

# ARIZONA STATE TRANSPORTATION BOARD

## MULTIMODAL PLANNING DIVISION REPORT

November 17, 2023

Paul Patane  
Multimodal Planning Division

# Current Planning Activities

- Tribal Transportation Update
- Truck Parking Plan Update
- Transportation Alternative Program

# Tribal Transportation Updates

## STATEWIDE ACTIVITIES

### **Native American Heritage Month – ADOT Connection Bulletin Article**

On November 1st, an article was released in the ADOT Connection Bulletin titled “ADOT’s tribal relations team collaborates with Native Nations in Arizona.” In the article the ADOT Tribal Relations Team shared how ADOT works together with tribal nations in Arizona to provide safe and efficient transportation. The ADOT Connection is distributed to all ADOT employees to keep them informed on significant topics of interest.

### **Native American Heritage Month - ADOT Personnel Lunch-N-Learn**

As part of ADOT’s Native American Heritage Month activities an introduction to ADOT’s Native Nation Team was held on November 14th through a virtual Lunch-N-Learn presentation. Topics included: Team Member Roles and Responsibilities, building relationships and enhancing communication with Tribal governments, 2023 Highlights and Challenges, and Goals for 2024

# Tribal Transportation Updates

## STATEWIDE ACTIVITIES

### **FHWA National Native American Heritage Month Webinar**

On November 15<sup>th</sup>, the FHWA Office of Tribal Transportation hosted a webinar covering FHWA's relationship with Tribes and showcased the unique and diverse Tribal cultures through the projects that they are implementing in their communities. More information on National Native American Heritage Month can be found at: <https://www.nativeamericanheritagemonth.gov/>

### **FHWA AZ Division – New Tribal Coordinator**

On November 1st, the ADOT Tribal Relations Team was informed that Mr. Dan Gabiou has assumed the role of Community Planning and Tribal Coordination at the FHWA AZ Division. In this role, Mr. Gabiou is succeeding Romare Truely who has moved into a Senior Transportation Planner position. Mr. Gabiou previously worked for several years as an ADOT Regional Planner and Regional Planning Manager; therefore he has a strong familiarity with ADOT Planning and working with Tribes in Arizona.

# Tribal Transportation Updates

## NORTHERN ARIZONA REGION ACTIVITIES

### **ADOT / Navajo Nation Round Rock and Rock Point Chapters - Transportation Priorities Discussion**

- A follow up meeting took place November 8th to discuss the transportation priorities and challenges brought forth by the Round Rock & Rock Point Communities. ADOT MPD also provided an overview of the Long Range Transportation Plan Update and the Planning to Programming Process at the request of the local officials to have a better understanding of the scoring process and how projects get adopted into the Five Year Transportation Facilities Construction Program. ADOT Northeast District will conduct follow up to some action items pertaining to permits processes and other matters.

# Tribal Transportation Updates

## SOUTHERN REGION ACTIVITIES

### Fort Yuma Quechan Business Development Center Grand Opening

- In follow-up to the 2023 AZ Rural Transportation Summit, members of the ADOT Tribal Relations Team were invited to attend the Fort Yuma Quechan Tribe Business Development Center Grand Opening on November 17th.
- As a follow-up to the Grand Opening, the Tribe has interest in meeting with ADOT representatives on a project to address business development within Quechan Tribal land.
- One source of potential project assistance to the Tribe is under the ADOT Transportation Alternatives Program (TAP). Further action is pending follow-up communication from the Tribe.
  - It should also be noted that the Hualapai Nation (facility renovation scoping) and the San Carlos Apache Tribe (trail design) have submitted project applications under the FY24 TAP solicitation.

# 2023 Statewide Truck Parking Plan

# Freight Related Studies

## **2022 State Freight Plan:**

- \$50 Million set aside for truck parking

## **2023 Statewide Rest Area Study:**

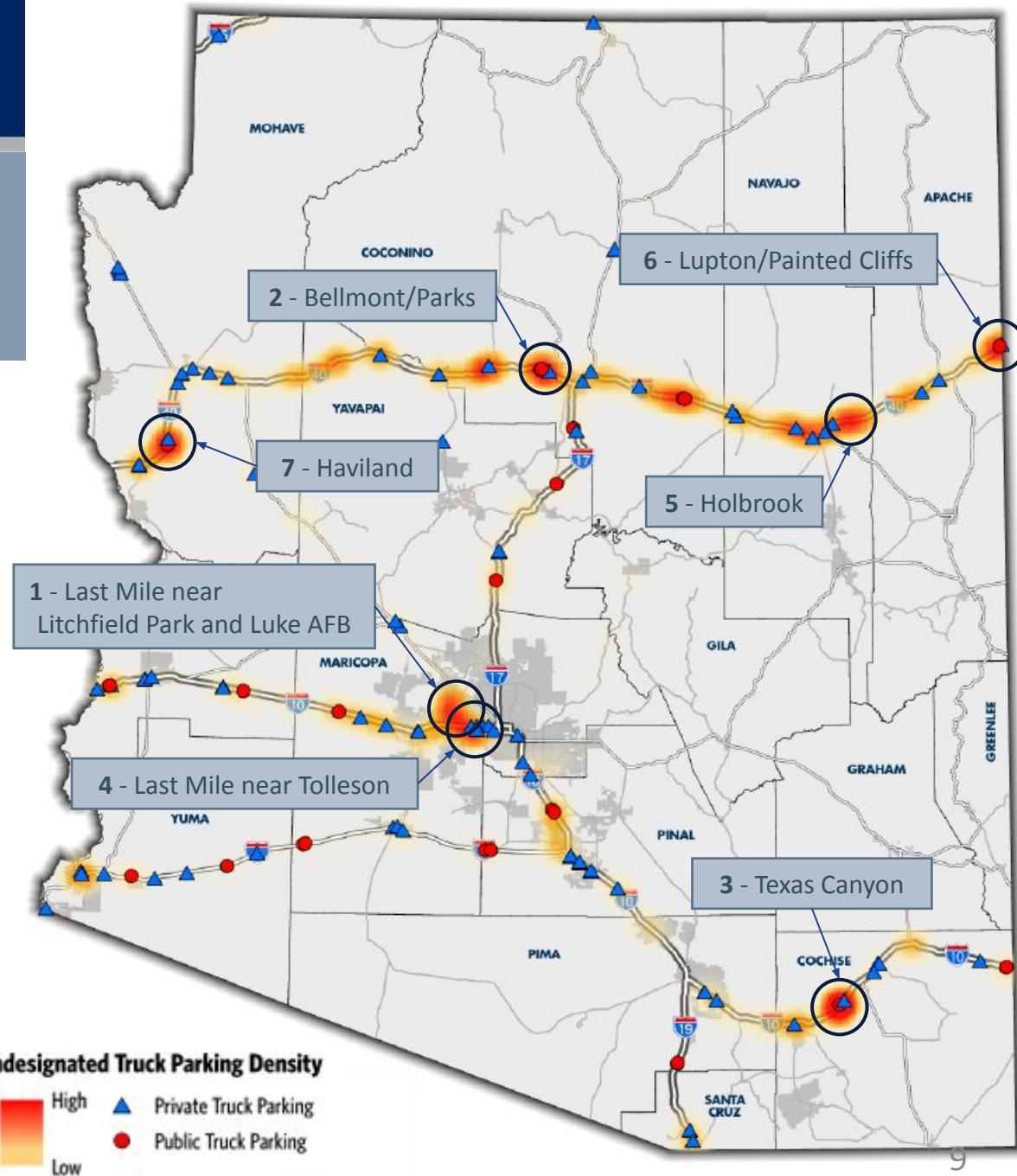
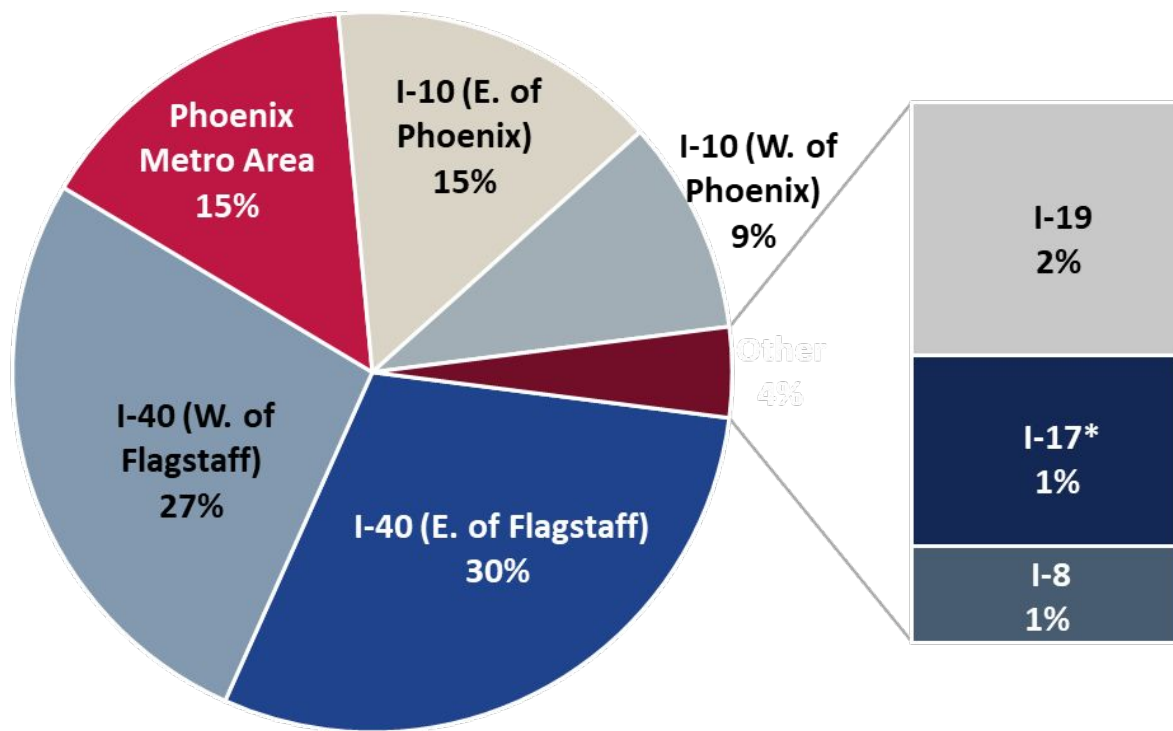
- Provided prioritized list of truck parking expansion projects at the state's rest areas.
- Programmed five rest areas for truck parking expansion in FY2024 for \$18 Million.

