will
18 point out that the Arizona Trucking Association and its members
19 did not ever have the opportunity to work remotely. We worked
20 every day, day in and day out, during the pandemic to deliver
21 the necessary food, freight and supplies, medicine that was
22 needed to keep on our lives.

23 Imagine for a moment the other thing is every one
24 of you knows tonight where you will put your head down to go to
25 sleep. Think for a moment if you didn't know every night when

1 you're out on the road where you would put your head down to
2 sleep. This country has 3.6 million truck drivers and 300,000
3 truck parking spots. We are in desperate need of additional
4 truck parking spots.

5 For the last several years, I have been raising
6 the alarm at the lack of truck parking within this state and
7 without -- throughout this community. That initiated a truck
8 parking study several years ago which identified locations where
9 we could put truck parking facilities, but we never had any
10 funding for it. When we found out that the Bipartisan
11 Infrastructure Law allocated \$135 million, we went directly to
12 ADOT and said, we need more truck parking spots. Start
13 researching it.

14 This draft plan that you see in Item Number 2
15 allocates, I believe, \$40 million for truck parking. We're
16 asking that that number be raised substantially higher. We did
17 this same exercise several years ago where freight funds were
18 put into ADOT funds. ADOT funds were taken out, and there was
19 zero benefit to freight. There is no better use of this money
20 than to build additional truck parking spots throughout the
21 state. It's needed in every county, in both rural and urban
22 areas, and we ask that you guys reallocate or with this plan it
23 substantially puts most of the money for freight funding toward
24 freight benefit. There's no better use of this money than
25 trucking parking.

1 Every truck driver twice a day looks for parking.
2 That's for their eight-hour rest break and for their sleep, and
3 right now they're spending an -- over an average of 30 minutes
4 each time to find a spot. We can get -- we can give freight
5 benefit. We can make drivers happier. There's no better money
6 -- no better expense that could be used than for truck parking.

7 With that, I'm happy to answer any questions.

8 CHAIRMAN THOMPSON: Thank you very much, Tony,
9 for expressing your concern and giving your recommendation.
10 Thank you very much.

11 MR. BRADLEY: Thank you Mr. Chairman.

12 CHAIRMAN THOMPSON: Please continue now, Floyd.
13 Any others?

14 MR. ROEHRICH: Mr. -- yes, Mr. Chairman. That is
15 the only request to speak that we have, so we are ready to move
16 on to the next item if you are.

17 CHAIRMAN THOMPSON: Okay. I think we are ready.
18 We will now move on to Item 1, Arizona State Match For Rural
19 Transportation Fund Program, Arizona SMART, for information and
20 discussion only, and that's Item 1. That goes to Paul Patane.
21 Hope I've got your name correctly.

22 MR. PATANE: Yes, sir. Mr. Chairman, you've got
23 it just right.

24 Good morning, Mr. Chairman, Chairman Thompson,
25 Board Members. I'm Paul Patane, Multimodal Planning Division,

1 and thank you for the opportunity to provide you an update on
2 ADOT (inaudible) today.

3 The first one is the Arizona SMART Fund, and as
4 part of the magenta packet, we did send you that material, the
5 application guidelines, the application form, along with the
6 draft board policy. As you recall, this program provides grant
7 to assist (inaudible) cities and towns to effectively compete
8 for federal discretionary grants. As part of the -- as House
9 Bill 2872 was written, the State Transportation Board must
10 approve all awards.

11 The House bill also appropriated at this time
12 \$50 million for fiscal year '23. Our first call for projects is
13 expected this fall, this fall after the State Transportation
14 Board approves the SMART Fund policy application guidelines, the
15 application form. The intent is to do a call for projects for
16 approximately three months, and then the frequency after that
17 will be determined based on probably the amount of grant
18 applications that we anticipate, and grant NOFOs.

19 Next slide, please.

20 So here we have the eligible applicants as far as
21 the program. At this time there's 85 cities and towns, 13
22 counties, and this is all based on the 2010 consensus (sic) for
23 the urbanized areas. And once the new information comes for
24 the -- the 2022 or 2020 Census, this list will more likely be
25 updated. Ineligible from counties are Maricopa and Pima. Your

1 six cities and towns that are not eligible: Guadalupe, Paradise
2 Valley, Tempe, Tolleson, Youngtown and South Tucson.

3 MR. SEARLE: What's the reason for the cities not
4 being -- the ones that aren't eligible, what is the -- what is
5 the criteria?

6 MR. PATANE: They have to be -- because they're
7 wholly contained in what is defined as an urbanized area, and
8 the population threshold for those urbanized areas is there's --
9 if it's over a million citizens in that urbanized area, then
10 they're not eligible. That was based on the way the legislation
11 was written.

12 MR. SEARLE: All right. Thank you.

13 MR. PATANE: Next slide, please.

14 So eligible uses for the SMART Fund of
15 reimbursement, again reimbursement up to 50 percent of costs
16 associated with developing and submitting an application for a
17 federal grant. This is limited to -- this 50 percent of the
18 grant reimbursement is limited to counties with a population of
19 less than 100,000 and municipalities with a population of less
20 than 10,000.

21 The SMART Fund can also be used for match for a
22 federal grant, and the SMART Fund can also be used for
23 reimbursement of design and other engineering services
24 expenditures that meet federal standards for projects that are
25 eligible for a federal grant. And the applicant must be

1 pursuing a federal discretionary grant administered by any
2 federal agency or for surface transportation purposes.

3 Any questions on those eligible uses?

4 CHAIRMAN THOMPSON: Paul.

5 MR. PATANE: Yes, sir.

6 CHAIRMAN THOMPSON: On those -- I like once again
7 to -- what this all says about tribal communities, what it would
8 be written.

9 MR. ROEHRICH: Tribal community eligibility?

10 CHAIRMAN THOMPSON: Yes.

11 MR. PATANE: They'll have to submit -- the tribal
12 entities, the way the current legislation is written, the tribal
13 entities will need to submit through their county that they
14 reside in. They'll have to work --

15 CHAIRMAN THOMPSON: Thank you.

16 MR. PATANE: -- partner with the local agency,
17 the county in that area.

18 CHAIRMAN THOMPSON: Okay. Thank you.

19 MR. PATANE: Next slide, please.

20 CHAIRMAN THOMPSON: You can move forward.

21 MR. PATANE: Thank you.

22 So these are -- here's some other little more
23 information as far as the expected relationship between the
24 SMART Fund and the federal grant submission. Again, it can be
25 used for design and other engineering services. So you could

1 get your project designed and funded through the SMART program.
2 Again, this can be used for current or future federal grant
3 NOFOs for match. Also, again, for grant writing development and
4 submission.

5 Next slide, please.

6 So here are the -- the \$50 million of allocated,
7 and so this is -- based on how the legislation -- this is how it
8 is broken down. For ADOT, we're getting 10 million. Counties
9 with a population of 100,000 or more will get 10 million.
10 Counties with a population of less than 100,000, 10 million.
11 Municipalities with a population of 10,000 or more, another
12 10 million. Then the final 10 million to municipalities with a
13 population of less than 10,000.

14 Next, please.

15 So here's a little process flow of how the SMART
16 Fund application process would work. Once we do a call for
17 projects, when we receive the applications, we'll do initial.
18 It will go over an agreement with the local agencies. Then once
19 the NOFOs are released, those applications would be evaluated
20 ensuring that they meet all the requirements, and once we have
21 the applications that meet all the requirements, they would go
22 to our PPAC board, where they would approve them -- or approve
23 to move forward the Transportation Board who have final approval
24 on all the SMART awards.

25 VICE CHAIR KNIGHT: Mr. Chair --

1 CHAIRMAN THOMPSON: Any questions --

2 VICE CHAIR KNIGHT: Yeah. Mr. Chair, this is
3 Gary. Paul, if you've got a municipality and you've got a road
4 that -- a project that is in both the city and the county, can
5 the city and county combine or -- and they're both over 100,000?
6 Can the city and the county combine for 20 million?

7 UNIDENTIFIED SPEAKER: They could combine -- you
8 could combine because the (inaudible) partnership (inaudible).

9 MR. PATANE: Yes. To answer your question, yes,
10 you could combine and do a joint partnership with the county for
11 the funds.

12 VICE CHAIR KNIGHT: Okay.

13 MR. PATANE: (Inaudible) entity is eligible
14 and -- to my right here, I have Lisa Danko. She's one of our
15 program managers, and also I have Clem Ligocki. He's the --
16 over planning and programming, and Lisa was instrumental in
17 developing the policy and the guidelines for the SMART Fund, and
18 she's got a little bit laryngitis today, so just whispering in
19 my ear.

20 Sorry. Okay. Next slide, please.

21 Okay. So again, kind of went through the
22 process. Again, there is an IGA required, so it's important
23 that the locals, you know, plan ahead and -- because typically
24 when IGAs are executed with local agencies, they either have to
25 go through the board of supervisors or the city council. So all

1 those things need to be considered when they're submitting the
2 applications and...

3 Okay. Next slide, please.

4 So this is just the documentation process. Okay.
5 It's -- I won't go through each slide, but, you know, there is a
6 lot of documentation involved prior to the Transportation Board
7 seeing it. So again, you know, dealing with the federal dollars
8 and the State funds, we need to be accountable for where these
9 funds are going, and so this is just -- it's a detailed outline
10 of the process that's required.

11 Next slide, please.

12 And so as far as the application, there's three
13 sections to complete within the application. The information --
14 the project information, which is critical. Then there's the
15 federal grant section that's -- they need to fill out. Then
16 based on, you know, the amount, the Board can give preference
17 based on the percent of match the applicant will provide on the
18 federal grant or other entities applicant will partner with
19 and -- with their contribution toward the project.

20 So I wanted to take this time to see if there was
21 any questions regarding the actual application that we shared
22 with -- with the Board. We're using a Google doc. It's user
23 friendly both for our division agency as well as the end user,
24 and so there's a lot of fill in the blank, check the box, and so
25 I was just curious if there was any questions on the actual

1 application. Okay.

2 MR. ROEHRICH: Hold on. Mr. Chairman.

3 CHAIRMAN THOMPSON: Paul. Paul.

4 MR. PATANE: Yes, sir.

5 CHAIRMAN THOMPSON: I've got -- I've got a
6 question. I know that you mentioned several times that the
7 tribe's going to have to work with the county in which they're
8 in. Let's say in the case of Navajo Nation they do receive --
9 they got their own transportation dollars. Also, they have
10 federal dollars. Could that federal be -- dollars be used as a
11 match for other federal transportation improvements?

