



**ADOT Transportation Planning and
Programming Guidebook
For
Tribal Governments**

JACOBS™

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Preface

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

This Guidebook is organized to show the specific roads that traverse tribal lands and their relation to ADOT's engineering management districts. Second, it explains ADOT's vision, mission, goals, and responsibilities in relation to management of the state transportation system. Third, it provides tribal governments with an overview of the ADOT planning and programming process for major transportation improvement projects. Finally, it provides a summary discussion of ADOT's funding sources for transportation improvement. ADOT also has additional resources for tribal transportation funding available upon request. A comprehensive training program to accompany this guidebook has also been developed and is available by request to ADOT.

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

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TABLE OF CONTENTS

TABLE OF CONTENTS.....	i
LIST OF FIGURES	iii
LIST OF TABLES	iii
GLOSSARY OF TRANSPORTATION ACRONYMS	iv
1. INTRODUCTION AND GUIDEBOOK PURPOSE.....	1
2. STATE HIGHWAYS AND TRIBES IN ARIZONA.....	1
2.1 Arizona State Highway System on Tribal Land	2
3. ADOT RESPONSIBILITIES	5
3.1 ADOT Vision, Mission and Goals	5
3.2 Consultation with Tribes	6
4. ADOT TRANSPORTATION PLANNING PROCESS	8
MPD Section Responsibilities	8
4.1 Statewide Long-Range Transportation Visioning	9
4.2 State Transportation Plan.....	9
4.2.1 Long-range Statewide Transportation Plan; MPD Division duties	10
4.3 Other Transportation Planning Efforts.....	13
4.3.1 Specialized Transportation Studies.....	13
4.3.2 Regional Transportation System Plans	14
4.3.3 Planning Assistance for Rural Areas (PARA).....	14
4.4 Public Involvement	15
5. ADOT PRIORITY PROGRAMMING PROCESS.....	16
5.1 Programming Process Overview.....	17
6. TRANSPORTATION FUNDING SOURCES.....	20
6.1 Highway Programs.....	21
6.2. Transit	23
6.2.1 Section 5303, Metropolitan Transportation Planning Program.....	23
6.2.2 Section 5304, Statewide Transportation Planning Program.....	24
6.2.3 Section 5310, Elderly & Persons with Disabilities Transportation Program.....	24
6.2.4 Section 5311, Rural Public Transportation Program	25
6.2.5 Section 5316 Job Access and Reverse Commute Program (JARC).....	25
6.2.6 Section 5317 New Freedom Program	27
6.2.7 Rural Transit Assistance Program.....	28
6.2.8 LTAF I - Local Transportation Assistance Fund	28
6.2.9 LTAF II - Local Transportation Assistance Fund II	28
6.3 Airport.....	29
6.3.1 Airport Programming & Planning.....	29

6.3.2 Airport Pavement Preservation	31
6.3.3 Airport Development Loan Program.....	31
APPENDICES.....	33
<i>APPENDIX A – TRIBES IN ARIZONA REFERENCE INFORMATION</i>	34
APPENDIX B - ADOT ORGANIZATION CHART	45
<i>APPENDIX C – STATE STATUTES, REGULATIONS, ORDERS, AND POLICIES</i>	46
C-1 Executive Order 2006-14 Consultation and Cooperation with Arizona Tribes	46
C-2 ADOT Tribal Consultation Policy MGT-16.01	48
APPENDIX D - ARIZONA DOT TRIBAL COORDINATION CONTACTS.....	48
Multimodal Planning Division	48
ADOT Environmental Planning Group - Section 106 Related Tribal Consultation	49
Communication and Community Partnerships	49
CCP Partnering Office.....	49
Civil Rights Office.....	50
Policy and Governmental Affairs	50
ITD Right of Way Group.....	50
APPENDIX E. – TRIBAL REQUESTS FOR STATISTICS AND DATA	52
<i>APPENDIX F - COUNCILS OF GOVERNMENT AND METROPOLITAN PLANNING</i> ORGANIZATIONS	53
COGs	53
MPOs	53
APPENDIX G - ARIZONA TRIBAL STRATEGIC PARTNERING TEAM.....	55
Existing Partnerships	55
APPENDIX H - STATE AND FEDERAL FUNDING SOURCES.....	56