## **2023 Statewide Truck Parking Plan (ongoing):**

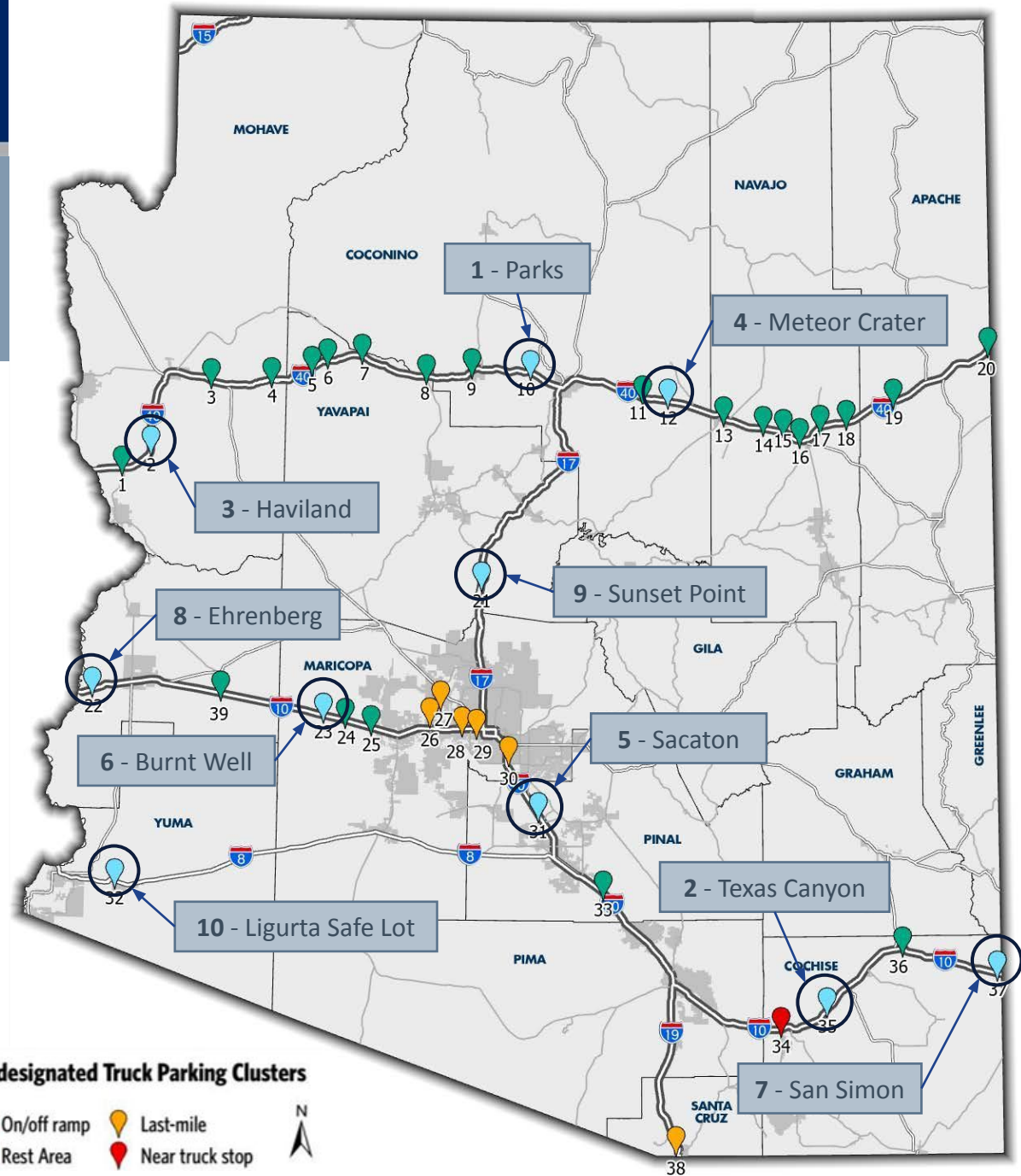
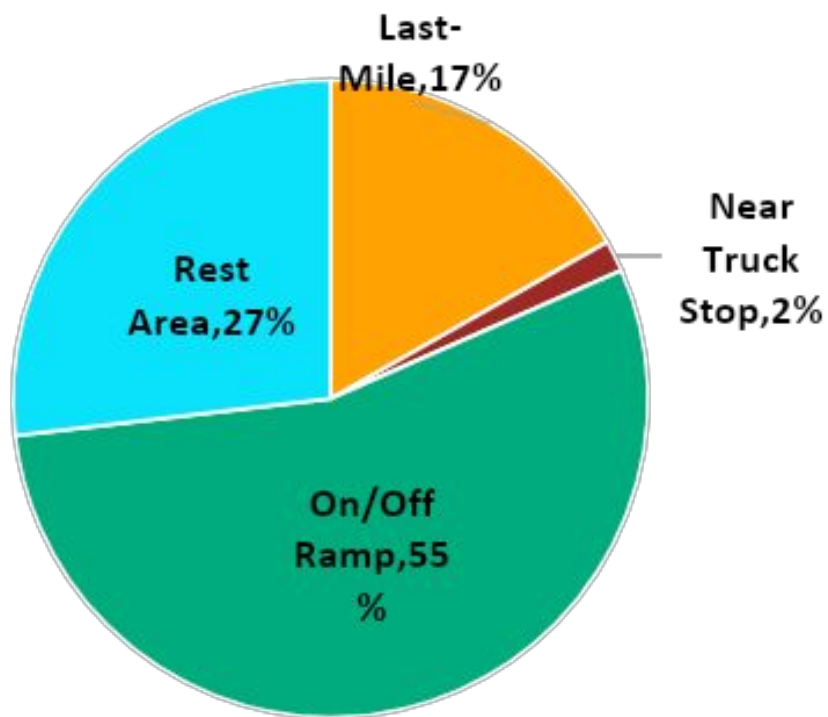
- Provide prioritized list of truck parking projects for the remaining \$32 Million and beyond.



# Undesignated Parked Truck Clusters by Location



# Undesignated Parked Truck Clusters by Type





# Truck Parking Evaluation and Scoring Criteria



Prioritization Criteria	Description	Scoring Criteria	Weighted Factor
Parking Demand	Improvements near high need for parking and high intensity of undesignated parking	Undesignated Parking > 100 = 3 Undesignated Parking > 50 < 100 = 2 Undesignated Parking < 50 = 1	30%
Parking Need Met	Improvements will address the parking needs	Parking Demand Met = 1 Parking Demand Unmet = Provided/Needed	15%
Improvements at Rest Areas	Improvements are at a rest area	Rest Area Parking Demand Met = 1 Rest Area Parking Demand Unmet = Provided/Needed Parking Not at a Rest Area Location = 0	5%
Economy	Truck VMT (per day) in 30-mile buffer	VMT > 500000 = 3 VMT between 500000 and 250000 = 2 VMT less than 250000 = 1	10%
Benefit/Cost	Benefits – Safety, Travel Time Savings, Emissions Savings, Initial Cost, Operations and Maintenance Cost	B/C > 3 = 3 B/C between 3 and 2 = 2 B/C less than 2 = 1	20%
Project Readiness	Within ROW, Power, Water, Waste Water Connectivity	All Conditions met = 2 Partial Conditions met = 1 No Conditions met = 0	10%
Funding	Available and can be obligated within next two years	Yes = 1 No = 0	10%
<b>TOTAL</b>			<b>100%</b>