12 MR. PATANE: See, Chairman Thompson, Board
13 Members, each notice of funding opportunity, depending on the
14 grant, has specific requirements when it comes to the amount of
15 match, but also have requirements if other federal dollars can
16 be used as a match. So we couldn't -- unless we had a specific
17 grant that we were reviewing, we couldn't tell you -- we
18 couldn't give you a blanket answer that's saying you could use
19 other federal dollars on all the grants, but the ones we've
20 seen, there's been options to use portions of other federal
21 programs, federal dollars, but at the end of the day there is --
22 there's always a local or state match required. So we've seen
23 it, I think, you know, around 5.6 as the --

24 UNIDENTIFIED SPEAKER: (Inaudible.)

25 MR. PATANE: No. The lowest percentage we've

1 seen has been, like, 5.6 percent.

2 UNIDENTIFIED SPEAKER: (Inaudible.)

3 MR. PATANE: But typically it's around the 20
4 percent range.

5 CHAIRMAN THOMPSON: Thank you very much.

6 MR. PATANE: Each -- yeah, each grant, you know,
7 has specific requirements.

8 CHAIRMAN THOMPSON: Okay. Any other questions
9 for Paul?

10 There being none, let's move on.

11 MR. PATANE: So next we have the Arizona SMART
12 Board Policy. Okay. Substantive provisions proposed: Provide
13 awards during the term of IIJA to well-developed applications to
14 help maximize successful --

15 UNIDENTIFIED SPEAKER: (Inaudible.)

16 MR. PATANE: -- to help for our competitiveness --
17 competitiveness with these grants. Excuse me. And this is
18 something that we really need you to look at is how we allocate
19 funds in each category as follows. Again, remember there's
20 three categories, one for grant development and submission, and
21 then match and design and other engineering services.

22 So our initial submittal to you for consideration
23 is that of that \$10 million, say, for a specific category, only
24 10 percent would be used for grant development and submission,
25 which would be a million dollars, and the 25 percent of that

1 10 million would be used for match, and the 65 percent for
2 design and other engineering services.

3 Then other items, the Board approves the
4 application and guidelines for each round. They can give
5 preference to the applications as follows: Based on the
6 percentage of matching cash funds provided by the applicant;
7 partnership with other entities to deliver the project, the
8 joint project that was mentioned earlier. Then once we say we
9 award a project, the applicants need to respond within five
10 business days to inquiries. Require applicants to execute IGAs
11 within 120 days of Board award of federal grant agreement
12 execution.

13 The Board policy also contains that all awards to
14 be subject to federal, state and ADOT laws and policies, and
15 also allow interest earnings to each category on a prorated
16 basis. And what we're saying there is that that \$10 million
17 would be put in an escrow count, invested where it would gain
18 interest if -- while -- if it was not being used.

19 VICE CHAIR KNIGHT: Mr. Chair, this is Gary.

20 Paul, it seems like 25 percent for a match is
21 going to certainly reduce the total amount of the grant that you
22 can apply for if you can only use 25 percent of the SMART -- of
23 your SMART money for the match. Seems like matches, to me, more
24 important of the three, because it kind of determines how large
25 a grant you can apply for, but maybe I'm looking at it wrong. I

1 don't know.

2 MR. PATANE: Chairman Thompson, Board Member
3 Knight, you are correct, and that's why, you know, we're open to
4 changing those percentages. This was an initial proposal that
5 we put together and --

6 MR. ROEHRICH: So, Mr. Chairman, Mr. Knight, I
7 think Paul makes a good point in that this is -- it seems like
8 while you got \$50 million, which is a lot of money, but when you
9 look at it, it can be only be used in basically five function
10 areas, eligible areas around the state. That's \$10 million in
11 each bucket, if you will. How is the best use of that
12 \$10 million? Because there's a lot of people eligible for it.

13 So yes, if we're only putting limitations on
14 either preparation, the design or the match, which means when a
15 local entity is putting together their application, they're
16 going to have to make sure that they cover all these areas.
17 We're trying to figure out what is the best way to help local
18 governments, who a lot of times cannot develop even the
19 application for a grant or put together enough technical
20 information to make them competitive for the grant.

21 So what we're trying to look at, what is the best
22 use for it, and maybe these percentages need to be adjusted or
23 on a sliding scale or left up to when the individual supplies --
24 applies for the application. But the other consideration the
25 Board needs to look at is out of \$10 million in each individual

1 pot, and there's a lot of people wanting those funds, if one
2 person comes in and it takes all the \$10 million and the Board
3 agrees with that -- once that money gets committed, it's gone,
4 and then anybody else who applies is -- just will not have any
5 chance of getting funds because there's nothing left.

6 So there will be certain limitations or certain
7 criteria you want to look at to make sure you can't spread it
8 around to everybody, but what is the optimum use for these
9 funds? Staff tried to look at it, tried to look at where there
10 have been some shortfalls in the past working with local
11 governments, and really it's getting the application prepared,
12 getting all the technical information together, and yes, having
13 the match for the project is a consideration, but with only
14 \$10 million, what's the optimal use for that -- for that -- for
15 that funding? (Inaudible) presented just absolutely how the
16 Board needs to think about it and deliberate on it. You know,
17 we can come back and have further discussion prior to approval.
18 We'll take whatever time is necessary.

19 MR. PATANE: Floyd.

20 MR. ROEHRICH: But there's a lot of
21 considerations that need to be -- to be given.

22 Yes, sir.

23 MR. PATANE: Chairman Thompson, Board Members, a
24 little bit of background on how the percentages got to where
25 they're at. Nationally, there was only, like, a 10 percent

1 chance of getting these grant awards. That's the statistic
2 (inaudible) what we've seen. And so what we thought, let's put
3 the emphasis on creating shovel-ready projects, and the
4 shovel -- that's where the 55 percent is. Where -- it's going
5 to take care of those design services and other engineering
6 requirements that are necessary to put a set of project plans
7 together. This way if a design -- it could be used for future
8 grant funds or if there's other funding opportunities that come
9 to the locals, they could still use that -- you know, that
10 design that was put together using these funds for the project.
11 That's kind of a little bit of additional background, Chairman
12 Thompson, Board Members.

13 VICE CHAIR KNIGHT: I --

14 CHAIRMAN THOMPSON: Paul.

15 VICE CHAIR KNIGHT: I understand --

16 CHAIRMAN THOMPSON: Go ahead, Gary. Go ahead.

17 VICE CHAIR KNIGHT: Yeah. I understand, Paul,
18 what you're saying. I just -- it seems like that the
19 municipality that's applying for the grant, the bigger the match
20 they have, the better chance they have of getting the grant,
21 also. So I don't know. I would like to see the numbers, like,
22 10 percent, 50 percent, 40 percent, but that's just -- that's
23 just me. That's my -- that's my two cents. But I -- because I
24 think the higher the match, the better chance (inaudible)
25 whether it's city or county or whatever it is, the better chance

1 that they've got at getting a federal grant if they've got a
2 larger match. That's been my experience in the past anyway.

3 Thank you, Mr. Chair.

4 CHAIRMAN THOMPSON: Hey, Paul. Hey, Paul.

5 MR. PATANE: Yes, Chairman Thompson.

6 CHAIRMAN THOMPSON: Next, going back to 10
7 percent for grant development and submission, let's say there's
8 20 applicants there. Is it wise just to say that give them
9 equal amount of funding?

10 MR. PATANE: On the grant writing, we're only
11 paying for 50 percent -- reimbursing 50 percent of grant cost.

12 UNIDENTIFIED SPEAKER: Actual cost.

13 MR. PATANE: Actual costs. And so -- and there
14 are certain -- like, ADOT's not eligible to use that 10 million
15 on the grant writing. I think if you're -- have a population
16 over 100,000, you're not eligible to use the grant writing. So
17 the grant writing funds is -- was geared toward the smaller
18 populations, and so with 50 -- we're averaging about (inaudible)
19 ADOT close to 80,000 per grant application that we submit. So
20 at \$40,000 that -- you know, the draft -- we're going to
21 reimburse each applicant \$40,000, you know, we could get close
22 to the 25 grants submitted for potential on --

23 UNIDENTIFIED SPEAKER: (Inaudible.)

24 MR. PATANE: -- for each -- for the categories.
25 So we felt, you know, that's quite a bit of applications. 85.

1 CHAIRMAN THOMPSON: Thank you, Paul.

2 Any other questions or comments for this part of
3 the presentation?

4 If not, let's move on. Paul.

5 MR. PATANE: Before we move on, Chairman
6 Thompson, I just want to make sure was that the recommendation
7 of the 10, 50, 40, that you would want us to move forward with?

8 MR. ROEHRICH: So Mr. Chairman and Board Members,
9 we'll take that information that Mr. Knight had said, and that's
10 the 50 percent for the match and then 40 percent for the
11 development with the 10 percent grant submittal support, and
12 we'll look at kind of those numbers, and we'll have that
13 available at -- as you deliberate on it, we can come back to
14 that number when we agenda this item again and make sure you're
15 all comfortable with that before we ask you to approve it.

16 Is that fair, Paul --

17 MR. PATANE: Yes. Yes.

18 MR. ROEHRICH: -- if we do that?

19 MR. PATANE: Thank you.

20 CHAIRMAN THOMPSON: Okay.

21 VICE CHAIR KNIGHT: Thank you, Floyd.

22 MR. PATANE: Okay. Next slide, please.

23 And so as we -- you know, as we move forward, you
24 know, how we communicate, the grant -- you know, the SMART
25 program is -- we're going to set up a SMART Fund webpage. We're

1 going to have statutes there, federal grant statutes for the
2 local agencies. We're going to have the USDOT policy memo on
3 implementing the Bipartisan Infrastructure Law. We'll have the
4 templates, the smart IGAs.

5 We'll have a cost estimating tool for the local
6 agencies. We'll have a PDF copy of the application and the
7 guidelines, and we're going to do -- we'll have the slide
8 presentation there along with a recorded webinar to help the
9 locals answer the questions as well, and we'll have our -- the
10 MPD's contact information there as well where local agencies can
11 reach out for assistance.

12 Okay. Next slide, please.

13 So this is some additional information. You
14 know, ADOT may not be able to administer some federal grants or
15 may need to determine if it can administer. Sometimes some of
16 these grants that the locals can administer themselves can be
17 direct recipients or subrecipients. The timing of the NOFOs and
18 the SMART Fund process may not align initially. Applicants may
19 miss some NOFO deadlines. The match award's voided if a federal
20 grant is not awarded.