LIST OF FIGURES

FIGURE 2-1 MAP OF TRIBAL, COUNTY AND ADOT ENGINEERING DISTRICT BOUNDARIES	3
FIGURE 4-1 ADOT TRANSPORTATION PLANNING PROCESS	12
FIGURE 4-2 STATE TRANSPORTATION PLAN DEVELOPMENT CONCEPT	13
FIGURE 5-1 PROJECT SCOPING PROCESS	18
FIGURE 5-2 ANNUAL PROGRAMMING TIMELINE	19
FIGURE 5-3 ADOT PROGRAMMING PROCESS	19
FIGURE 6-1 FUNDING FLOW (FY 2009).....	20

LIST OF TABLES

TABLE 2-1 THE 22 INDIAN TRIBES AND NATIVE NATIONS IN ARIZONA	1
TABLE 2-2 2009 STATE HIGHWAY SYSTEM ROAD MILEAGE ON TRIBAL LAND	4
TABLE 6-1 HIGHWAY FUNDING CATEGORIES	21
TABLE 6-2 TRANSIT PROGRAM	23

GLOSSARY OF TRANSPORTATION ACRONYMS

AASHTO	American Association Of State Highway & Transportation Officials
AC	Asphaltic Concrete
ACFC	Asphalt Concrete Friction Course
ACIA	Arizona Commission of Indian Affairs
ACMS	Advanced Construction and Maintenance Systems
ADEQ	Arizona Department of Environmental Quality
ADOT	Arizona Department of Transportation
AHRRC	Arizona Hospitality Research and Resource Center
AHS	Automated Highway Systems
APL	Approved Products List
AR-AC	Asphalt-Rubber Asphalt Concrete
AR-ACFC	Asphalt-Rubber/Asphalt-Concrete Friction Course
ARS	Arizona Revised Statutes
ASU	Arizona State University
ATC	Automatic Traffic Counter
ATIS	Advanced Traveler Information System
ATSPT	Arizona Tribal Strategic Partnering Team
ATRC	Arizona Transportation Research Center
BIA	Bureau of Indian Affairs (Department of Interior)
BQAZ	Building a Quality Arizona
BYU	Brigham Young University
Caltrans	California Department of Transportation
CCP	Communication and Community Partnerships office of ADOT
CCTV	Closed-Circuit TV
COG	Council of Governments
CRM	Crumb Rubber Modifier
CVISN	Commercial Vehicle Information Systems Network
DOT	Department Of Transportation
DPS	Department of Public Safety
EEO	Equal Employment Office
EEOC	
ENTERPRISE	Evaluation of New Technologies for Roads Program Initiatives in Safety and Efficiency
EPA	Environmental Protection Agency
EPG	Environmental Planning Group (ADOT)
FEPA	Fair Employment Practice Agencies
FHWA	Federal Highway Administration
FM	Frequency modulation
FWD	Falling Weight Deflectometer
FY	Fiscal Year
G4	A type of guard rail
GCNP	Grand Canyon National Park
GIS	Geographic Information System
GOHS	Governor's Office of Highway Safety

GOEO	Governors Office of Equal Opportunity
GPS	General Pavement Studies
GPS	Global Positioning Satellite
GTSAC	Governor's Traffic Safety Advisory Council
HAR	Highway Advisory Radio
HCRS	Highway Condition Reporting System
HMA	Hot Mix Asphalt
HMAC	Hot Mix Asphaltic Concrete
HOV	High Occupancy Vehicle
HPC	High Performance Concrete
HPS	High-Pressure Sodium
IDMS	Integrated Document Management System
IES	Illuminating Engineering Society
IGA	Inter-Governmental Agreement
IRR	Indian Reservation Roads
ISPMMS	Integrated Sign and Pavement Marking Management System
ITCA	Inter-Tribal Council of Arizona
ITD	Intermodal Transportation Division (ADOT)
ITEP	ITS, Traffic & Safety, Environment, Planning
ITG	Information Technology Group
ITS	Intelligent Transportation System
ITWG	Inter-Tribal Working Group
IV	Intelligent Vehicle
JLBC	Joint Legislative Budget Committee
JPA	Joint Project Agreement
LOS	Level Of Service
LPS	Low-Pressure Sodium
LTAP	Local Technical Assistance Program
LTPP	Long Term Pavement Performance
MAG	Maricopa Association of Governments
MH	Metal Halide
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MP	Milepost
MPD	Multi-Modal Planning Division (ADOT)
MPO	Metropolitan Planning Organization
MSE	Mechanically-Stabilized Earth
MSM	Materials, Structures, and Maintenance
MUTCD	Manual of Uniform Traffic Control Devices
MVD	Motor Vehicle Division (ADOT)
N/A	Not Applicable
NAU	Northern Arizona University
NCAT	National Center for Asphalt Technology
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Protection Act
NHPA	National Historic Preservation Act
NOAA	National Oceanographic and Atmospheric Administration
NTCIP	National Transportation Communications for Intelligent