# Alternative Materials

PAVER GRID SYSTEMS

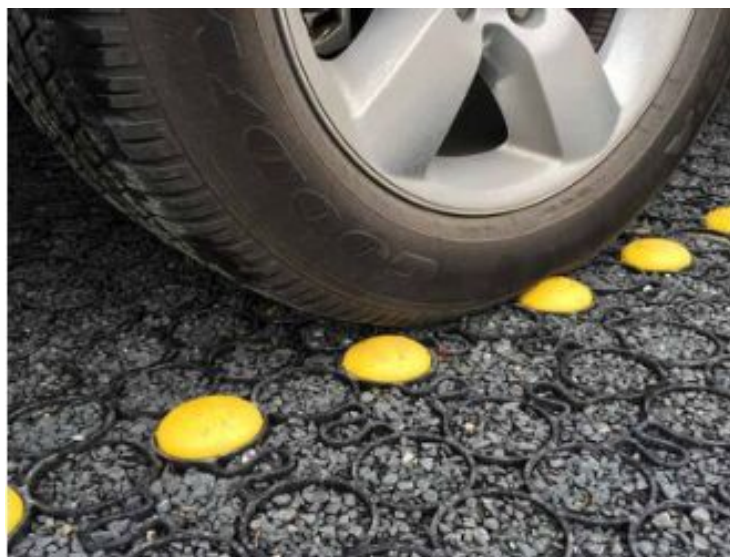


Image Source: Truegrid and Constructor.org

SOIL CEMENT



ROLLER COMPACTED CONCRETE



All are comparably priced to Asphalt Pavement – Less expensive than PCCP



# Proposed Project Locations

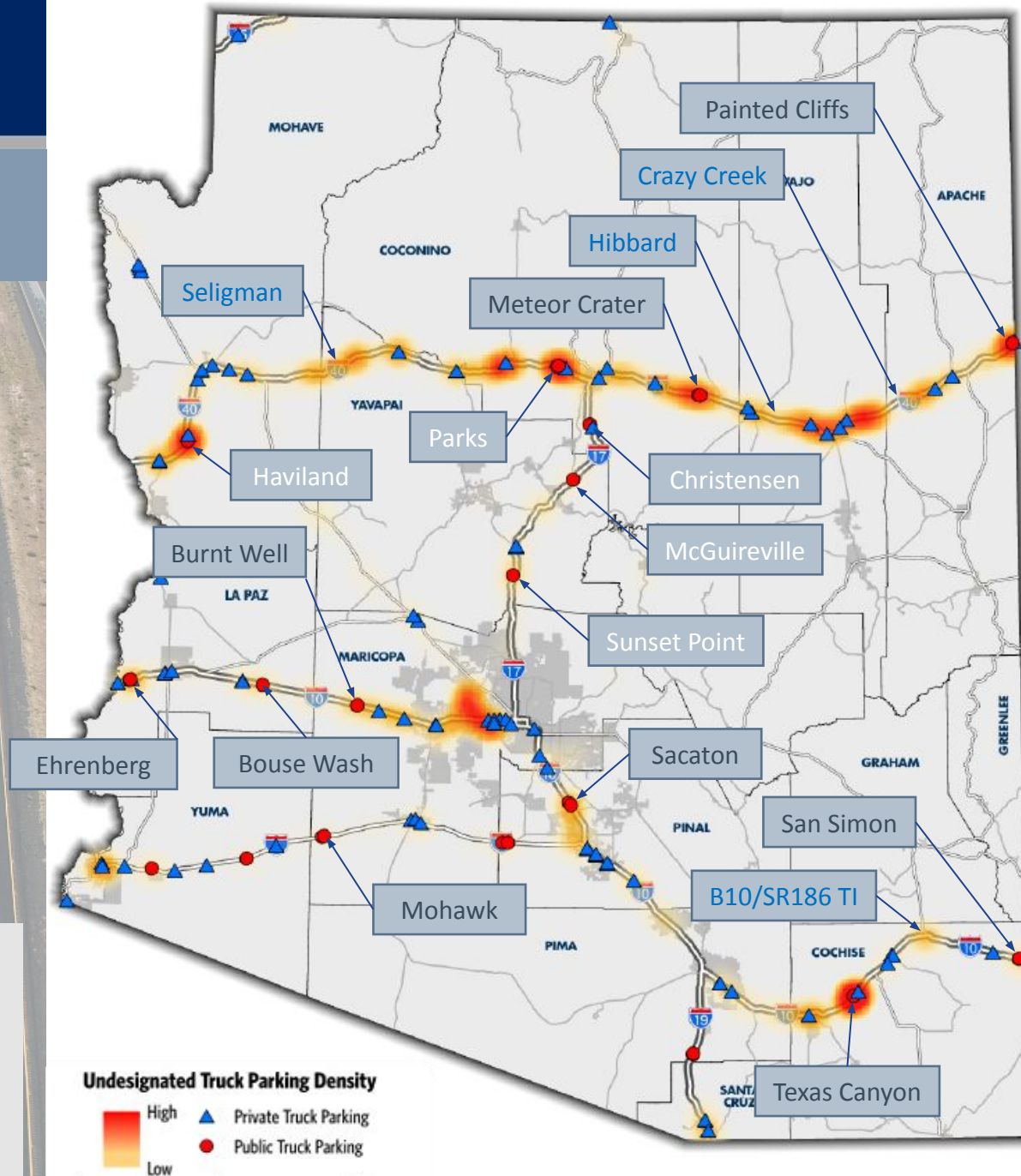


## Legend:

Rest Areas - programmed

Rest Areas - proposed

Safe Lots - Proposed



# Results in Order of Rank



Route	Site ID	Rank	Cost (Millions)	Spaces Provided	Cost per Space
I-17	Christensen, McGuireville & Sunset Point		10.4	124	
I-40	Haviland & Parks		7.6	118	
	Subtotal Programmed		18.00	242	
I-10	Burnt Well	1	9.1	103	44,519
I-40	Crazy Creek	2	10.46	123	49,346
I-10	Ehrenberg	3	5.95	51	65,318
I-40	Meteor Crater	4	10.97	140	51,474
I-10	B-10/SR186 TI Safe Lot	4	8.88	127	36,640
I-10	San Simon	6	7.85	80	56,943
I-10	Bouse Wash	7	4.6	55	30,140
I-40	Seligman	8	8.28	72	59,515
I-10	Sacaton	9	5.57	20	100,760
I-8	Mohawk	10	2.36	22	37,818
	Subtotal		74.02	793	
	TOTAL		92.02	1035	



# Distributed Prioritization

**ADOT**

Route	Site ID	Rank	Cost (Millions)	Spaces Provided	Cost per Space
I-17	Christensen, McGuireville & Sunset Point		10.4	124	
I-40	Haviland & Parks		7.6	118	
	Subtotal Programmed		18.00	242	
I-10	Burnt Well	1	9.1	103	44,519
I-40	Meteor Crater	4	10.97	140	51,474
I-10	B-10/SR186 TI Safe Lot	4	8.88	127	36,640
	Program Balance \$32 Million		28.95	370	
I-40	Crazy Creek	2	10.46	123	49,346
I-10	Ehrenberg	3	5.95	51	65,318
I-10	San Simon	6	7.85	80	56,943
I-10	Bouse Wash	7	4.6	55	30,140
I-40	Seligman	8	8.28	72	59,515
I-10	Sacaton	9	5.57	20	100,760
I-8	Mohawk	10	2.36	22	37,818
	Subtotal		74.02	793	
	TOTAL		92.02	1035	

# Burnt Well Rest Area

## Location:

I-10 MP 86, 50 miles west of Tolleson

*EB - 81 Spaces*

*WB - 22 Spaces*

*Total – 103 Spaces*

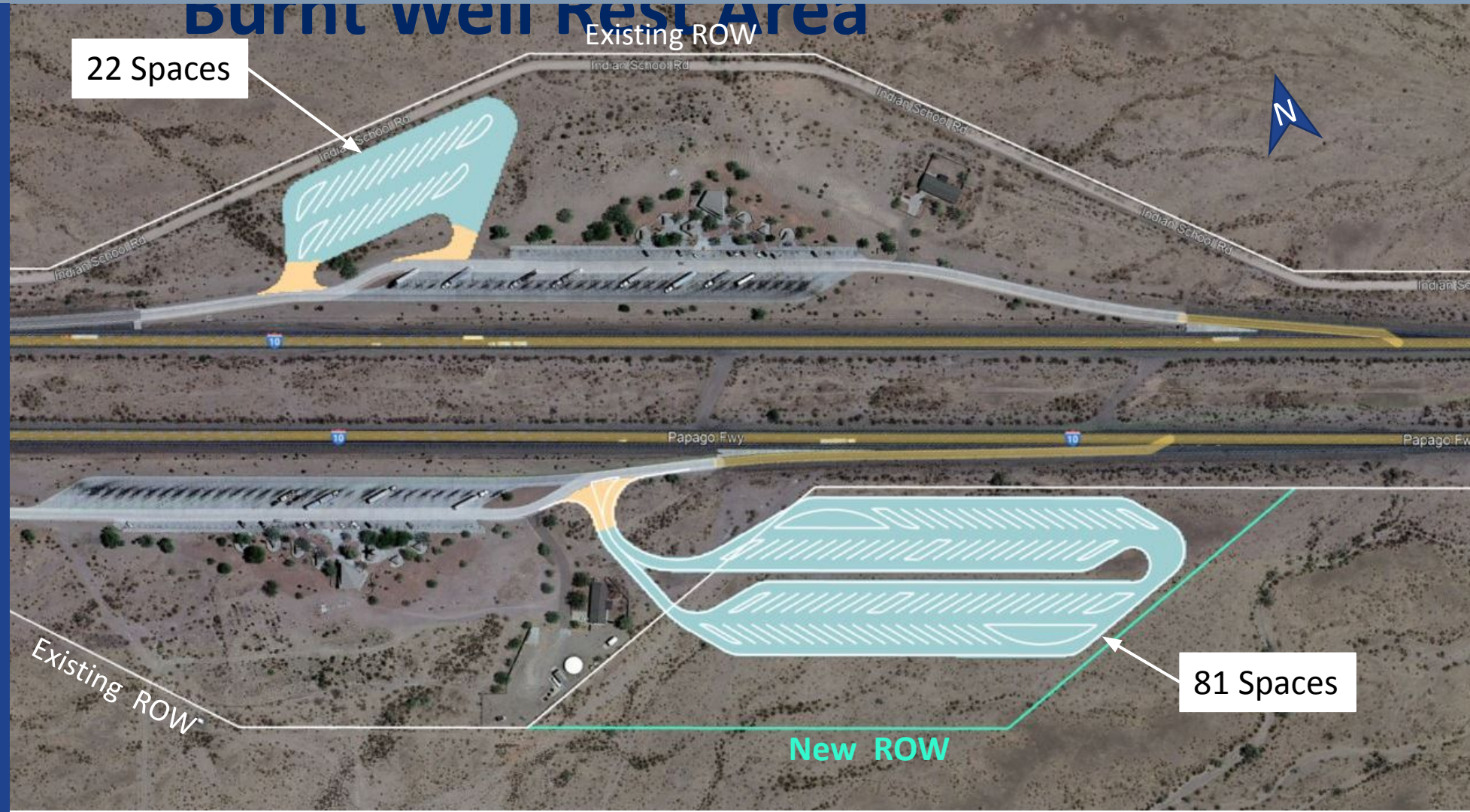
## ROW Acquisition:

**\$286K**

*12 acres EB*

## Total Cost \$ 9.10M

*Includes ROW*





# Meteor Crater Rest Area

## Location:

I-40, MP 235, 50 miles east of Flagstaff

EB - 70 Spaces

WB - 70 Spaces

Total – 140 Spaces

## ROW Acquisition: \$1.9M

State Trust Land

11 acres WB

11 acres EB

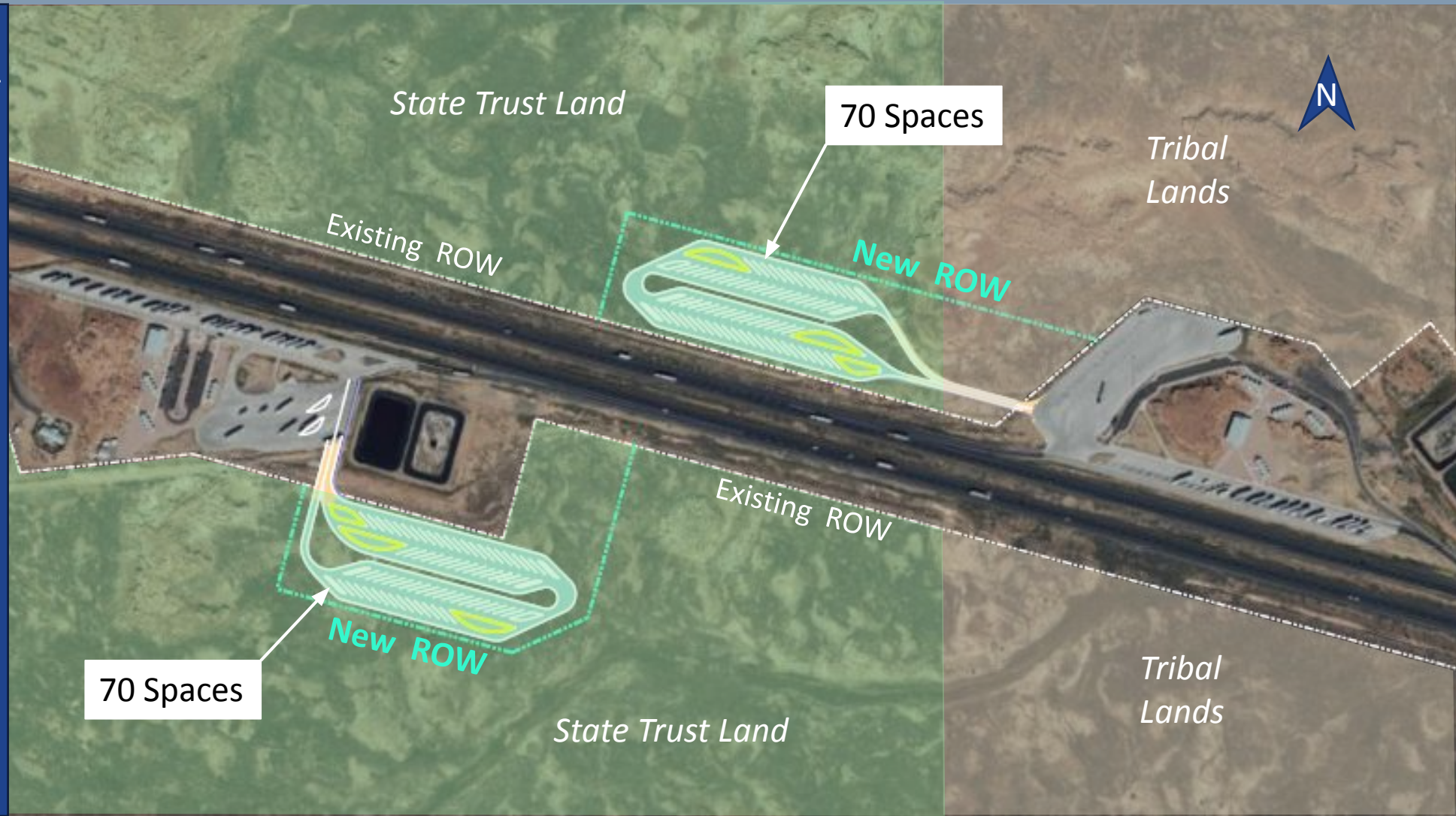
Tribal Land

3 acres WB

Total - 25 acres

## Total Cost: \$ 10.96 M

Including ROW





# B-10/SR 186 Traffic Interchange Safe Lot

## Location:

I-10 MP 336, at the  
B-10/SR 186 Traffic  
Interchanged to Wilcox  
*Total - 127 Spaces*  
*Serves EB and WB I-10*

**Total Cost \$8.9M**





# Crazy Creek Safe Lot (2032)

## Location:

I-40 MP 320, 43 miles east of  
Holbrook and 42 miles west  
of Painted Cliffs Rest Area

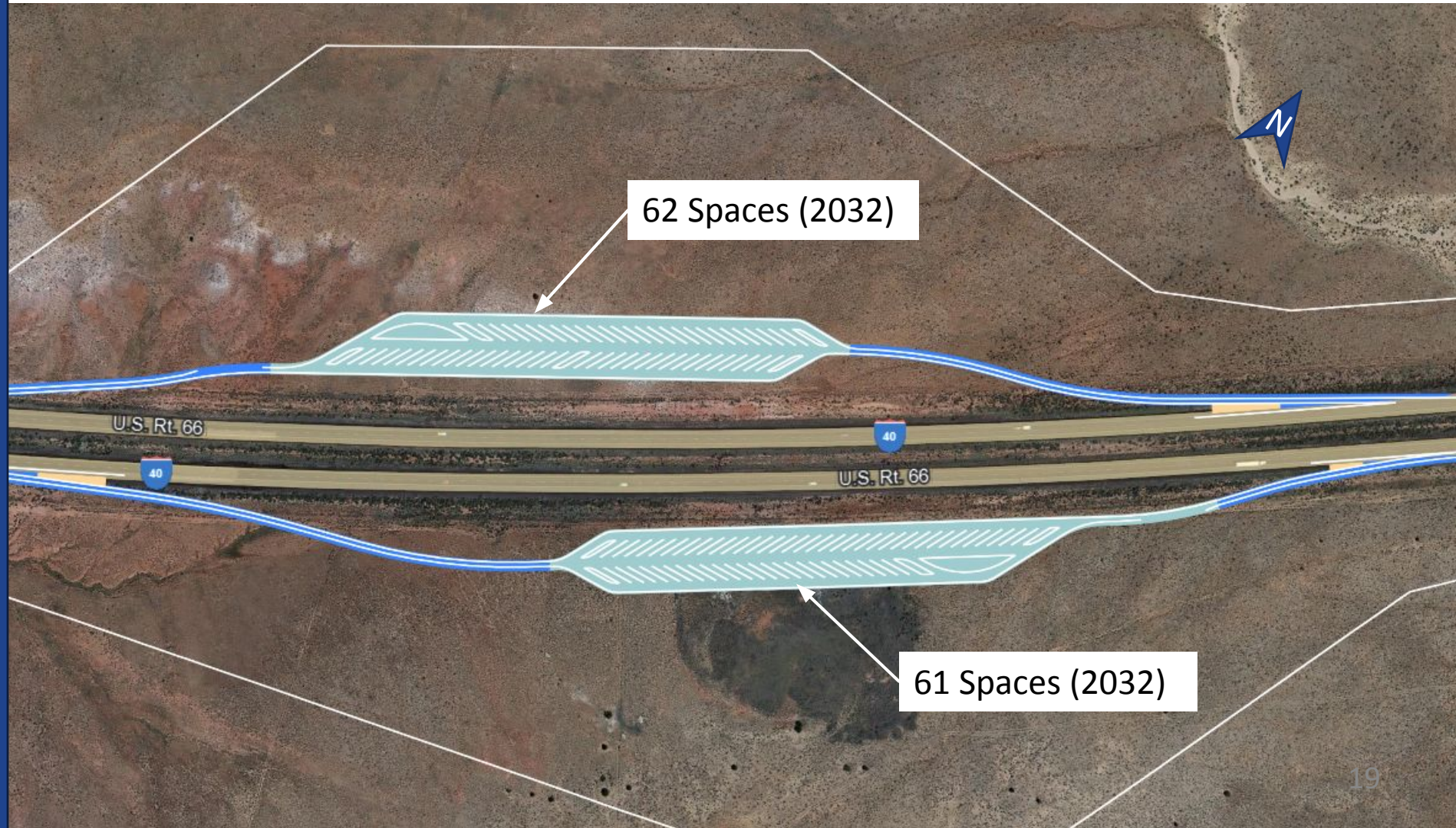
*EB - 61 Spaces*

*WB - 62 Spaces*

*Total – 123 Spaces (2032)*

*Additional spaces can be  
added in the future.*

**Total Cost \$10.5M**





# Crazy Creek Safe Lot (2042)

## Location:

I-40 MP 320, 43 miles east of  
Holbrook and 42 miles west  
of Painted Cliffs Rest Area