21 So once a local agency receives that they were
22 not successful on the grant application, that match money that
23 was tied up will go back in the pool and it will be available on
24 the next call to the projects. Information and tools will be on
25 the website as mentioned earlier.

1 Self-administration. This is really dependent on
2 the grant (inaudible) self-administration, and so -- because
3 grants you have to -- they require you to be a certified
4 (inaudible) agency and each grant will know when each grant is
5 (inaudible).

6 So next steps. The process is -- you know, there
7 may be -- well, something we'll have to think about is if, you
8 know, somebody -- local agency comes in and want to change the
9 scope and schedule, how do we address those. Those will be --
10 you know, each application will be different, but there may be
11 where they want to come in and change the scope and schedule,
12 and those are something that you would have to approve.
13 Initially, you're approving what was submitted, and the local
14 agency may want to change your scope. We have to have Board
15 approval of the policy application and guidelines. Then we'll
16 need to determine the call for projects, opening and closing
17 dates, determine -- we've got to get our website going live and
18 develop a webinar and just get the process moving forward.

19 And so it was our intent to bring the
20 application, the guidelines and the Board policy to the October
21 board meeting for approval. That is something that you would
22 consider and accept.

23 MR. STRATTON: Mr. Chairman.

24 MR. ROEHRICH: So Mr. Chairman --

25 CHAIRMAN THOMPSON: Yes. Go ahead.

1 MR. STRATTON: Jesse, this is Steve.

2 CHAIRMAN THOMPSON: Yes, Steve.

3 MR. STRATTON: I have concerns about the 25
4 percent match, also. I think that the -- it rules out the
5 smaller entities, the poorer communities and their applications,
6 and I think maybe that could be fixed by saying 10 to 25
7 percent, and the scores could be adjusted for those that do put
8 up more money, but I sure don't want to cut out the small
9 communities either that can't afford 25 percent. Thank you.

10 UNIDENTIFIED SPEAKER: Maybe 25 to 50 or
11 something could (inaudible).

12 MR. ROEHRICH: So Mr. Chairman and Board Members,
13 this is Floyd. I think with the -- the fact that you're only
14 getting this today, and the information that we sent like the
15 draft application, the draft policy, the draft program, that's
16 all (inaudible). We're still working on fine tuning it.

17 What I would propose is that, you know, take the
18 next week or two, review that information a little more in
19 depth, think more on it, and then provide comments to Paul on
20 any of the issues you want, and what we'll do is like any other
21 document, we'll kind of look at incorporating that, and then
22 we'll agenda it for the next meeting on October 21st, and we can
23 bring it back with some of the suggestions that we've been
24 given, maybe some of the tweaks to any of the language, and then
25 if the Board's ready to adopt it there, we'll agenda it for

1 possible action, but you don't have to if there's still more
2 deliberation or discussion you want, and we can keep retooling
3 it a little bit and refining it, but I know that, you know, this
4 is just giving you this week, and you've only had a short time
5 to review it.

6 So let's take another couple weeks and -- a week
7 or so, provide any comments, staff can incorporate them, and
8 agenda it again for discussion and possible action in a few
9 weeks and kind of see where we're at, if we've got more comments
10 like Mr. Knight and Mr. Stratton had. Maybe you'll think of
11 some more things as you, you know, deliberate on it and review
12 the documents further, because they are pre-decisional. They're
13 still drafts.

14 This is the perfect time to have this discussion
15 and make the adjustment,s and then if we're ready -- if the
16 Board's ready to act on it, great. If not, we'll agenda it
17 again the next month, and then we'll keep, you know, taking
18 Board comments and suggestions and refining it until we have it
19 in a workable fashion.

20 Does that -- Paul, does seem reasonable for you
21 and your team?

22 MR. PATANE: That's fine. Yes, Floyd.

23 CHAIRMAN THOMPSON: That appears to be the
24 thinking of Board Members, to take a little time and going
25 through it again, maybe at the appropriate time, you know,

1 getting on it the agenda for the Board's approval.

2 MR. STRATTON: (Inaudible.)

3 CHAIRMAN THOMPSON: That -- is that okay with the
4 Board? Maybe just a consensus to move forward as recommended to
5 us? I believe that we should.

6 MR. ROEHRICH: Thank you, Mr. Chairman. That's
7 how we will proceed then. As always, if any Board Member has
8 any questions or comments -- and I know we've got a couple board
9 members not here, so we'll reach out to them and make sure that
10 they know if they have any questions or comments to provide
11 them, but we'll agenda it at the next meeting and we'll have
12 further discussion and see if we get to the point of getting it
13 to a final version, but that's how we'll proceed. So thank you,
14 Mr. Chairman and Board Members.

15 Paul, I'll only agree with that if it's good with
16 you.

17 MR. PATANE: (Inaudible.)

18 CHAIRMAN THOMPSON: And I will ask if Paul can be
19 available if we need to talk to him on some of the concerns that
20 may pop up in our mind. So maybe at this time we can move on.

21 MR. ROEHRICH: Yes, Mr. Chairman. We'll go ahead
22 and move on to Item Number 2. And as always, submit an email or
23 call with your questions or comments. We would be happy to take
24 them and address them. So if you're ready, we'll move on to
25 Item Number 2.

1 CHAIRMAN THOMPSON: Give me a second here.

2 For the board members again, is there any other
3 comments you wish to make or recommendations on Item 1 before we
4 move on to the freight plan?

5 If not, I guess we can go on to Item 2. Paul,
6 update to state freight plan.

7 MR. PATANE: The state -- thank you, Mr. Chair,
8 Board Members. Today I want to provide you an update on our
9 draft Arizona state freight plan.

10 Next slide, please.

11 So today the presentation will cover some of our
12 recent actions and key steps, the freight plan team. Why do we
13 need a freight plan? Elements of the 2022 freight plan, the
14 federal/state vision goals, freight system characteristics,
15 along with the freight plan prioritization strategy.

16 Next slide, please.

17 And so I have some of our recent actions and key
18 steps to date. The Freight Advisory Committee, that's what the
19 "FAC" means, meets to produce the recommendations, formulate a
20 draft plan, and the road ahead is the Transportation Board will
21 need to approve the freight plan, and it goes to our partners at
22 FHWA for comments and approval as well, and the final actions,
23 the USDOT has the final approval we anticipate later in
24 November.

25 Next slide, please.

1 And so we have a -- our -- ADOT's team, as you
2 know, at ADOT is Heidi Yaqub and Clem Ligocki here, along with
3 Thor Anderson. And we have a Consultant Team with a couple
4 different firms. Then we also have our Freight Advisory
5 Committee, which consists of both public and private
6 stakeholders.

7 Next slide, please.

8 So why do we -- why do we need a freight plan?
9 You know, prudent planning is important. As, you know,
10 mentioned, you heard earlier today freight carriers are
11 important users of the transportation system. The economy is
12 heavily dependent on the freight -- on the freight movement as
13 well.

14 On the federal requirements, each state shall
15 develop a freight plan in accordance with 49 USC 70702 -- 02
16 (sic). The requirements are: Has to be updated at least every
17 four years. Needs to be comprehensive, address the needs over
18 an eight-year forecast period, discussing in accordance with the
19 federal planning laws and regulations. Needs to be fiscally
20 constrained and developed in consultation with the State Freight
21 Advisory Committee.

22 Next slide, please.

23 Who comprises the Freight Advisory Committee? As
24 you can see, we have ADOT staff, cities, towns, you know, MPOs,
25 COGs, universities, port authorities and a lot of other private

1 sector. Also on -- we have the Native American communities, the
2 utility companies. You have Arizona Trucking Association,
3 warehouse, mining and rock products, agricultural
4 representation, construction, aerospace and other key
5 stakeholders. There are over 300 members on our participant
6 list overall. Meeting attendance, typically, what we've seen
7 was from 50 to 150 attendees assisting in the process.

8 Next slide, please.

9 Some of the key freight plan elements. The
10 freight policies, strategies and performance measures I'll talk
11 a little bit more about. The freight network, both the primary,
12 critical rural and critical urban. How the plan addresses the
13 national freight program/policy goals. Inventory of facilities
14 with freight mobility issues. Addresses congestion/delay caused
15 by freight movements and mitigation strategies. The States's
16 most recent commercial motor vehicle parking facilities
17 assessment. Addresses environmental impacts and resilience
18 considerations and the impacts on populations. A freight
19 investment plan, including a list of priorities.

20 Next slide, please.

21 So the national freight strategic goals are --
22 there's safety, improve safety, security, resiliency of the
23 system. Infrastructure, modernize freight infrastructure and
24 operations and innovation, and prepare for the future by
25 supporting the development of data technologies and workforce

1 capabilities that improve freight system performance.

2 So some of the national -- these are the
3 strategic goals and some of the performance goals that we have.
4 Again, safety, infrastructure condition, congestion reduction,
5 system reliability, freight movement and economic vitality,
6 environmental sustainment and also reduced project delivery
7 delays.

8 Next slide, please.

9 So the team came up with a vision for our state
10 freight plan, and the vision for our Arizona state freight plan
11 is: Arizona's freight transportation system enhances economic
12 competitiveness and quality growth through innovation and
13 effective system management.

14 So these are -- next slide, please. Thank you --
15 the Arizona state freight plan vision goals. See, our first
16 freight plan was required as part of the FAST Act in 2017, and
17 so see the goals from -- 2022 goals, they're similar, but we did
18 add the stewardship. Approaches to freight and planning that
19 include economic, social and environmental stewardship.

20 Next slide, please.

21 So now we'll get into some of some the freight
22 system characteristics. Based on the report from the
23 consultants, strengths of the Arizona freight transportation
24 system. Ample capacity, performs well. Extensive, robust and
25 reliable network for freight transportation facilities.

1 Extensive freight rail system. Phoenix Sky Harbor International
2 Airport has sufficient capacity, moving about 90 percent of all
3 Arizona air cargo. Arizona's freight business clusters are
4 generally well connected to the multimodal network. Arizona's
5 freight transportation system provides vital links with Mexico,
6 California and Texas.

7 Some of the weaknesses of the freight
8 transportation system. The shortage of passing and climbing
9 lanes on key commerce corridors. Shortage of safe truck parking
10 across Arizona. Congestion in urban -- in and around urban
11 centers. And limited port of entry highway and rail capacity
12 and limited roadway connections result in poor reliability at
13 the Mexican border.