	Transportation Systems Protocol
NTPEP	National Transportation Product Evaluation Program
OGFC	Open-Graded Friction Courses
P3	Public-Private Partnership
PARA	Planning Assistance for Rural Areas
PIJ	Project Investment Justification
PM10	Particulate Matter less than 10 microns in diameter
PM2.5	Particulate Matter less than 2.5 microns in diameter
PMS	Pavement Management System
PRIDE	Product Resource Investment Deployment And Evaluation
R&D	Research & Development
R/W	Right-Of-Way
RFP	Request For Proposal
RTP	Regional Transportation Plan
RV	Recreational Vehicle
RWIS	Roadway Weather Information System
SGC	Sand-Gravel-Cobbles
SHPO	State Historic Preservation Office
SHRP	Strategic Highway Research Program
SHS	State Highway System
SPR	State Planning & Research
SPS	Specific Pavement Studies
SR	State Route
SRP	Salt River Project
SRP	Statewide and Regional Planning
STIP	State Transportation Improvement Plan
TAC	Technical Advisory Committee
TCP	Traditional Cultural Property
THPO	Tribal Historic Preservation Office
TTAP	Tribal Technical Assistance Program
TBD	To be determined
TCE	Temporary Construction Easement
TEA-21	Transportation Equity Act for the 21 st Century
TERO	Tribal Employment Rights Office
TI	Traffic Interchange
TIP	Transportation Improvement Plan
TNM	Traffic Noise Model
TRB	Transportation Research Board
TTI	Texas Transportation Institute
UDOT	Utah Department of Transportation
U.S.C	United States Code
VMS	Variable Message Sign
VSL	Variable Speed Limit
WASHTO	Western Association of State Highway & Transportation Officials
WIM	Weigh-In-Motion
WMAT	White Mountain Apache Tribe

1. INTRODUCTION AND GUIDEBOOK PURPOSE

The purpose of this guidebook is to serve as a reference tool to assist tribal governments and planning departments understand the Arizona Department of Transportation (ADOT) transportation planning and programming processes and how to work with ADOT to receive positive benefits. Specifically this guidebook focuses on the ADOT statewide, regional and rural area transportation planning process. It also covers the ADOT priority programming process and funding sources that can assist with capital improvements to the transportation system on tribal lands.

Tribal Governments play a vital role in the transportation system statewide as approximately 17% of state highways cross tribal lands. Tribal sovereignty is recognized by ADOT and continuous communication regarding transportation issues is always encouraged and welcome.

2. STATE HIGHWAYS AND TRIBES IN ARIZONA

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

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

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

2.1 Arizona State Highway System on Tribal Land

ADOT was established in 1974 and is responsible for planning, developing, maintaining, and operating state transportation facilities for the efficient movement of people and products by surface and air throughout Arizona. Within the State, multi-modal transportation systems cross numerous jurisdictional boundaries. The State Highway System (SHS) includes 6,785 centerline miles of roadway and of this about 86% of the system's roadways are situated within rural areas. The SHS also includes 1,143 centerline miles or 17% that traverse Native Nation/Tribal lands. In addition, there are 20 airports maintained and operated by the Native Nation/Tribal Governments. The State, Native Nations and Tribes have expressed a mutual desire to work together for the common purpose of protecting the health, safety and welfare of the traveling public in Arizona through a continuously improving their working relationship. **Figure 2-1** shows the locations of tribal reservation land in comparison to the state highway system, county boundaries and ADOT Engineering District Boundaries. **Table 2-2** identifies the SHS mileage per reservation according to the Arizona Transportation Information System database.