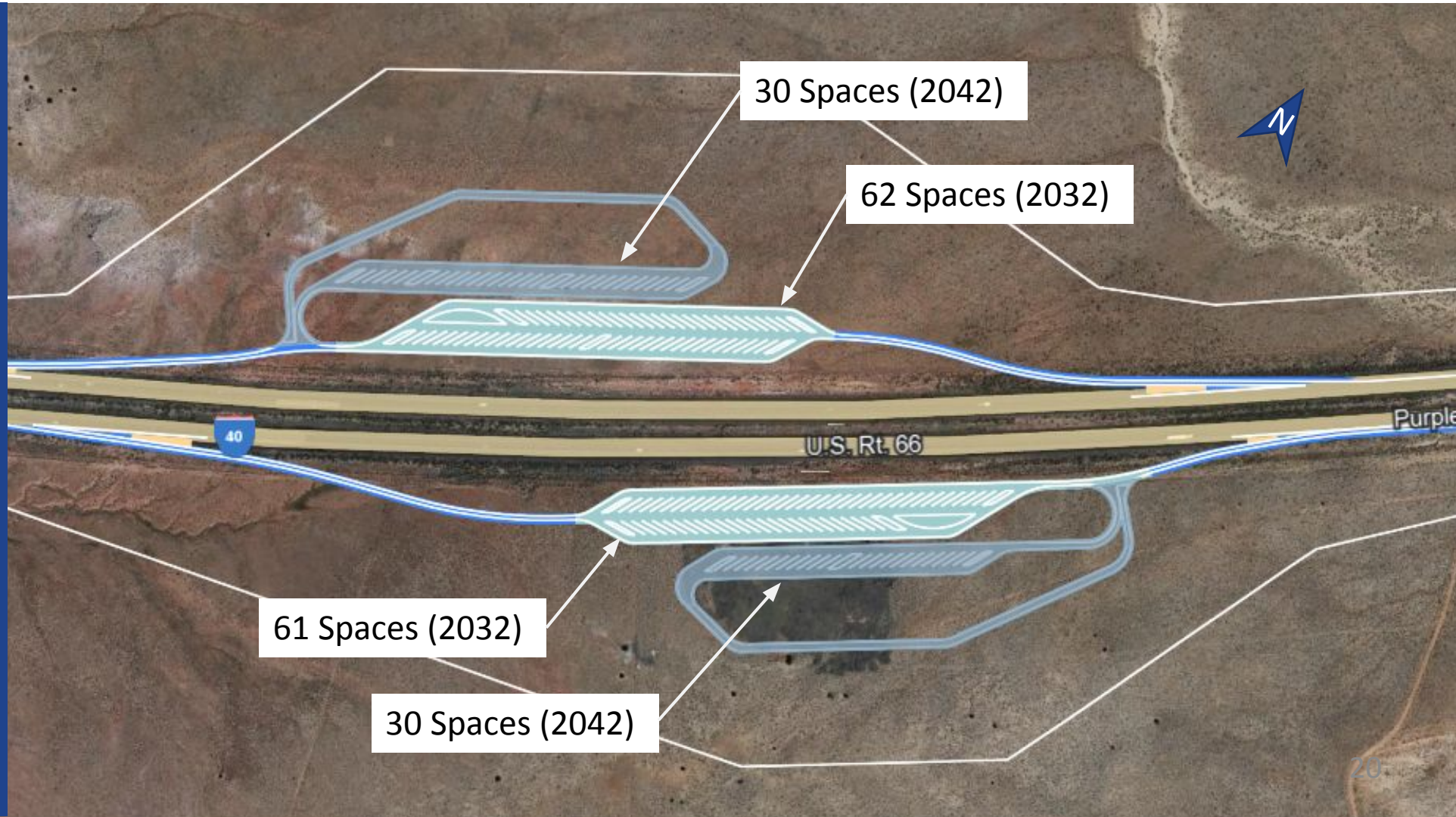
*Add 23 Spaces EB*

*Add 30 Spaces WB*

*Total Additional – 53 Spaces*

*Grand Total 176 (2042)*

**Expansion Cost \$4.5 M**





# Ehrenberg Rest Area

## Location:

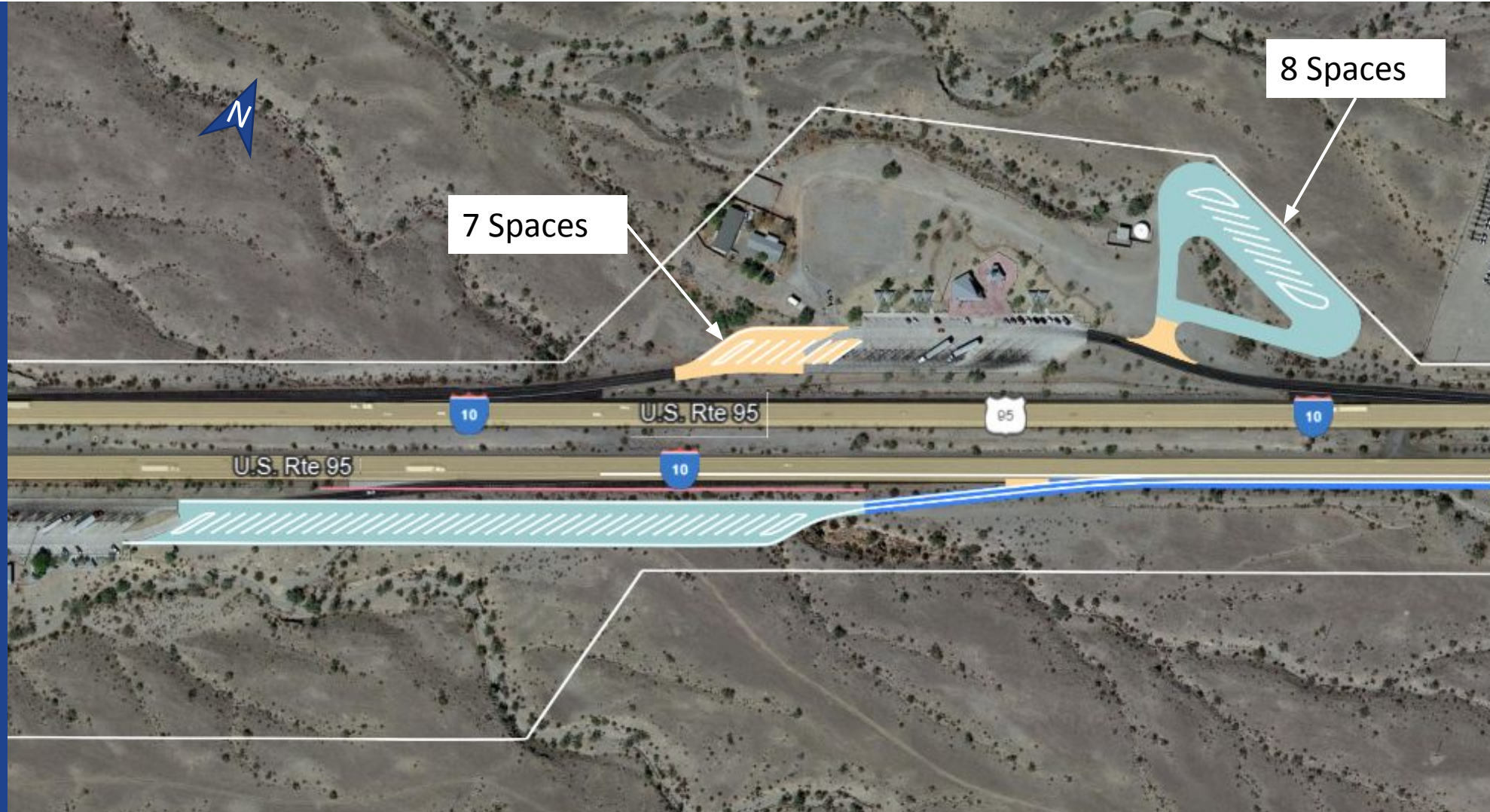
I-10 MP 4.5, near the border of California and Arizona

*EB - 36 Potential Spaces*

*WB - 15 Potential Spaces*

*Total – 51 Potential Spaces*

**Total Cost \$5.95M**





# San Simon Rest Area

## Location:

I-10 MP 388, 52 miles east of Wilcox near the border of New Mexico and Arizona  
 EB - 38 Potential Spaces  
 WB - 42 Potential Spaces  
 Total – 80 Potential Spaces