14 CHAIRMAN THOMPSON: So Paul.

15 MR. PATANE: Excuse me. Yes.

16 CHAIRMAN THOMPSON: The earlier concern expressed
17 by call to the public, apparently that is under consideration.

18 MR. PATANE: Yes, it is, Chairman Thompson, and
19 I'll have more information on truck parking here later in the
20 presentation as well for the Board.

21 CHAIRMAN THOMPSON: Yes. I understand. Thank
22 you.

23 MR. PATANE: Yes, sir.

24 So this is a little bit of data here, information
25 as far as the top 10 truck inbound traffic flows into Arizona.

1 You have California, Mexico and Texas, as mentioned earlier.
2 California is leading the way. You have New Mexico, Nevada,
3 Washington, Colorado and Utah, Oregon and Florida.

4 Next slide, please.

5 So just a little graphic here showing the inbound
6 truck and rail flows. As you can see, the little bottom up
7 there on the right show -- sorry -- both interstates I-10 and
8 I-40 are the ones with the darker red, which correlates with
9 more tonnage, more truck flows through Arizona, and also on 17
10 as well up north from Phoenix up to Flagstaff area and further
11 east.

12 And now outbound flows for the 2019 time. We
13 have the interstate, the key commerce corridors are what's
14 moving all the freight. As you can see, the -- going from --
15 going to the (inaudible) California (inaudible).

16 Next slide, please.

17 Any questions, please feel free.

18 This graphic here, a table showing the total tons
19 in dollar value based on the 2019 and 2045 forecast for -- for
20 truck looking at a -- you know, from 284,942 tons to over
21 444,000 tons, and I think it's 1.7 annual growth rate. As far
22 as the dollars, you're looking at \$395 billion in the growth
23 rate, to 2045 of a little over 2.3 percent (inaudible) growth
24 rate.

25 In rail, (inaudible) in rail, over half is by

1 truck and the rest by rail -- air. We have growth rate there of
2 about 2 percent, the rail, and (inaudible) million dollars there
3 in 2045, 1.5 trillion, with a 2.4 percent annual growth rate on
4 rail (inaudible) dollar value. And air is .1 percent of the
5 total tonnage, with the growth annual rate of over 3 percent,
6 the cargo and dollar value.

7 Any questions? Okay.

8 So progress from the 2017 freight plan. So these
9 were the projects that were funded out of the 2017 freight plan.
10 So we put money toward design of the I-40/US-93 Kingman
11 interchange. That (inaudible) the project's not completed, but
12 the funding has been used toward the project. And I-10 west of
13 Phoenix, the general purpose lane, used 33 million in there.
14 The statewide truck parking and freight operations, (inaudible)
15 set forth there. And SR-89 (sic) (inaudible) familiar with the
16 Mariposa port of entry project. It was \$15 million in freight
17 funding there. An additional I-40/US-93 interchange. We put
18 10 million for right-of-way acquisition.

19 And a couple projects in progress. The
20 I-10/US-91 system interchange improvements dedicate 6.2 million,
21 and also on US-191 railroad overpass, that one's in progress.
22 The program has 16.5 million, but that one, the estimate was
23 over 40 million, and so we'll need to see if there's an
24 additional freight plan (inaudible) put toward that project as
25 well.

1 Any questions on those projects?

2 CHAIRMAN THOMPSON: Yes, Paul. The only project
3 that that comes to mind is the standard port of entry project.
4 That's a comment.

5 Any other comments or questions from the board
6 members?

7 VICE CHAIR KNIGHT: Mr. Chair, this is Gary.
8 Just looking at the chart, with the statewide truck parking
9 operations, majority completed and -- and even with the majority
10 completed, apparently there's still not enough parking. So
11 anyway, I'm waiting to see what we're going to do about that in
12 the next slide, I guess.

13 MR. PATANE: Yeah. There's a couple more areas
14 that really focus on truck parking.

15 So the next slide, please.

16 This is what -- we did a truck parking study in
17 2019 when we did the study that was referenced earlier, and so
18 these are -- (inaudible), you know, these are the projects where
19 we'd gone into our rest areas and added additional parking. And
20 so since then we've added over -- you know, right at 120 new
21 spaces. Okay? Both those are -- some are completed, under
22 construction and in design as well.

23 Any questions on those?

24 The 2019 study did identify more areas that we
25 still need to work on, and this is what we've got done

1 (inaudible) State.

2 Next slide, please.

3 So now we get into our 2022 project
4 prioritization. There's approximately 125 million over the five
5 years, though about 25 million a year for fiscal year. It's
6 subject to obligation limitation. The freight funding can only
7 be used for projects that are in the approved freight plan.
8 Funding -- freight funding is available for all phases, planning
9 through construction, and types of eligible projects that are
10 listed in Section 23 USC 167. Highways and bridge projects.
11 Intelligent transportation systems, signal optimization and ramp
12 metering. Rail-highway grade separations. Geometric
13 improvements to interchanges and ramps. Additional road
14 capacity and truck parking, truck-only lanes, climbing and
15 runaway truck lanes and shoulders.

16 And so a lot of you have seen this slide before
17 when Kristine has spoke about, you know, the FAST, and you know,
18 the IIJA apportionment comparison. And so as you can see, the
19 purpose of this was to show you that, you know, the freight --
20 the freight funding, the freight program, is not new money. It
21 comes (inaudible) our overall apportionments that we get. And
22 so there's 25 million that's dedicated for freight, and we need
23 to use and our obligation (inaudible) in that \$25 million
24 (inaudible) per year.

25 Next slide, please.

1 So we look at project prioritization strategy.
2 We use a project prioritization framework, highway network from
3 the 2017 plan. It was (inaudible) way how we evaluate projects,
4 and I'll in a couple of slides show you that here coming up.

5 Projects and strategies are prioritized in line
6 with the national policy and performance goals as well as
7 Arizona's priorities/goals. A separate process will again be
8 used for the ranking of truck parking projects.

9 MR. SEARLE: Jesse, if I could?

10 CHAIRMAN THOMPSON: Go ahead.

11 MR. SEARLE: Paul, this is Richard.

12 MR. PATANE: Yes, sir.

13 MR. SEARLE: Explain the separate process used
14 for ranking of truck parking on projects.

15 MR. PATANE: See our (inaudible) would be as part
16 of -- on this freight plan is to update the 2019 study. The
17 2019 study identified truck parking areas -- identified where
18 kind of the high clusters of truck parking were located. So
19 we're -- in those high clusters where -- that's where we try to
20 focus some of those dollars, that \$10 million to expand some of
21 the parking in the rest area.

22 MR. SEARLE: Is there --

23 MR. PATANE: So because -- yes. Yes. Go ahead.

24 MR. SEARLE: Is there a reason they're not listed
25 or included in this plan?

1 MR. PATANE: Yes. Because we -- the 2019 study
2 has not been (inaudible) want to update and (inaudible) not
3 funded.

4 MR. SEARLE: Well, one of my concerns with this
5 freight plan is we talk about truck parking, and we talk about
6 the need for passing lanes, but we haven't identified on any
7 other than the one on Highway 60. I -- one of my issues with
8 this plan is we haven't identified these, and just knowing how
9 to get projects in the five-year plan, I think we need to list
10 these out.

11 MR. PATANE: We do have a list of projects that
12 we're proposing in a few more slides, and they do show, you
13 know, passing lanes (inaudible).

14 MR. ROEHRICH: So Mr. Chairman, Mr. Searle,
15 updating the study will provide new projects lists, which then
16 can be programmed, but to Mr. Searle's point, how long would the
17 new study take, because as he points out, which is a very valid
18 point, sometimes getting in the program could be multiple years.
19 If this funding's over the next five years, will it be in --
20 completed in time to get projects into the program to use this
21 funding.

22 MR. PATANE: Well, the project list in the
23 freight plan can -- the freight plan can be amended anytime,
24 where we can -- as we update the study, we can come back, you
25 know, next year to the Board with a new list of recommendations

1 for projects.

2 MR. SEARLE: Why can't we include those in this
3 plan at this time, and if they need to be dropped out at a later
4 time, we can do that? I would encourage you to include as much
5 information for projects as we can in this freight plan, which
6 would be identified areas or just, you know, areas where we have
7 the ability to add truck parking and identify those passing lane
8 locations up front, because knowing the process, if -- it's not
9 in this plan, it just slows everything down.

10 MR. PATANE: Go ahead.

11 MR. LIGOCKI: So Mr. Chairman, Mr. Searle, this
12 is Clem Ligocki. One thing we might do is include some dialogue
13 from the previous truck parking study in that there were a
14 series of areas for truck parking identified, and we prioritized
15 those with a system that looked at (inaudible) undesignated
16 parking areas, truck traffic and some other factors through the
17 guidance of the Freight Advisory Committee. So there is a list
18 there in the truck parking study. We took the highest
19 priorities, funded those and created the spaces that were shown
20 by Paul here a little while ago. What we could do is there were
21 some other less -- lower priority ones. We could list those as
22 a starting point --

23 MR. SEARLE: I think that --

24 MR. LIGOCKI: -- as other areas that are
25 identified and develop those through the update of the study.

1 MR. SEARLE: I think that would be a good idea,
2 because by just -- by not listening, you know, proposed projects
3 or locations, it just -- it's very loose, and I think it would
4 be helpful for anybody reading this plan, and also as we look at
5 the -- each year's five-year construction plan and go through
6 the P2P process, these projects are identified and can help in
7 the ranking. Also like to see that in the passing lanes as
8 well.

9 MR. PATANE: Okay. Understood.

10 MR. STRATTON: Mr. Chairman, this is Steve.

11 CHAIRMAN THOMPSON: Go ahead, Steve.

12 MR. STRATTON: I agree with what Richard has just
13 said. I know during COVID we keyed on I-40 quite a bit on
14 parking, and now we're doing a couple projects on 8. However,
15 the bulk of the traffic, it appears to me, is on I-10, and I
16 think we need to focus a little bit there. So I too would like
17 to see a list of the projects. While I agree with Mr. Bradley
18 that we need to add more parking, I don't think we need to
19 commit 100 percent of the funds to it. There are several other
20 things in here we need to work on, but I would like to see a
21 proposed project list for everything.