The Arizona State Highway System includes 6,801 route miles of roadway. Approximately 1,143 centerline miles or 17% of the SHS crosses tribal land. This fact provides the basis of the need for the state to adequately consult, communicate, and cooperate with tribal governments to address the growing transportation needs of the traveling public on and off tribal land.

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

American Indian Reservations and Engineering District Boundaries

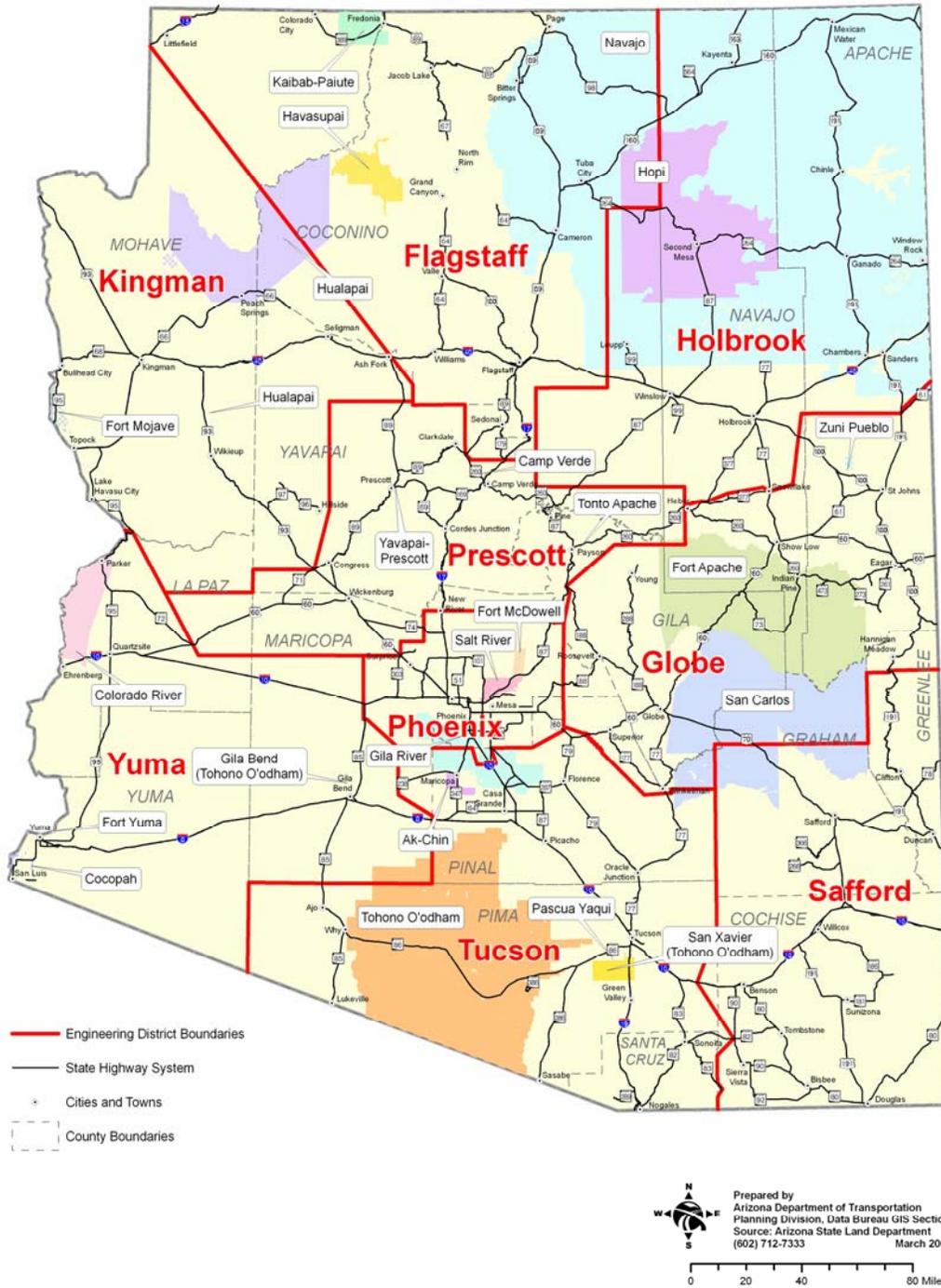


TABLE 2-2 2009 State Highway System Road Mileage on Tribal Land

Federal Name	Total Miles
Ak-Chin Indian Reservation	6.0
Camp Verde Indian Reservation	0.2
Cocopah Reservation	1.5
Colorado River Indian Reservation	13.9
Fort Apache Reservation	128.0
Fort McDowell Indian Reservation	4.3
Fort Mohave Indian Reservation	8.6
Fort Yuma Quechan	0.0
Gila River Indian Reservation	77.9
Havasupai	0.0
Hopi Reservation	91.4
Hualapai Indian Reservation	17.9
Kaibab Indian Reservation	16.5
Navajo Nation	591.0
Pascua Yaqui	0.0
Salt River Reservation	20.9
San Carlos Reservation	52.7
San Juan Southern Paiute	0.0
Tohono O'odham Reservation	110.3
Tonto Apache	0.0
Yavapai Reservation	1.5
Zuni Reservation	0.5

3. ADOT RESPONSIBILITIES

ADOT is responsible for daily management of the state's transportation system and is comprised of the following Divisions and key Departments; Motor Vehicle Division (MVD), Multimodal Planning Division (MPD) and Intermodal Transportation Division (ITD), Policy and Government Affairs, Communication and Community and Partnerships (CCP), and the Transportation Services Group (see **Appendix B** for a detailed ADOT organization chart). This guidebook will focus on the planning processes relating to the MPD.

3.1 ADOT Vision, Mission and Goals

"Working together we can make a difference"

The Arizona Department of Transportation has a compelling mission – that of providing mobility to Arizona’s residents and visitors, while promoting economic prosperity through its linkage to the global economy, and demonstrating respect for the environment and quality of life. The safe, efficient and cost-effective movement of people and products throughout our State is contingent on performing our jobs both prudently and well.