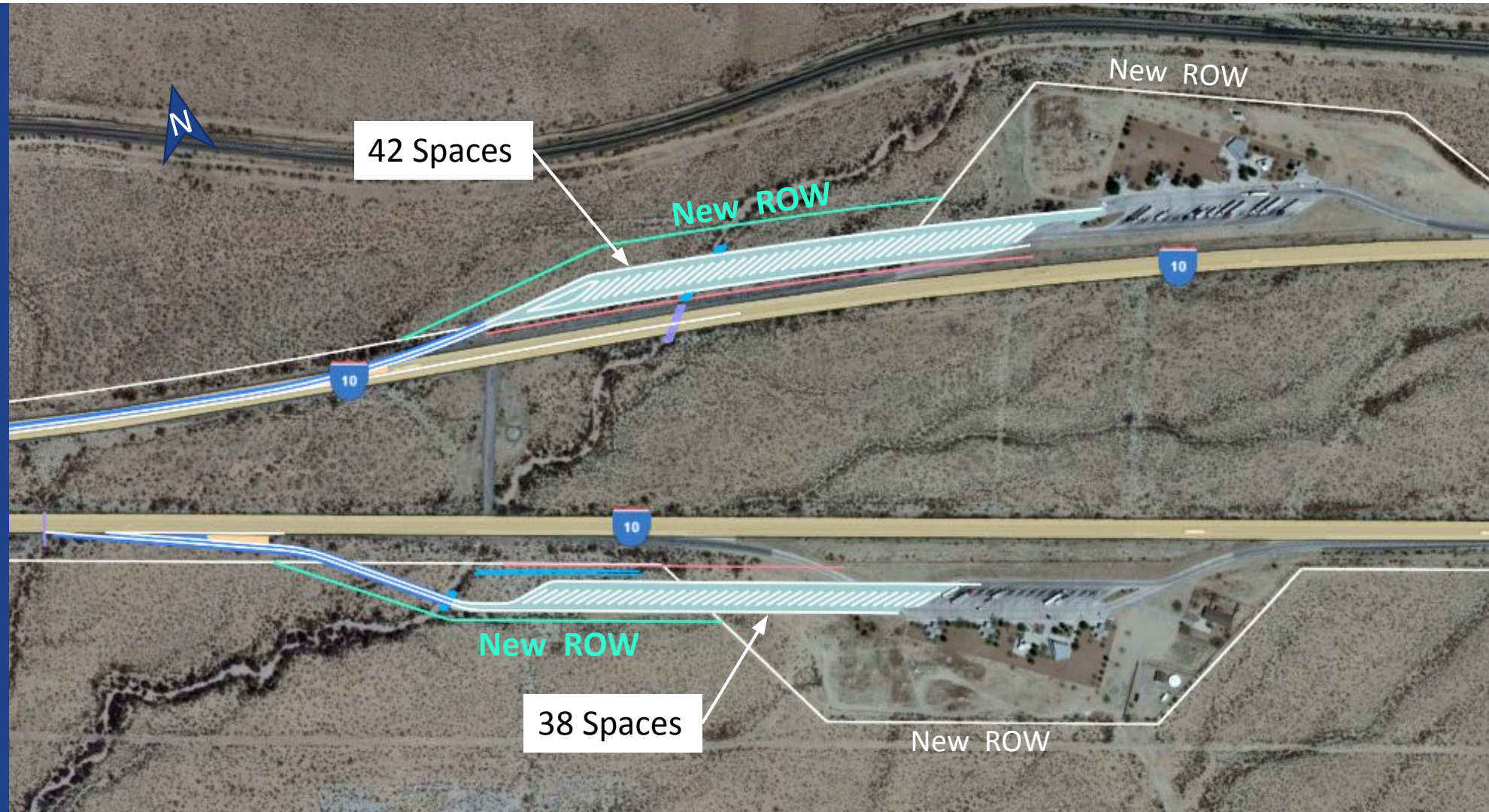
## ROW Acquisition: 213K

3.1 acres EB

4.0 acres WB

## Total Cost \$7.85M

Including ROW





# Bouse Wash

## Location:

I-10 MP 52, 38 miles east of  
Quartzsite

*Total – 55 Potential  
Spaces*

## ROW Acquisition: \$436K

*7.4 acres EB*

*9.5 acres WB*

**Total Cost \$4.6 M**





# Seligman Safe Lot

## Location:

I-40 MP 98.5, 24 miles west of Seligman

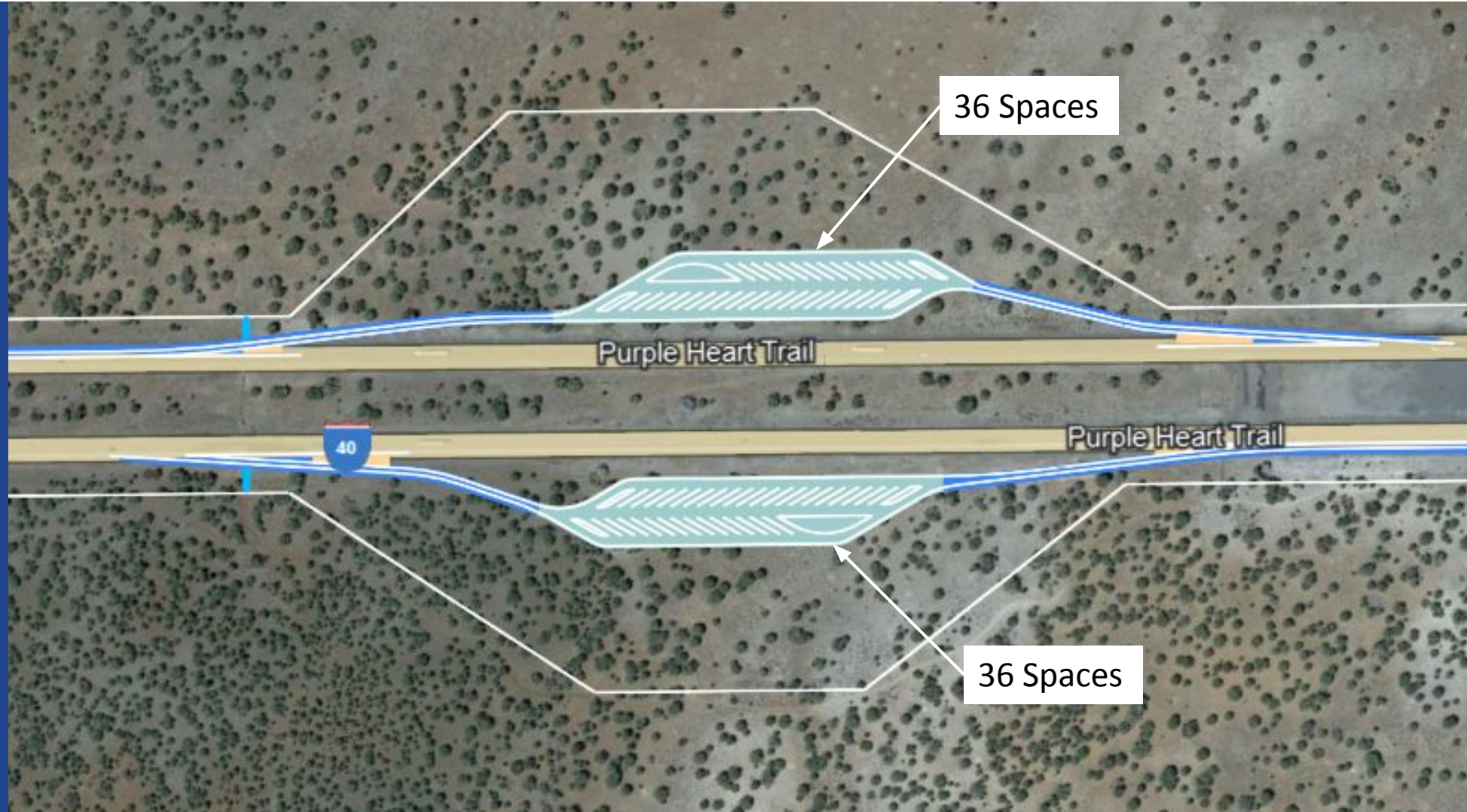
*EB - 36 Potential Spaces*

*WB - 36 Potential Spaces*

*Total – 72 Potential Spaces*

*Additional spaces can be added if needed.*

**Total Cost \$8.28M**



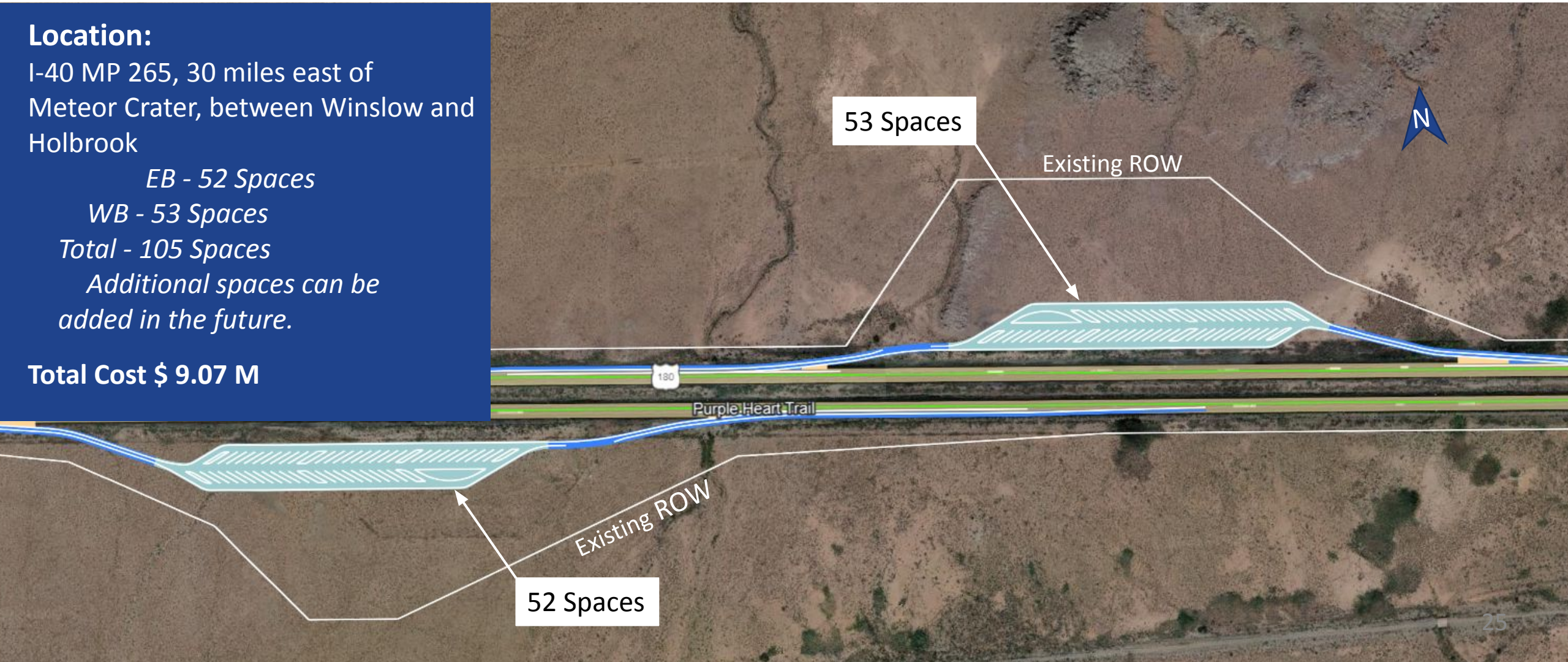


# Hibbard Safe Lot (2032)

**Location:**  
 I-40 MP 265, 30 miles east of Meteor Crater, between Winslow and Holbrook

*EB - 52 Spaces*  
*WB - 53 Spaces*  
*Total - 105 Spaces*  
*Additional spaces can be added in the future.*