22 Thank you.

23 VICE CHAIR KNIGHT: I'd like to add one thing,
24 and I should have asked Mr. Bradley, I guess, when he was on,
25 but has the truckers' association given ADOT a list of where the

1 parking is needed the most? What corridor in particular, in
2 what area on the corridor where the need is the highest? I
3 think it would help if we could get one from them. They're on
4 the road. They know. They know what the road is, what roads
5 they travel and where the parking would best benefit them.

6 Thank you.

7 MR. LIGOCKI: Mr. Chairman, Mr. Knight, this is
8 Clem Ligocki.

9 The trucking association was really strongly
10 involved in the previous truck parking study, and we would
11 anticipate they would be very strong partners in the update. In
12 fact, they have suggested, and we think it's a really good idea,
13 that we characterize the update as a plan, you know, that we
14 really work hard to identify things that are the most feasible
15 to do. You know, get their input.

16 And there are also some really good new resources
17 that have just become available. There's a new guide book on
18 truck parking that was just released last Friday by FHWA. And
19 other states are doing some very interesting things that create
20 opportunities for truck parking in different ways.

21 So I think we see us working very closely with
22 the association here and Mr. Bradley and his clients all as part
23 of the Freight Advisory Committee and the rest of the Freight
24 Advisory Committee and taking advantage of all these new
25 resources that are just now developing and emerging. So it's a

1 good time for us to open this back up and to get down to more
2 specific recommendations that we could bring to the Board for
3 consideration.

4 VICE CHAIR KNIGHT: Thank you, Floyd.

5 CHAIRMAN THOMPSON: We appreciate the
6 communication on your thoughts and how we can get the
7 administration to take a closer look at these projects.

8 So with that, any more comments that needs to be
9 discussed at this point?

10 MR. PATANE: Okay. Next slide, please.

11 So these are the steps in the freight plan
12 prioritization process. We reviewed the projects in the 2017
13 framework, identified the 2017 plan projects that had been
14 completed. We overlaid the remaining projects and current
15 issues. We updated the information for remaining projects and
16 we have -- we're going to show you 19 projects -- remaining
17 projects that were ranked. A separate process was used again
18 for the truck parking.

19 So how the projects were evaluated -- next slide,
20 please -- was based on three goals, and they were scored. This
21 is the scoring matrix that we used. And so I won't go into all
22 of them, but they were weighted, you know, based on the key
23 commerce corridor, future scenarios aggravate the significance
24 or (inaudible). So we went through kind of similar to the P2P
25 where each of the projects received a score (inaudible).

1 So goal one was to evaluate it on enhanced
2 economic competitiveness criteria, and goal two was increase
3 system performance criteria. That's how it was evaluated with
4 the overall weight of 33 percent. Then goal three was to --
5 next slide, please -- improve system management criteria and
6 also (inaudible) weight of 33 percent.

7 So next slide, please.

8 Then we got into, you know, the truck parking.
9 It is eligible for freight funding. As we've heard today, the
10 importance is growing. How much funding to set aside for truck
11 parking versus infrastructure projects, that's a question that
12 we'll need to try to resolve. The appropriate criteria used to
13 prioritize truck parking improvements. Our plan is to -- as
14 mentioned is to use and update the 2019 truck parking study and
15 use the results in the current rest area study. Our current
16 rest area study, which is a statewide study, was also looking at
17 ways that we can -- there's an opportunity to enhance truck
18 parking at the rest areas as well. The information available,
19 as Clem mentioned, this -- I mean, over the last couple weeks, a
20 lot of information has just come out on truck parking. And the
21 new Truck Parking Development Handbook was just released
22 (inaudible) mentioned (inaudible) looking for ideas from other
23 states' freight plans and truck parking strategies and will
24 consider (inaudible).

25 And I think Tony mentioned earlier, Mr. Bradley,

1 you know, a lot of truckers then, you know, based on the 2019
2 study, they spend over 30 minutes a day searching for parking,
3 you know, and throughout Arizona. So that's just downtime,
4 wasting fuel, things like that, you know, lost cost and lost
5 time (inaudible) decrease in revenues.

6 Next slide, please.

7 So this is just from the 2019 study showing, you
8 know, currently there's over 7,000 truck parking spaces
9 statewide. ADOT provides 7 percent of those and, you know, the
10 others are some of the major truck stops within Arizona.

11 The next slide, please.

12 This slide here is a little hard to see.

13 (Inaudible) put together, but this is what (inaudible) some of
14 the issues when the truckers can't find a place to park in the
15 rest areas or truck stops, you know, they go into what we define
16 as undesignated truck parking areas, okay, and these were
17 identified throughout the state where we have a high cluster of
18 trucks parking.

19 And, you know, it's not good for us, you know,
20 ADOT. It's not good for the residents. The undesignated truck
21 parking area posed an increased collision risk, whether it's
22 parking on the roadways, parking on the ramps. Trucks parked on
23 shoulders and ramps damage the pavement. Parking in unmonitored
24 commercial industrial areas can expose truck drivers to theft,
25 crime and other (inaudible) local business (inaudible). So it

1 is a priority, but we have to have an approach (inaudible) build
2 these truck parking areas (inaudible) systematic (inaudible).

3 MR. SEARLE: Jesse.

4 CHAIRMAN THOMPSON: Yes. Go ahead.

5 MR. SEARLE: I've got a question for Paul on the
6 undesignated parking.

7 I notice that truckers are using our on and off
8 ramps on the interstate when there's spaces for parking. That
9 would be undesignated, I'm sure, but it also seems like it would
10 be a fairly cost effective way to expand parking if we -- on
11 some of these ramps where we had the space to make more room.
12 Is there a reason why we're not doing that?

13 MR. PATANE: Well, I think that was something
14 that we were going to look at (inaudible) mentioned in a couple
15 conversations where other states are allowing trucks to park in
16 what -- you know, identified as the end fills. I don't think
17 off ramps are a good place to have truck parking, because the
18 speeds are pretty high, but on the on ramps, we're -- where the
19 opportunity -- those things can be considered as we move
20 forward.

21 MR. SEARLE: Well, it would seem like it would be
22 a cost effective way to do so. I notice it quite a bit on
23 the -- I guess you're right. It would be on the on ramps as
24 opposed to the off ramps. But where we have ramps that have got
25 significant right-of-way there, they're currently using it.

1 MR. PATANE: No. It's -- Board Member Searle,
2 that makes -- that's something that we need to consider and
3 something that, you know, we do -- say if we do provide truck
4 parking outside of rest areas. Some of the concerns come with
5 the litter, the biohazard potential there if there's no
6 port-a-john or restroom-type -- portable restroom-type facility.
7 So those things are we need to consider (inaudible).

8 MR. BYRES: Mr. Chairman, Board Members, this is
9 Greg Byres.

10 CHAIRMAN THOMPSON: Yeah, Greg. Go ahead.

11 MR. BYRES: One of the big things to kind of
12 consider when we're looking at alternatives for the truck
13 parking, and Board Member Searle, you mentioned the ramps,
14 there's a huge safety issue that we have with utilizing any kind
15 of ramps coming through to the rest areas as well as our major
16 interchanges. So that is -- just due to the safety concerns,
17 we're probably not going to want to be doing that. However,
18 several states have come up with different alternatives for
19 areas that are not currently being utilized, such as the end
20 fills of cloverleaf interchanges and other areas where we could
21 have a safe use for truck parking. And it is something that we
22 need to look into to be able to utilize, kind of thinking
23 outside the box here a little bit, rather than just utilizing
24 the rest areas for our parking. So other states have started
25 doing that, and I think we need to start looking at what they're

1 doing and see if we can't be able to utilize that same -- those
2 same techniques.

3 MR. SEARLE: Greg, not to beat a dead horse, but
4 like I say, we -- they are currently using some of these on
5 ramps where there's -- there is sufficient space, and it doesn't
6 seem to be causing a problem, and I've just -- it may be a way
7 of expanding it without much expense. No more needs to be said.

8 MR. PATANE: Next slide, please.

9 So our freight investment plan considerations,
10 you know, based on the freight advisory (inaudible) input, the
11 truck parking investments take money right off the top.
12 (Inaudible) 125 million. Recommended freight-beneficial highway
13 projects with a balance of freight funding focusing on the list
14 of the top 19 candidate projects, according to the
15 prioritization process and FAC input. Consideration in breaking
16 that percentage -- breaking that amount down by percentages --
17 excuse me -- were 13 percent would go to MAG -- 37 -- or 13
18 percent for PAG, 37 percent for MAG and 50 percent for Greater
19 Arizona. Casa Grande formula, the Accord formula. Duly
20 consider the TMA, the MAG and PAG areas, the regions. Focus on
21 funding on projects not fully funded in the five-year program or
22 not yet programmed. Some projects are too expensive to
23 consider, given limited funding. It's important that we also
24 (inaudible) to complete the projects that were in 2017 freight
25 plan.

1 And so when we -- you know, after you take the
2 50 million off the top, you know, that leaves roughly, you know,
3 75 million, and we felt the best way to distribute that was
4 based on the Casa Grande Accord. So if you look at the diagram
5 here, you know, that's the highly urbanized area of MAG and PAG.
6 That's where we had the biggest issue with truck travel time
7 liability, and so that's (inaudible) 50 percent to Greater
8 Arizona (inaudible) would be appropriate.

9 Next slide, please.

10 And so these our 19 highest rated freight
11 projects, and so this is how they were ranked by category.
12 Number one was I-10.

13 MR. SEARLE: Paul, I guess this is where I'd like
14 to see some of the parking lane and passing lane projects.

15 MR. PATANE: Yes. That's how we will move
16 forward with once we have (inaudible) additional projects and
17 prioritizing the parking areas. We can definitely add them to
18 the list. So these were the 19 that were ranked based on the
19 scoring.

20 Next slide, please.

21 And some of these were in the five-year program
22 (inaudible) in the five-year program, but at the end of the day,
23 the next slide is what we're recommending for the freight plan.
24 For this -- for this -- for 125 million for this five years.
25 There's that 50 million to be used for truck parking. Planning

1 and research, we would do \$2 million. Again, this is a
2 proposal. The Broadway Curve we wanted to put 27 million there.
3 And the Country Club and Kino TI was 4 and a half million. The
4 Irvington TI would be 5 million on I-19. And SR-69, there's
5 some ITS improvements and raised median of 3.9 million. And the
6 I-10 at US-191, the Cochise TI, we're recommending
7 24.75 million. And on US-60, the passing lanes, we're
8 recommending 8 million.