ADOT’s charge is to fulfill this mission in a manner that ensures the highest public value to our stakeholders – those who pay the taxes and fees that we use to accomplish this mission. This provides *focus* to our efforts.

ADOT’s vision is where the organization will be in the future. It acts as a beacon in guiding agency actions. The mission is ADOT’s reason for existence, and constitutes the “performance agreement” with their stakeholders. It defines what ADOT needs to do in exchange for the taxes and fees which are use to achieve their mission.

ADOT’s values are the principles and philosophies which describe how they will conduct themselves in order to accomplish their mission and move toward their vision. These are the guideposts that test the rightness of their direction. The priorities define where they must focus in the short term, and their goals are those specific items they are focusing on in order to achieve their mission and move closer to their vision.

ADOT Vision

The standard of excellence for transportation systems and services.

ADOT Mission

To provide products and services for a safe, efficient, cost-effective transportation system that links Arizona to the global economy, promotes economic prosperity and demonstrates respect for Arizona's environment and quality of life.

ADOT Goals

-  Enhance the movement of people and products throughout Arizona.
-  Optimize the quality, timeliness and cost effectiveness of our products and services.
-  Strive to develop and retain a high performing, successful workforce that is competitively paid.
-  Use innovative and creative techniques to optimize the use of all resources.
-  Build the public and political support necessary to meet Arizona's transportation needs.

3.2 Consultation with Tribes

The primary point of initial contact for tribes regarding state transportation issues is the District Engineer whose district includes the tribe's land area and the location of a particular project or issue. Refer to **Figure 2-1** above for the district boundaries, some tribes with overlapping land bases will need to coordinate with multiple District Engineers. Through the appropriate engineering district, various headquarters staff will be involved depending on the particular concern being addressed.