**Total Cost \$ 9.07 M**





# Hibbard Safe Lot (2042)

## Location:

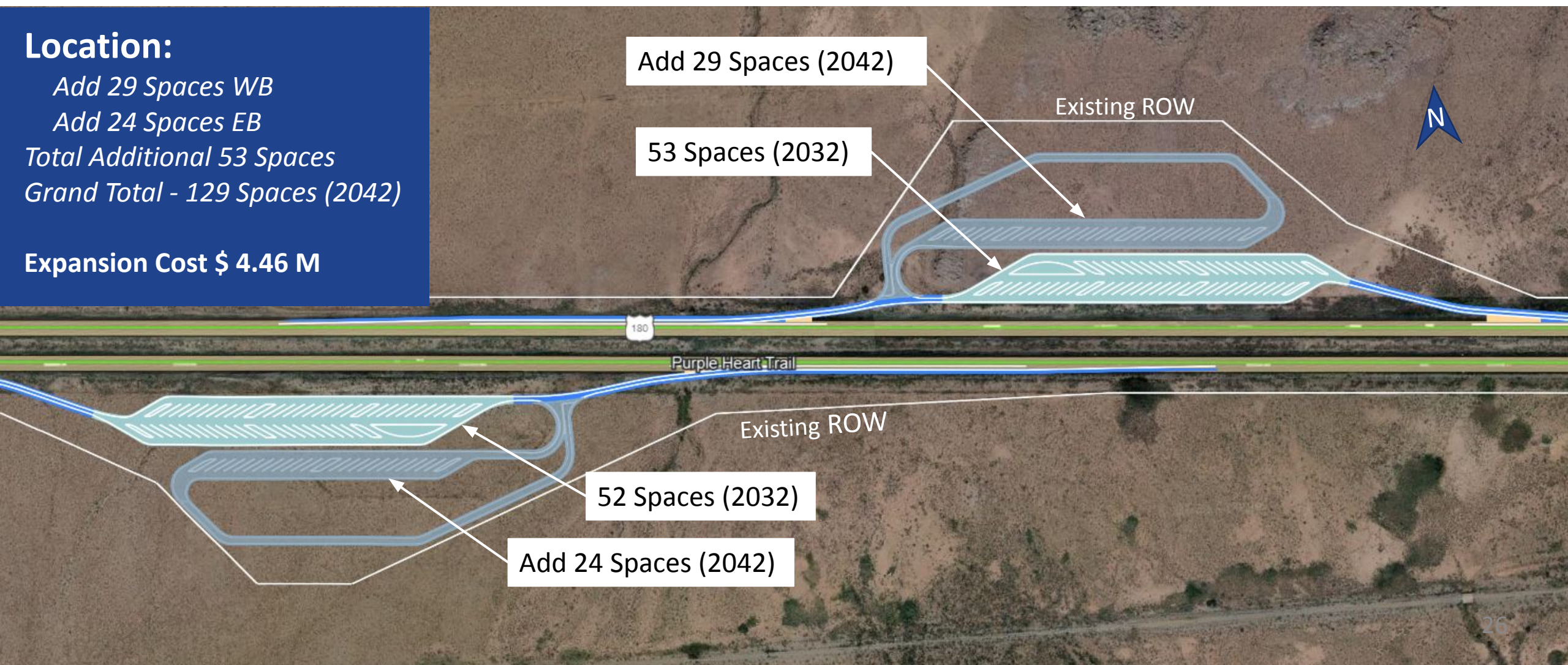
*Add 29 Spaces WB*

*Add 24 Spaces EB*

*Total Additional 53 Spaces*

*Grand Total - 129 Spaces (2042)*

**Expansion Cost \$ 4.46 M**





# I-40 and I-17 Rest Area Truck Parking Expansion Integrated Design Build Maintain

## Haviland I-40 MP23

- Construct Overflow Lots
- 50 Spaces
- Cost \$2.6M

## Parks I-40 MP 181

- Repurpose for Truck Parking Only
- 68 Spaces
- Cost \$4.9M

## Christensen I-17 MP 324

- Repurpose for Truck Parking Only
- 54 Spaces
- Cost \$4.5M

## Sunset Point I-17 MP 252

- Construct Overflow Lot
- 60 Spaces
- Cost \$3.3M

## McGuireville I-17 MP 296

- Expand Truck Parking
- 6-10 Spaces
- Cost \$2.7M

Programmed in FY2024 for \$18M Total

# Questions or Comments?



State Transportation Board  
November 17, 2023

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# Transportation Alternatives Program for Greater Arizona

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# Bipartisan Infrastructure Law (BIL)

Under the Bipartisan Infrastructure Law (BIL)'s Surface Transportation Block Grant Program:

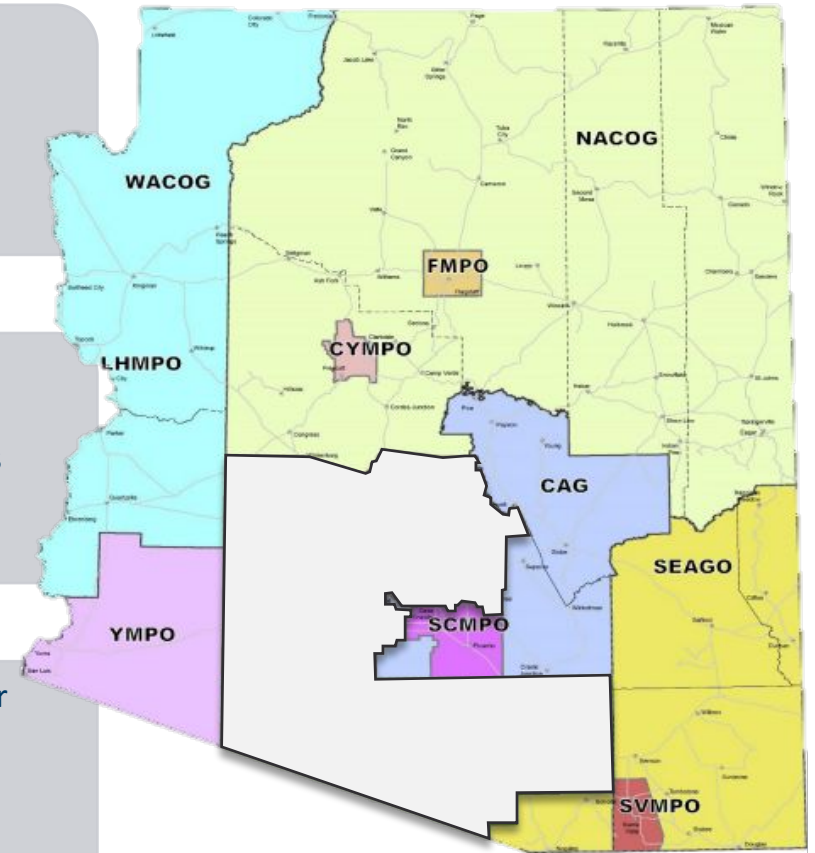
- The Transportation Alternatives Set-Aside provides funding for projects that help States build a variety of generally smaller-scale alternative transportation projects
- These projects are meant to achieve safer, connected, and equitable on-and off-road networks for all users

Due to the way that the federal government suballocates funding, ADOT's TA Program focus only on Greater Arizona

- Greater Arizona includes parts of the State outside of the Maricopa (MAG) or Pima (PAG) Association of Governments regions.

For Tribal Governments with boundaries that fall both within and outside of the MAG and PAG regions:

- Any eligible project located within MAG or PAG is eligible for TA Program funding through MAG or PAG's TA Program.
- Whereas any eligible project located outside of the MAG or PAG regions is eligible through ADOT's TA Program.
- This currently only applies to Tohono O'odham



Greater Arizona includes all areas outside of the MAG and PAG regions (in gray)

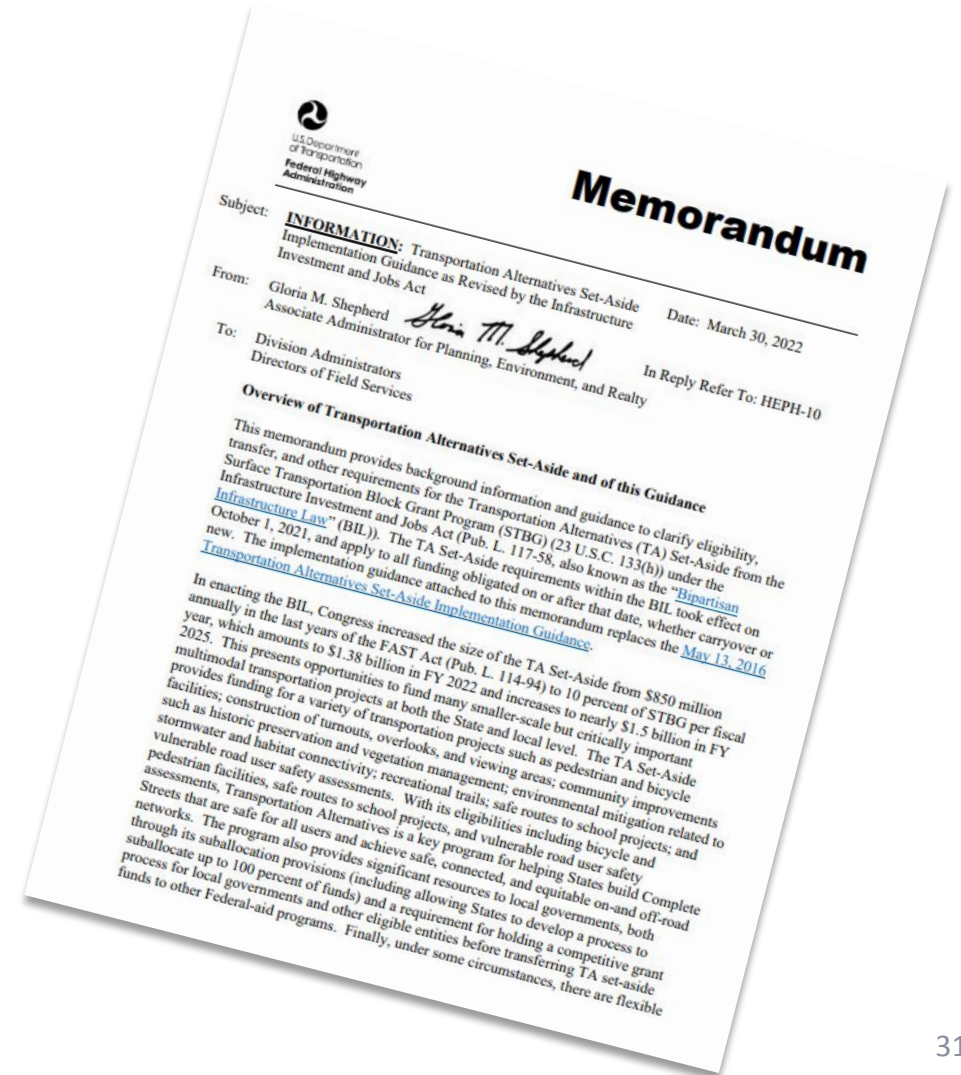


# FHWA's TA Program Guidance

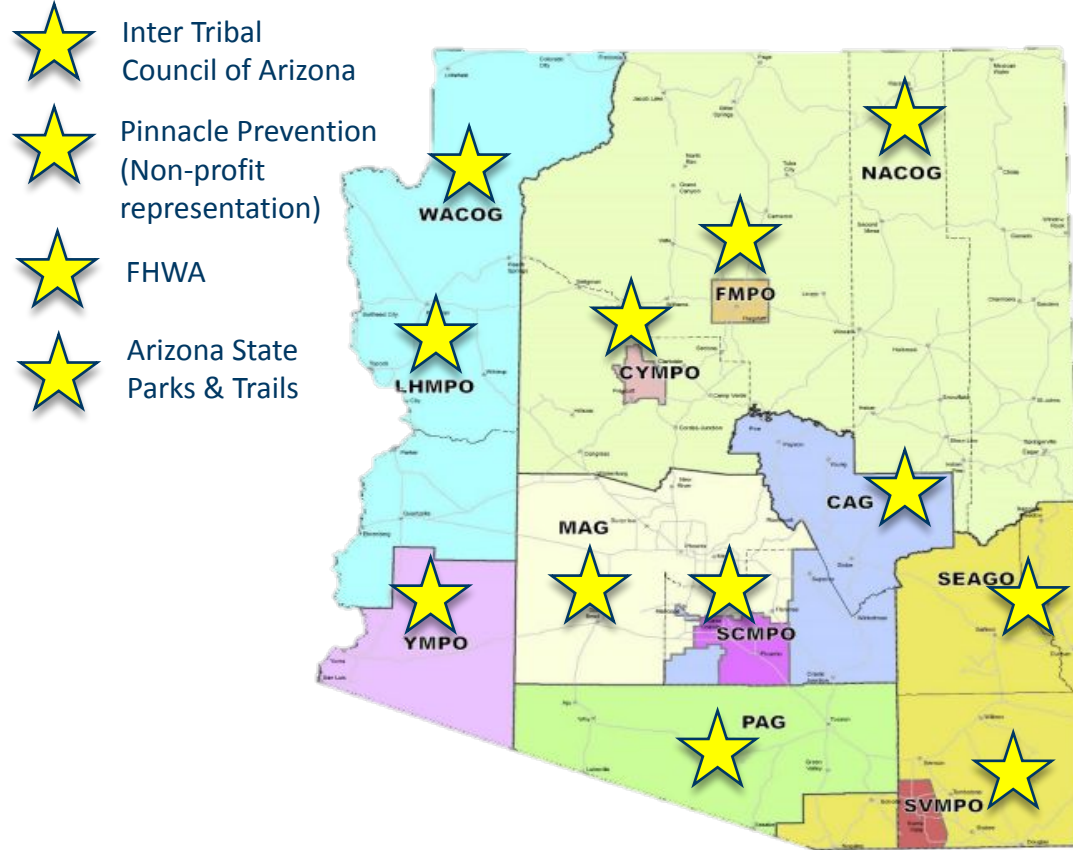
FHWA's TA Program Guidance serves as the technical foundation for ADOT's TA Program.