9 CHAIRMAN THOMPSON: Any comments?

10 VICE CHAIR KNIGHT: Mr. Chair, this is Gary.

11 CHAIRMAN THOMPSON: (Inaudible.)

12 VICE CHAIR KNIGHT: The first one, the Broadway
13 Curve, 27 million, but only 14.8 percent benefit to freight. It
14 seems like that ratio is a little -- a little off. We've got
15 24.75 down here on I-10 and US-191, which is going to benefit 54
16 percent. It seems like the 27 million is being used for a whole
17 lot more than truck and freight with the -- with only 14.8
18 percent for freight. It just seems like it's not a very good
19 deal for a freight benefit.

20 MR. SEARLE: Gary, I had similar concerns, but
21 when you look at the congestion that you've got on I-10 in the
22 Phoenix area, how do you even estimate the freight benefit? I
23 think it could be said that it's probably a little bit bigger
24 benefit than 14 percent.

25 VICE CHAIR KNIGHT: You're probably -- you're

1 probably right, Richard, because I-10 is a big bottleneck,
2 although when I've driven it, it has been farther down the road
3 than I -- than the Broadway Curve, but I don't know how much the
4 Broadway Curve's going to alleviate the backup on I-10 a little
5 farther down the road on your way to 85.

6 MR. LIGOCKI: Mr. Chairman, Mr. Knight and
7 Mr. Searle, that number should be stronger. The 14.8 percent
8 comes from a pretty complicated formula that was generated in
9 the previous truck parking study and freight plan, but this 14.8
10 percent relates to the entire segment from the I-17/10 split for
11 the full project all the way down to 202, and if we focused it
12 more on this particular part of that whole segment, I'm sure it
13 would be higher, but also consider that the project benefits a
14 tremendous amount of traffic coming through that area.

15 So freight is a significant percentage of it, but
16 it's just that the benefits overall for traffic are very high
17 too. So if this is something that if we focus just on the
18 Broadway Curve area, that number would certainly come up high.
19 It is a high priority.

20 Also, in the -- you know, in the MAG region, when
21 we discussed freight with them, and they have done a freight and
22 truck parking plan as well, this was a -- they considered this
23 to be their top priority for freight in the MAG region.

24 VICE CHAIR KNIGHT: Okay. Thank you. Thank you,
25 Floyd.

1 MR. MECK: Mr. Chairman, Jackie Meck.

2 CHAIRMAN THOMPSON: Yes, Jackie. Go ahead.

3 MR. MECK: Yes. Earlier there was a slide
4 showing all the traffic coming out of California, and that would
5 be I-10 westbound and eastbound. And also, I see all these
6 I-10s, and they're all from Broadway Curve, you know, south. We
7 get a lot of truck traffic, obviously, through Yuma, all the way
8 through Buckeye. Lots and lots and lots of traffic. I don't
9 see anything kind of on the westbound I-10 and eastbound I-10,
10 and that's something that I just throw out. I don't see those
11 numbers in here anyplace yet, and seeing the amount of traffic
12 coming from California, I would say that we get every truck that
13 comes out of California, that that would be kind of pushing the
14 point, but we get a lot of trucks, and I think that needs to be
15 taken into consideration.

16 Thanks.

17 MR. LIGOCKI: Mr. Chairman, Mr. Meck, this is
18 Clem. I just would point out that you're absolutely correct.
19 That was a really high priority, and in a previous freight plan
20 that was one of our top recommendations, and that's why we put a
21 significant funding amount in there. It was over \$30 million
22 for the Verrado to 85 segment. So that was a high priority, and
23 it continues to be. So the previous freight plan funding went
24 very significantly to that point.

25 MR. MECK: Thank you.

1 MR. LIGOCKI: Thank you, sir.

2 CHAIRMAN THOMPSON: Any other comments or
3 questions?

4 Paul, if we can move on.

5 MR. PATANE: Okay. Thank you, Chairman Thompson,
6 Board Members.

7 So for further action, we've got to update the --
8 mention the 2019 truck parking study plan, update the plan to
9 guide book, truck parking project identification association
10 with the 2022 freight plan to inform development of the 2026
11 state freight plan. Take full advantage of additional resources
12 available from national coalitions. Consider relevant findings
13 from the ongoing Rest Area Study in the new Truck Parking Plan.

14 So further items are examine the bottleneck
15 findings from the 2022 freight plan to inform future planning,
16 including development of the 2026 freight plan. Pursue strategy
17 recommendations from the 2022 plan as prudent to fill federal
18 and state priorities. Initiate more frequent Freight Advisory
19 Committee interaction to mainstream freight planning more
20 robustly into the overall statewide planning process. Pursue
21 any additional study recommendations from the State
22 Transportation Board.

23 Next slide.

24 Any further questions?

25 CHAIRMAN THOMPSON: Again, Floyd, Paul, on this

1 particular part of the agenda, I'm assuming that this will be
2 placed on our regular agenda to -- couple of months, a week from
3 now.

4 MR. ROEHRICH: Mr. Chairman, yes. What I expect
5 is as Paul and his team have -- Paul and Clem and the team have
6 identified, there's still obviously planning and development
7 work we're doing. Paul will give updates as part of his monthly
8 multimodal planning report, and then when we have the next
9 iteration of information to present to the Board for your
10 discussion and deliberation, we'll agenda it specifically and
11 bring it forward. Ultimately, you will have to approve this
12 plan when it's in its final form. Is that not correct?

13 MR. PATANE: Yeah. We were shooting for
14 November.

15 MR. ROEHRICH: Yeah. So yes, sir, Mr. Chairman,
16 you will get updates until we bring you the next iteration.

17 CHAIRMAN THOMPSON: Okay. Thank you.

18 Does any board members have any concerns you need
19 to express at this time or your recommendation on how to move
20 forward with this plan? I know that there's additional
21 information that is going to be available to us more
22 specifically, will be provided to the Board. So any other
23 comments we wish to make before we move on?

24 Paul, is that about the extent of your
25 presentation on this part of the agenda?

1 MR. ROEHRICH: Mr. Chairman, yes, this concludes
2 Item 2. We're ready to move on to Item 3 if you are.

3 CHAIRMAN THOMPSON: Again, like to ask the board
4 members if you have any question -- any further questions
5 (inaudible) some time on the plan that has been presented to us.
6 And again, I guess that Paul will be available to provide any
7 additional information that the Board wishes to get surrounding
8 the freight plan.

9 MR. ROEHRICH: Mr. Chairman, yes. If any board
10 member has any questions or comments, please send them in or
11 call myself or Paul, and we'll make sure that the team has them
12 available to work on.

13 CHAIRMAN THOMPSON: Okay. Let's go on to Item 3,
14 Paul, ADOT tribal coordination program, for information and
15 discussion. And I certainly do appreciate, you know, the
16 presentation on the monthly meeting on this part of the agenda.
17 It's certainly very helpful to Don Sneed and Paula Brown. I
18 wish to say thank you to them as well, because I know they spend
19 a lot of time on providing information or getting out to the
20 field, talking to people.

21 So with that Paul, can you move forward on it?

22 MR. PATANE: Yes, Chairman Thompson, Board
23 Members. Thank you.

24 And I'd first of all like to start out by
25 introducing Paula Brown and Don Sneed. They're our tribal

1 liaisons for the -- for the ADOT agency, and Don's been with
2 ADOT for over 22 years, and Paula has been with ADOT for 13
3 years. There are -- these are our two tribal planning
4 programming managers, and Don and -- Don and Paula have done a
5 great job for the past several years.

6 Next slide, please.

7 So where the tribal liaisons fit within the
8 agencies, they're housed under the Multimodal Planning Division.
9 So, you know, we all report to the deputy director for
10 transportation, which is Greg Byres. And so Don and Paula, you
11 know, they provide the support for both -- for all areas within
12 the agency, construction, maintenance and planning.

13 So they're -- they're really spread out
14 (inaudible). You can see from the next slide. We break the
15 state into the north and the south quadrants, and so Paula is
16 responsible for the northern region, and Don takes care of the
17 southern region. They're organized into regional areas. The
18 responsibility to provide improved coverage and service. Tribal
19 specific assignments and requests for assistance are directed to
20 the designated (inaudible) region tribal liaison.

21 The tribal liaison regional boundary follows ADOT
22 engineering district boundaries except for the deviation to
23 approve the Tonto Apache Tribe within the southern region.

24 Liaisons also provide backup coordination
25 assistance to one another as needed. So you can see (inaudible)

1 two liaisons currently, you know, within the state, you know,
2 they're -- they got heavy responsibilities to ensure some of
3 those concerns and issues get passed through to the right area.

4 So any questions to this point?

5 Okay. Next slide, please.

6 CHAIRMAN THOMPSON: Paul. Paul.

7 MR. PATANE: Go ahead.

8 CHAIRMAN THOMPSON: The only comment I can make
9 at this time is that as, again, my sincere appreciation that
10 throughout our meetings with -- at different locations, I find
11 that there's a lot of working relationships between the towns
12 and cities and the nearby Native American communities.

13 So I know that your two tribal liaisons are
14 constantly communicating with the officials at the governmental
15 level as well as at lower village or chapter communities. So
16 certainly do appreciate it. That -- I think that is huge to the
17 people, to the public, getting that information about that
18 (inaudible) the tribal government becoming involved and working
19 with the State of Arizona. So again, maybe at this time you can
20 go ahead and move on, Paul.

21 MR. PATANE: Thank you, Chairman Thompson. I
22 think Don is going to speak a little bit here now.

23 MR. SNEED: Yes. I'd like to just thank you for
24 this opportunity and thank you, Chairman Thompson and members of
25 the Board, to be here to provide this information to you.

1 You probably are wondering what exactly do we do.
2 So this slide basically shows you a little bit more information
3 on the roles and responsibilities that we have. As program
4 managers, we provide planning support and intergovernmental
5 coordination for ADOT's statewide and regional planning projects
6 and programs, especially if they impact tribal governments and
7 communities.

8 Special emphasis is also placed on conducting
9 coordination to improve our tribal participation in the
10 statewide transportation planning and programming processes. Of
11 course, that involves the Arizona Long Range Transportation Plan
12 and the state TIP program.

13 And then as ADOT department-wide tribal liaisons,
14 we provide tribal outreach, coordination and consultation
15 statewide, assistance to the ADOT personnel. So that's internal
16 within ADOT. Also provide transportation planning stakeholders
17 and ADOT consultants or contractors assistance as needed.