US DOT Executive Order DOT 5301.1 defines tribal consultation as:

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

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

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

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

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

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

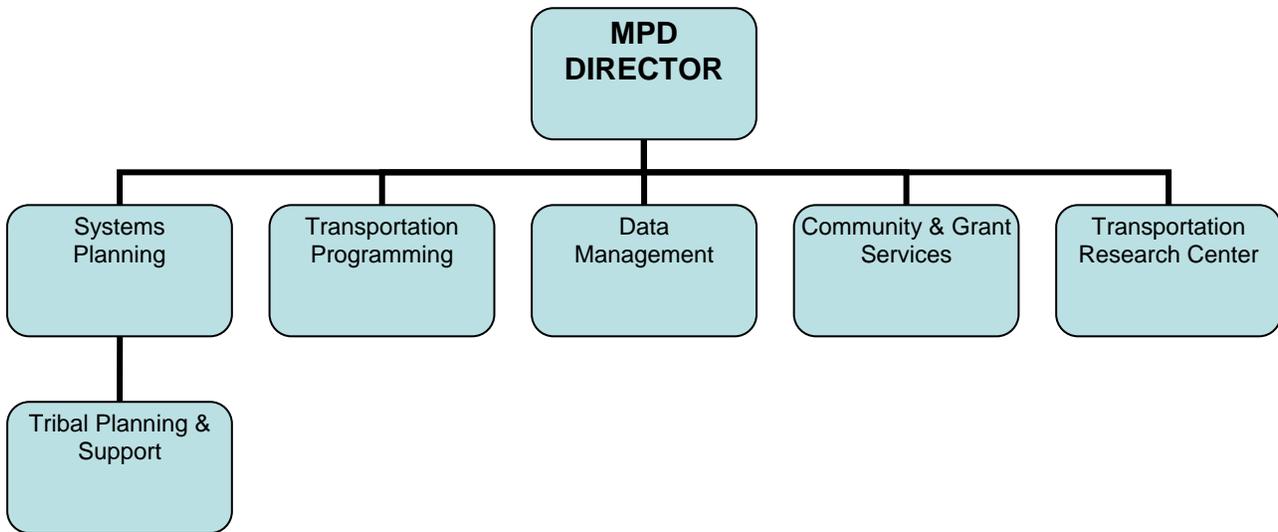
ADOT recognizes the sovereign status of Native Nation/Tribal Governments and their jurisdiction over lands within reservation boundaries as defined by federal law [18 U.S.C. §1151]. In recognition of Nation/Tribal sovereignty, ADOT respects the unique and continuous existence of each Nation's/Tribe's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

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

PROMOTING PARTNERSHIPS

4. ADOT TRANSPORTATION PLANNING PROCESS

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



MPD Section Responsibilities

Systems Planning

- Tribal Planning and Support
- Systems Planning Staff
- Studies, Plans and Programs

Transportation Programming

- Five Year Transportation Facilities Construction Program
- State Transportation Improvement Program (STIP)
- Priority Planning Advisory Committee (PPAC)

Community and Grant Services

- Transit Programs
- Transit Studies
- Rail Programs
- Rural Transportation Assistance Program (RTAP)

Data Management and Analysis

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

Arizona Transportation Research Center

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

4.1 Statewide Long-Range Transportation Visioning

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

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

4.2 State Transportation Plan

ADOT-MPD prepares a State Transportation Plan based on a collaborative long-range planning process. The State Transportation Plan is presented to the public for broad-scoped comments and input. The State Transportation Plan identifies policy recommendations and/or specific improvement projects within a 20-year planning horizon, is cost constrained, is based on performance standards, and is required to be evaluated on an annual basis and formally updated every five years.