USDOT Transportation Alternatives Set-Aside Implementation Guidance Memo:

[https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/ta\\_guidance\\_2022.pdf](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_guidance_2022.pdf)



# TA Program Development



**ADOT's TA Program for Greater Arizona was developed over the past year in collaboration with an Oversight Committee comprised of representatives throughout Greater Arizona.**

**The development process led to key themes:**

- ✓ Simplicity
- ✓ Flexibility
- ✓ Transparency
- ✓ Minimize barriers while ensuring program success



# Technical Advisory Committee

- The TAC has **16 members**:
  - **12 voting members** representing Greater Arizona's MPOs and COGs, the Inter-Tribal Council of Arizona, and the Arizona Department of State Park & Trails.
  - **4 advisory members** including, a statewide non-profit representative, Maricopa Association of Governments (MAG), Pima Association of Government (PAG), and Federal Highway Administration (FHWA).
- The ADOT TA Program Manager is the primary liaison between ADOT and the TAC and serves as a technical and administrative resource to the Committee.

# ADOT TA Program Guidebook

- ADOT has developed a TA Program Guidebook to serve as another resource.
- This Guidebook will be updated for future TA Program cycles and as the program evolves.

<https://activetransportation.az.gov/transportation-alternatives-program/guidebook>



# Eligible Project Sponsors



**Local Governments**



**Regional Transportation Authorities**



**Transit Agencies**



**Natural Resource or Public Land Agencies**



**School Districts, Local Education Agencies, or Schools**



**Tribal Governments**



**Non-profit organizations who partner with an eligible public entity**



**MPOs that serve an urbanized area with a population of 200,000 or fewer**



**Any other local or regional governmental entity with responsibility for or oversight of transportation or recreational trails that the State determines to be eligible (i.e. COGs)**

# Eligible Projects



**Pedestrian and  
bicycle facilities**



**Safe routes to  
school projects**



**Construction of turnouts,  
overlooks, and viewing areas**



**Environmental mitigation  
related to stormwater and  
habitat connectivity**



**Recreational trails**



**Vulnerable road user  
safety assessments**



**Historic preservation and  
vegetation management**

ADOT and the TA Program Development Oversight Committee did not further restrict eligible projects as based on FHWA's Guidance. [See page 21 of FHWA's guidance](#) for the complete list of eligible projects.

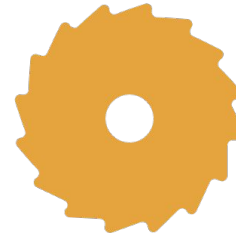
# Eligible Costs



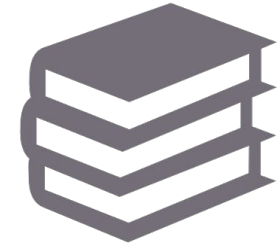
**Planning  
/ Scoping**



**Design**



**Construction**



**Educational  
Programming**



# Available Funding

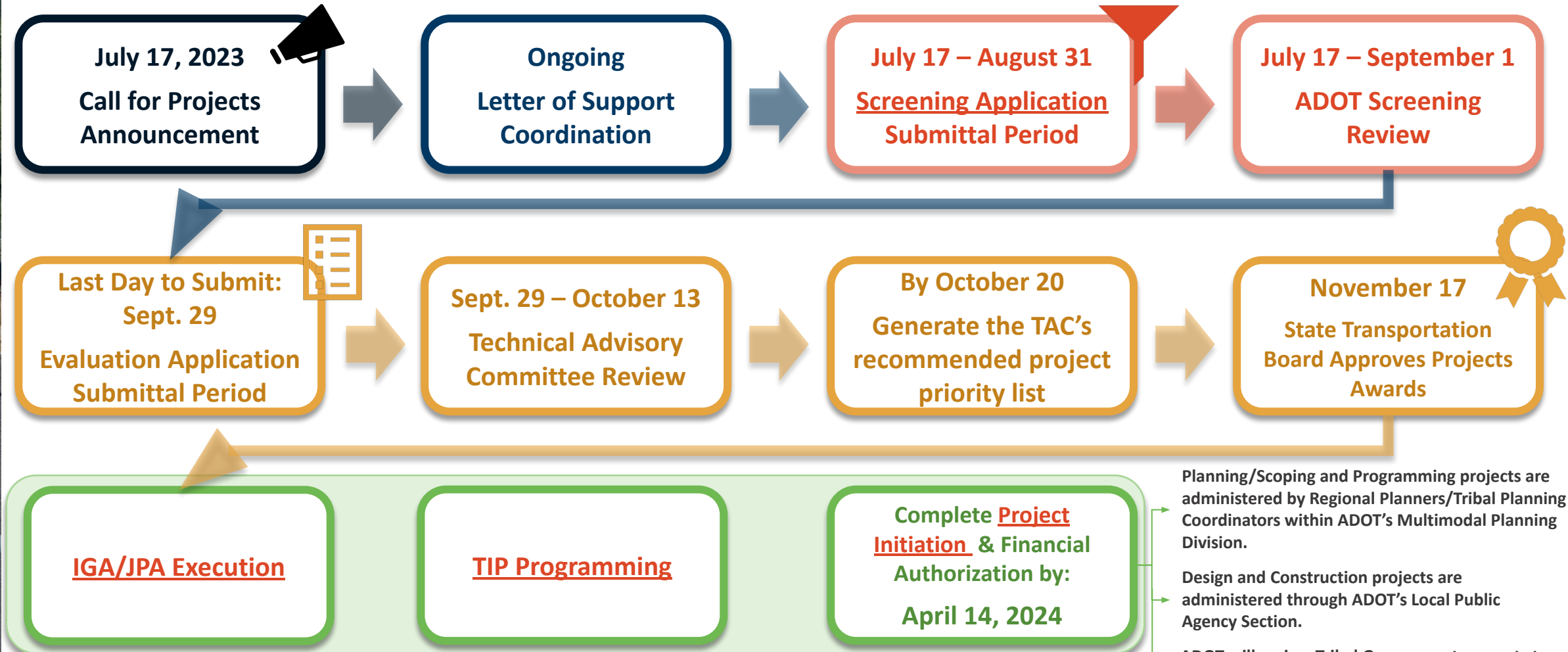
Greater Arizona has **~\$18 Million** in TA Set-Aside funds available for the current program cycle

There are currently **no minimum or maximum** project award amounts designated. This may change for future TA Program cycles.

The **required local match** for TA projects will be in accordance with the federal sliding scale rule for Arizona.

- Most local government projects in Arizona are eligible a 5.7% minimum local match, with some exceptions.
- Tribal Governments can use funds under 23 U.S.C. 202 or 23 U.S.C. 203 to pay the non-Federal share of the cost of any project that is funded under title 23, or under chapter 53 of title 49, U.S.C., that provides access to or within Federal or tribal land.

# Full TA Program Process



Planning/Scoping and Programming projects are administered by Regional Planners/Tribal Planning Coordinators within ADOT's Multimodal Planning Division.

Design and Construction projects are administered through ADOT's Local Public Agency Section.

ADOT will review Tribal Government requests to transfer funding through the ADOT 202(a)(9) Intergovernmental Funds Transfer Agreements (IFTA) process on a case-by-case basis.

*These activities can take place concurrently and can be interdependent*

# Project Evaluation

The TAC reviews Evaluation Applications and provides judgement-based input covering the following evaluation criteria:



**TAC**



**Technical Quality  
of Project Scope**

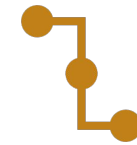


**Project Schedule**



**Community  
Support based on:**

- ✓ Letters of support
- ✓ Public Involvement



**Plan Alignment**

- ✓ How well does the project support related planning efforts?

## Federal Requirement

The competitive process must prioritize project location and impact in high need areas  
23 U.S.C. 133(h)(4)(D)



**Equity**

The equity criteria score, based on the project's travel shed inclusion of a transportation disadvantaged community and median household income, is automatically calculated based on the project's location.



# Project Initiation

## Planning/Scoping & Programming Projects

Project Sponsors will work with the appropriate ADOT Regional Planners and Tribal Planning Coordinators assigned to their region to initiate their planning/scoping or programming projects.

Planning/scoping and programming projects will be administered through ADOT's Multimodal Planning Division (MPD).

## Design & Construction Projects

Project Sponsors will prepare and submit a Project Initiation request form to the ADOT LPA Section to receive ADOT Project and Federal ID numbers.

Project Initiation request forms and supporting documentation forms can be found on the ADOT LPA Resource Materials Webpage.

ADOT will review Tribal Government requests to transfer funding through the ADOT 202(a)(9) Intergovernmental Funds Transfer Agreements (IFTA) process on a case-by-case basis.

**Thank you for your  
interest in ADOT's  
TA Program!**



## **Summary of TA Program Resources**

[ADOT TA Program Website](#)

[ADOT TA Program Guidebook](#)

[MPOs and COGs](#)

[Tribal Governments](#)

[TA Program Screening Application](#)

[FHWA TA Program Guidance](#)

[ADOT JPA Section](#)

[ADOT MPD](#)

[ADOT LPA Section](#)

[ADOT LPA Project Initiation](#)

## **ADOT TA Program Contact**

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[TAProgram@azdot.gov](mailto:TAProgram@azdot.gov)