18 The tribal liaison assignment assists ADOT in
19 maintaining compliance with Arizona Revised Statute 41-2051(C).
20 In particular with the provision that's titled Responsibilities
21 of State Agencies. And then also to comply with ADOT's Tribal
22 Consultation Policy, which is ADOT MGT-16.01, and that policy
23 has been in place for a number of years now. I think it was
24 back in 2006 is when that one was established.

25 Next slide.

1 This slide here shows some of the major planning
2 focus areas that we get involved in, and to the outreach that we
3 conduct with the program managers for these various areas. And
4 you noted in some of the reports that we provided during the
5 board meetings that, you know, we're talking about our
6 participation from the various tribes in all these different
7 areas and projects. That's an ongoing effort to keep tribes
8 involved in these processes, communicate with them and keep them
9 informed.

10 Next slide, please.

11 This right here is a list of various internal
12 departments and offices and external agencies that we as
13 liaisons provide assistance to in relation to transportation
14 planning activities and tribal outreach and consultation, and
15 there are two major items that we wanted to point out to you
16 with regards to our outreach and coordination assistance
17 internally.

18 The first one is with the -- interaction with the
19 ADOT district offices. The tribal liaisons regularly encourage
20 tribal representatives to contact the ADOT district engineers
21 and administrators as their first point of contact when they
22 would like to bring concerns or share information with ADOT.
23 Contact is made directly though the tribal liaisons, ourselves.
24 We will then in turn -- and if this is coming from a tribal
25 representative or official, we will in turn understand that

1 information either to the district engineers or administrators
2 or offer any follow-up assistance as needed on the particular
3 issue or concern that may come up.

4 The other area we wanted to highlight was the
5 interaction that we have with the tribal transportation lead
6 contact that we have identified for each of the 22 tribal
7 governments. Each one does have a contact, which is either the
8 tribal DOT director or the planning director or another
9 official, maybe an elected official when they don't have the
10 staffing capacity to have department planners or directors in
11 place.

12 And then under this particular area, the tribal
13 liaisons regularly make contact with the transportation lead
14 contact when we were made aware of information. So whenever
15 anything comes in, like, to our offices, as far as maybe
16 something from federal highways or any of the other federal
17 agencies, we will take the time to outreach to the tribal
18 transportation lead contacts and inform them of that, and that's
19 particularly in regards to grants -- grant information,
20 programs -- new programs being -- taking these underway --
21 (inaudible) underway, and also information that is really going
22 to benefit them and help them in their programs and processes
23 with regards to their transportation needs.

24 And then, also, occasionally the liaisons will
25 receive inquiries directly from the lead contact, and then a

1 decision is usually made internally within ADOT as far as how
2 those inquiries will be addressed. So we may get, you know,
3 staff from various sections, groups, offices within ADOT
4 together to discuss those inquiries or determine how we will --
5 we will address and respond to the tribal officials. Oftentimes
6 (inaudible) also include the district engineer.

7 And so that's an ongoing effort, and it does
8 happen quite regularly. Each week we may hear something from
9 one of the tribes, and so we'll follow up on those. I
10 appreciate that opportunity to relay that particular amount of
11 information to you.

12 Next slide, please.

13 This one talked a little more about an example --
14 consultation actions, and we just wanted to also highlight the
15 fact that we did follow up on a question that actually was
16 raised by Chairman Thompson, but this was last year, back in
17 February at the State Transportation Board meeting where he was
18 inquiring as to whether there was any information in regard to
19 the tribal report and whether there were any tribes in the -- in
20 the program for their airport.

21 And as it turned out, we took that bit of
22 information we received through the board meeting, and we
23 followed up by checking with the ADOT Aeronautics Group, and we
24 asked them to find out how many tribal projects have been funded
25 through the State Aviation Fund, and we found out that there are

1 very few, very limited number of projects with -- and these
2 within the last ten years that had been submitted on behalf of
3 the tribal airports through that program.

4 And so what we had decided to do internally was
5 to conduct a -- a PDCA, which is a plan, do, act and check
6 process on that issue to determine, you know, how can we find
7 out about why this is -- why this is happening, why tribal
8 airport managers aren't permitting projects to the state
9 (inaudible) program.

10 And so we did actually do that. What we had
11 initiated was (inaudible) the process, we had a number of
12 meetings internally involving the ADOT's Planning to Programming
13 Group and the Aeronautics Group, staff from each of those. We
14 met for a number of months and discussed these issues. We went
15 through the PDCA process, and the major outcome was an action to
16 call a meeting with the various tribal airport managers and
17 found out directly from them exactly what are their challenges,
18 setbacks. What's holding them back from submitting projects?

19 And so we did actually meet with them, and we met
20 in April this year. We actually met with nine tribal -- airport
21 managers who represented 12 of the 14 -- 9 of the 12 tribal
22 airports that are in operation in Arizona today.

23 As far as the outcome of that meeting, what we
24 found out was, yes, there are challenges that the tribal airport
25 managers do have, and that some of them are really major. And

1 of course, the airport managers indicated that one of the major
2 ones was that their airport -- airports are in compliance with
3 FAA and that they needed to do a lot of work to get those caught
4 up and get them back into compliance with the regulations that
5 FAA requires them to follow.

6 Also, the tribal airports indicated -- their
7 managers indicated that at least for some of them that their
8 management plans need to be updated. It's been years since they
9 were updated, so we need -- they need to take a look at that.

10 Also, they identified the increase of project
11 costs, the requirement for matching funds and the availability
12 that tribal governments have for that, which is limited. That's
13 another challenge that they face. And then the need for tribes
14 to be reimbursed when they were approved for reimbursement for
15 any funds that -- that they are -- are dedicated to projects
16 that they submit.

17 And so with all that information, the airport
18 group -- the manager from that group has initiated follow-up
19 contact with each airport individually and their managers to
20 follow up on the comments we received from them, specifically,
21 and then outline the follow-up activities that they can conduct
22 to address those issues.

23 So that, of course, is going to require a lot of
24 follow-up assistance on behalf -- on behalf of ADOT aeronautics
25 group, and so that is underway, and that's where we're at at

1 this point in time. We had hoped that we could follow up also
2 with an additional meeting with all the tribal airport managers,
3 and we hope that will happen sometime in the next, I don't know,
4 three to four months maybe, but we do plan to follow up with
5 them and possibly maybe those types of meetings can become
6 annual types of meetings that we could have with tribal airport
7 managers just to keep them informed as far as what the program
8 processes are, if there's any changes in those processes, if
9 there's a need to inform them of any staff changes and those
10 types of things. But also, just, of course, to keep our lines
11 of communication open with the tribal airport managers.

12 So that's -- I really wanted to make sure we had
13 (inaudible) particular effort, and thanks to our management also
14 for supporting us with that.

15 And there's one other -- one other effort that we
16 wanted to highlight, which was -- which is in regards to the
17 Arizona Long Range Transportation Plan and the tribal
18 participation that we have under -- outreach for and undertaken
19 with the tribal government.

20 As you recall, I think at the last board meeting
21 we did provide in our tribal transportation report the fact that
22 we had initiated outreach with the tribal government. We sent
23 letters out to the -- to the tribal leaders, signed by Director
24 Halikowski, and we were really surprised that we actually got
25 back responses from 12 of the tribal governments. All of the 22

1 tribes responded that they were interested in consulting with
2 ADOT on the long range plan, and so we've initiated contact with
3 them to schedule meetings, and we already have 8 of the 12
4 tribes scheduled for October. We will complete the other four
5 meetings with the other four tribes hopefully by the end of
6 October.

7 We do have -- I think identified as just -- and
8 we just need responses back from those tribal officials to let
9 us know when they would like to meet with us. We actually have
10 completed one this week. We have an additional meeting today,
11 and I have another one tomorrow to conduct.

12 So we're actually, you know, very pleased with
13 the responses that we got back from the tribal governments, and
14 the information we're starting to collect, it's going to be very
15 informative and beneficial to the development of the Arizona
16 Long Range Transportation Plan. So that's the other -- I will
17 focus on the area that we wanted to highlight. Appreciate the
18 opportunity to relay that to you.

19 Next slide.

20 And then, also, this slide basically is a photo
21 of the last Arizona tribal leadership meeting that we conducted
22 back in 2019. We just wanted to bring this to your attention,
23 because this outreach effort was one of the major efforts that
24 we undertook to become engaged in, involve the tribal leadership
25 of each of the tribes, where we invite them to meet with ADOT

1 leadership, and they have the opportunity to discuss any
2 concerns or issues they may with regard to the state system or
3 whatever it may be that they would like to bring to the ADOT's
4 leadership's attention.

5 So I thought that this leadership meeting that we
6 held back in 2019 during the Arizona Rural Transportation Summit
7 was a successful meeting, and we did conduct -- of course, ADOT,
8 there was some follow-up activity that was conducted, several of
9 the tribes that asked for follow-up meetings. I believe one of
10 those was the Hopi Tribe, and the other was Salt River Tribe.
11 Salt River Pima-Maricopa Indian Tribe.

12 And so there's follow-up being -- underway,
13 actually, for the -- the input that we received at that
14 particular meeting and various considerations, because we had to
15 put this off for the last three years due to COVID, that we may
16 want to consider initiating this again next year, and so we'll
17 consider that and take a look at how we might be able to do
18 that, but I'd just -- also wanted to make sure we brought that
19 to your attention as another major outreach effort that we
20 conducted within ADOT.

21 Next slide, please.

22 And then just also -- finally, just to re-inform
23 you on the fact that we have a ADOT tribal transportation
24 consultation online training course that was developed a number
25 of years ago. I believe it was 2014 when we completed this

1 board. It was developed to help ADOT personnel better
2 understand what the activities or what the information they need
3 to know in order to outreach and consult with tribal
4 governments, to have a better working relationship with the
5 tribal governments, how even to initiate those relationships and
6 communication with the tribal governments.

7 All of that pretty much covers. It's a
8 five-module training course. It's really -- each module runs
9 about an hour if you want to take it, and they are available
10 online internally and within ADOT's intranet. And those -- that
11 course is available to personnel for credit, which is able --
12 which is able to receive, I think, (inaudible) modules or even
13 just one module of that course.

14 It's all also available on the internet, on
15 ADOT's tribal transportation website that we host. And we did
16 decide to make it available publicly because we knew that
17 there's the need to share that information with a number of
18 other state agencies and federal agencies, and it provides
19 really good information with you guys to all the ins and outs of
20 working with tribal governments. So we just basically wanted to
21 make sure we highlighted this, make sure you were aware of this
22 as well.

23 I believe that's my last slide. If you could
24 just move to the next slide.

25 Anybody have any comments or anything?

1 Paula is going to go ahead and talk about this
2 next slide. Thank you.

3 MS. BROWN: Good morning. I'm Paula Brown. I'm
4 the tribal liaison that works with the tribes for the northern
5 region, and I would like to start off by thanking the
6 Transportation Board, Board Chairman Thompson and members of the
7 Board for providing an opportunity for rural communities,
8 including the tribal nations and communities, to have a voice at
9 the State Transportation Board meeting.

10 So with that, ADOT's tribal liaison have a
11 process to address call to audience comments voiced by tribal
12 representatives at State Transportation Board meetings. The
13 tribal liaisons alternate in attending the monthly board
14 meetings, depending on the ranges the meeting is located within.
15 Comments voiced at the State Transportation Board meetings by
16 tribal leaders and representatives are documented.

17 A tracking database was created to track their
18 comments made and to initiate follow-up with them in a specified
19 time frame. Follow-up is initiated based on the type of
20 request. The liaison coordinates with the district, community
21 relations, right-of-way group and other sections, groups and
22 offices within ADOT.

23 So with that, there were 21 tribal-related
24 comments that were recorded during fiscal year '22, compared
25 to 18 in the last fiscal year. Follow-up comments was

1 determined by ADOT leadership and reported to the State
2 Transportation Board as needed.

3 Next slide, please.

4 Here is a screenshot of the Arizona Tribal
5 Transportation website. The website is maintained by the
6 Multimodal Planning Division and the tribal liaison. It was
7 created as a resource for ADOT, the tribes in Arizona and other
8 interested parties. It contains a good deal of information,
9 including upcoming events, grant opportunities, website links
10 for 22 tribes here in Arizona, information on tribal
11 partnership, tribal transportation studies, and the ADOT tribal
12 consultation policy, along with the ADOT annual tribal
13 consultation report that gets submitted to the Governor's office
14 on tribal relations.

15 MR. PATANE: (Inaudible.) Next slide, please.

16 Any questions? I want to thank (inaudible) for
17 presenting.

18 Also, what we do, we annually -- I think I put as
19 part of the packet the annual tribal consultation annual report.
20 So I won't go through that. That's for you to look at at your
21 leisure, but these are, again, another way that we document what
22 we do as far as our outreach, and this goes to the Governor's
23 office annually, and they use it for their reporting (inaudible)
24 as well.

25 And, you know, just a couple final comments here.

1 You know, there's over -- there are 22 federally-recognized
2 Indian tribes in the Native nations in Arizona. Over 20 percent
3 of the land is within the tribal nation. We have seven tribes
4 located (inaudible) of the state with aboriginal and ancestral
5 interest in Arizona. There's over 1,200 miles (inaudible)
6 tribal land. There are 12 tribal airports and seven tribal
7 public transit systems situated within tribal communities
8 throughout Arizona. So our consultation is very integral to how
9 we do our business to make sure that our tribal partners are
10 informed (inaudible) other matters as well.

11 Any questions?

12 CHAIRMAN THOMPSON: Yeah. Paul, Don, and also
13 Paula, we appreciate your inclusion of this part of the
14 transportation program relating to Native American community
15 transportation. You've included it every month, so really
16 appreciate that.

17 I think I do certainly agree that I always feel
18 that in order to really understand the transportation out in the
19 rural, remote areas, including the Native American communities,
20 you've got to feel it. You've got to feel it. How does it feel
21 to get on a bus and try to make it to school on the muddy road,
22 on washout roads?

23 You know, the reason I say that is this is -- we
24 have many Native American communities, they have the Bureau of
25 Indian Affairs transportation. You have the tribal

1 transportation, and you also have the counties involved in
2 maintaining these roads, but we have public schools out there,
3 and the State of Arizona has limited responsibility to be part
4 of that transportation (inaudible) and the maintenance of these
5 roads. So I hope that we can sometimes in the future look at
6 all these policies again, try to find a way how the State of
7 Arizona can participate in maintaining these roads for our
8 students out there.

9 And again, I do agree that I've been part of the
10 presentation from the county side and the things that we've done
11 out in the Native American communities. So I really believe
12 that our -- that the program establishing a communication with
13 tribal leaders (inaudible) is a very wise thing that can
14 continue to happen.

15 And the other wish that I have is to re-establish
16 the tribal transportation partnership committees or task team.
17 That way a lot more information can be given out to all of them
18 at the same time. I know that there's many requests that are
19 coming in from local communities, and that the only thing
20 that -- it's going to increase the requests for -- our
21 communication with them is going to increase.

22 So with that, I guess that airport, you know,
23 this project at Polacca, Navajo Nation, you know, that's been on
24 the radar for so many years. So I don't know what it is that's
25 stalling the project, but I know they have been doing some

1 patchup work on those. So any idea of where this might be at?

2 MR. ROEHRICH: The questions is the tribal
3 airport grant program? Is that what his question is?

4 MR. SNEED: Yeah. You're referencing the tribal
5 airport items we discussed. We are, of course, coordinating and
6 working along with the ADOT Aeronautics Group to follow up on
7 tribal participation in the program. So -- and, of course, it
8 really depends on each tribe. They all operate at their own --
9 you know, own time schedule and what they have available. So it
10 can be time consuming, but, you know, we continue to
11 mitigate/coordinate with them.

12 I can't -- unless you have a reference to a
13 specific -- specific airport -- I know you mentioned Hopi. We
14 are going to be meeting with the Hopi DOT director next month in
15 a two-day session he had asked for. So we'll probably talk more
16 in depth more about that issue with the Hopi airport at that
17 time.

18 CHAIRMAN THOMPSON: Thank you, Don. Do
19 appreciate that.

20 MR. SNEED: Sure. Thank you.

21 CHAIRMAN THOMPSON: I know that we're going to be
22 going to Chinle the third Friday of December.

23 MR. SNEED: Yes.

24 CHAIRMAN THOMPSON: It will be -- and hopefully
25 what I'd like to do at that time is that we met over in Tuba

1 City, Moenkopi here, maybe four years ago or five years ago, and
2 many of the projects or many of the issues they were concerned
3 with were brought up to our attention. If I could, I'd like to
4 bring those back up and (inaudible) we had (inaudible) their
5 concerns, and that is my thinking at this point.

6 And I'd say give some time to other board members
7 if you have any questions or comments. There being none, Paul,
8 back to you.

9 MR. ROEHRICH: So, Mr. Chairman, that concludes
10 Item Number 3, and so the next item on the agenda is Item
11 Number 4, and that's the one that we had talked about and you
12 concurred with postponing, because that's the one Board Member
13 Daniels had asked for, postponing that until the October 21st
14 board meeting. So if you still concur with that, then we're
15 done with all the agenda items for today, and you'd go on to any
16 suggestions or final comments.

17 CHAIRMAN THOMPSON: Thank you on that. I did
18 have this discussion with Floyd, and I think that, you know, we
19 will now move on to Item 4. At this point I'm going to postpone
20 the discussion on the agenda item until the October 21st,
21 2022, board meeting.

22 So with that, we will move on to Item 5,
23 suggestions for information and discussion only. Board Members,
24 you will be given the opportunity to suggest items that you
25 would like to have placed on a future board meeting agenda. And

1 any topic for the next board meeting? Staff will remind
2 everyone the location for the next board meeting.

3 So Board Members, if you have any suggestions,
4 use that time now to bring that up.

5 MR. ROEHRICH: So Mr. Chairman, Board Members,
6 this is Floyd. Just a reminder that the next board meeting is
7 Friday, October 21st. It is at Lake Havasu City Hall. We've
8 already coordinated with them. I know Sherry has sent out some
9 hotel information for those who will be traveling in person. I
10 would recommend that you make your reservations early, please,
11 so you can get those rooms reserved. As always, we'll also have
12 the virtual option. We will conduct a simultaneous Webex event
13 at the same time. We will draft up the agenda, Mr. Chairman,
14 and get that off to you by next week, and then we'll get ready
15 to get it posted and prepared for the board meeting. So if you
16 have any items, let us know, or items for future meetings,
17 please let us know.

18 CHAIRMAN THOMPSON: Again, Board Members, I
19 believe that if you don't have any comments or any
20 recommendations --

21 MR. ROEHRICH: (Inaudible.)

22 CHAIRMAN THOMPSON: So I ask are there any other
23 comments to make?

24 MR. ROEHRICH: Yeah. So this is Floyd again. I
25 think Paul had one more final comment.

1 MR. PATANE: Yeah. I just want to -- later today
2 I'm going to make an announcement (inaudible) association
3 (inaudible) for the airport of the year is going to Cottonwood
4 airport.

5 CHAIRMAN THOMPSON: Thank you, Paul.

6 MR. ROEHRICH: Mr. Chairman, that's all we have.
7 So if you're ready to adjourn the meeting, we can go ahead and
8 do that.

9 CHAIRMAN THOMPSON: Okay. Board Members, we have
10 one action to take. Is there a motion to adjourn the meeting?

11 VICE CHAIR KNIGHT: So moved.

12 MR. SEARLE: Second.

13 CHAIRMAN THOMPSON: There's a motion and second
14 to adjourn the board meeting. All those in favor say Aye.

15 BOARD MEMBERS: Aye.

16 CHAIRMAN THOMPSON: The Board is now adjourned.

17 (Meeting adjourned at 11:11 a.m.)
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1 STATE OF ARIZONA)
)
2 COUNTY OF MARICOPA) ss.
3

4 BE IT KNOWN that the foregoing proceedings were reported by
5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
6 Reporter, Certificate No. 50876, State of Arizona, from an
7 electronic recording and were reduced to written form under my
8 direction; that the foregoing 73 pages constitute a true and
9 accurate transcript of said electronic recording, all done to
10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
12 parties hereto, nor am I in any way interested in the outcome
13 hereof.

14 DATED at Phoenix, Arizona, this 26th day of November 2021.
15
16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
19 Certified Reporter
 Certificate No. 50876
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Adjournment

A motion to adjourn the October 6, 2022, State Transportation Board Study Session was made by Vice Chairman Gary Knight and seconded by Board Member Richard Searle. In a voice vote, the motion carried.

Meeting adjourned at 11:11 a.m. PST.

Not Available for Signature _____

Jesse Thompson, Chairman
State Transportation Board

Not Available for Signature _____

John S. Halikowski, Director
Arizona Department of Transportation