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

4.2.1 Long-range Statewide Transportation Plan; MPD Division duties

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

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

B. The plan shall include:

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

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

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

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

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

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

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

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

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

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

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

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

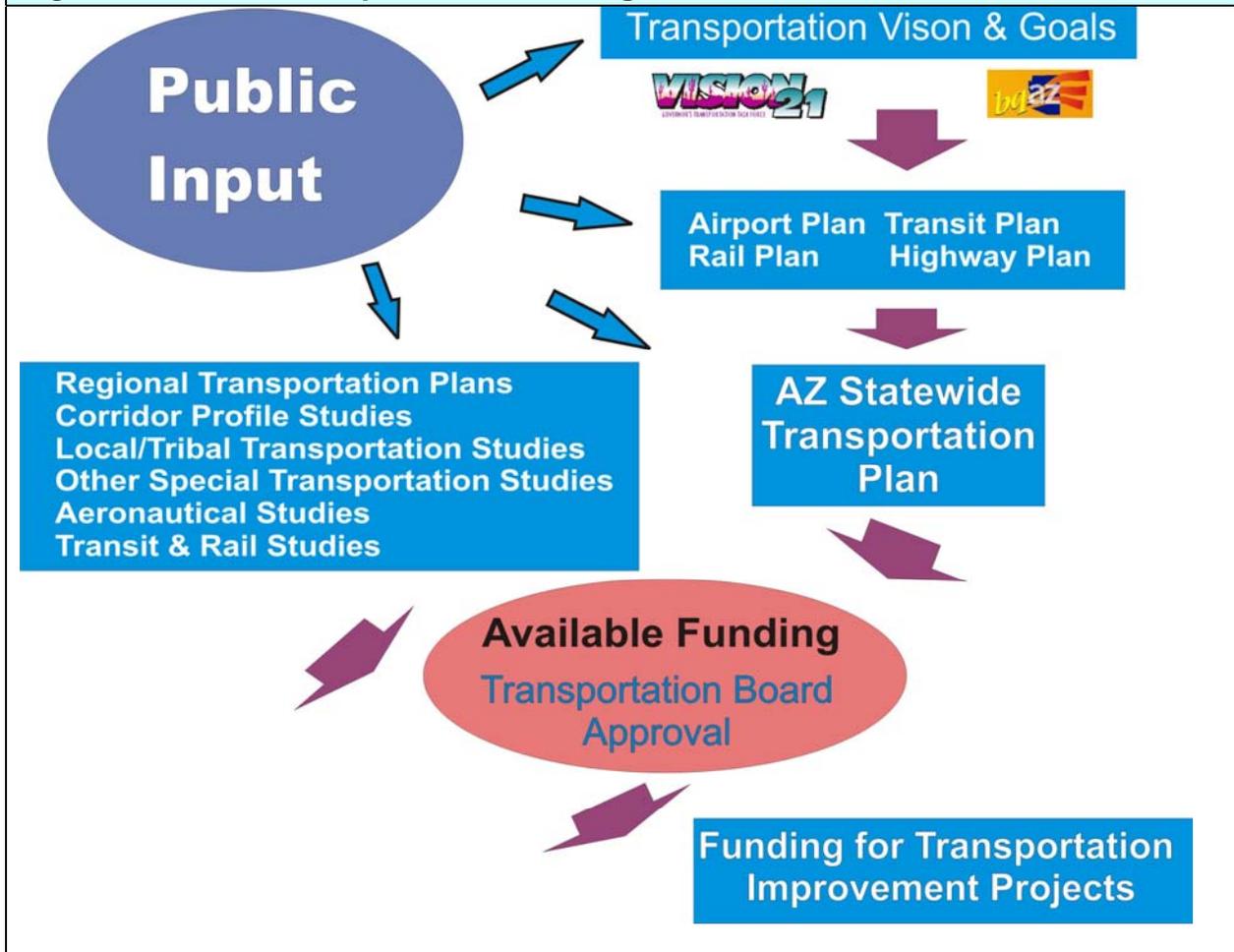
J. The division shall estimate the anticipated performance outcomes of:

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

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

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

Figure 4-1 ADOT Transportation Planning Process



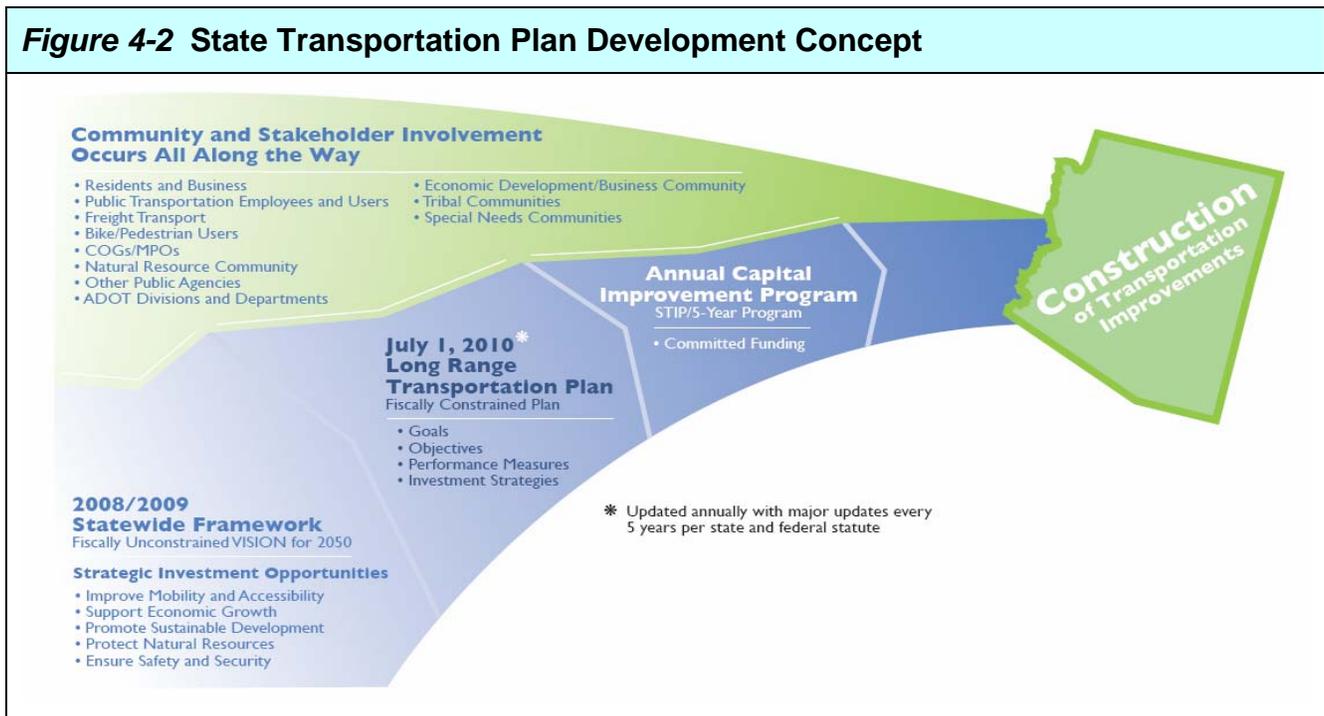
The Arizona State Transportation Board plays a key role in the development of ADOT's planning and programming process as illustrated below by the Arizona State Statute ARS 28-307.

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

- A. The board shall develop a statewide transportation plan as provided in this section and section 28-506.
- B. The statewide plan shall be adopted on or before December 31st and shall be reviewed and updated on or before July 1 of each fifth year thereafter. The board shall update the dollar estimates in the statewide plan every two years in conjunction with the certifications required by section 28-335.
- C. In establishing the statewide plan, the board shall endeavor to ensure that the future transportation system facilitates, rather than directs, future development in this state. To the greatest extent possible, the board shall ensure that the statewide plan reflects the future transportation needs of the various areas of this state as reflected in adopted local and regional land use and general plans.

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

What Moves You Arizona | let's talk. let's listen. let's decide.



4.3 Other Transportation Planning Efforts

4.3.1 Specialized Transportation Studies

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

4.3.2 Regional Transportation System Plans

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

4.3.3 Planning Assistance for Rural Areas (PARA)

Under the PARA program MPD conducts small area transportation studies for cities, towns, tribes and counties. These planning studies review existing transportation conditions, predict future conditions, then develop short-term, mid-term and long-term transportation improvement strategies for improved mobility. Improvement strategies include both motorized and non-motorized transportation options. Tribal governments and communities are encouraged to participate in this program to develop long-range transportation plans or other specialized planning studies. These studies are 100% federally funded under the PARA Program. MPD also provides overall project management of the study. This program was formerly called the Small Area Transportation Study (SATS) program. Beginning in 2008 the following is generally the process utilized by ADOT-MPD to address Tribal PARA requests:

- ADOT-MPD solicits requests and receives PARA project applications. MPD then reviews the project scope of work and other application submittals. It then awards the project funding to the successful applicant entities.
- ADOT-MPD assigns project management responsibility to a designated ADOT Planner.
- The ADOT-MPD Planner/Project Manager meets with the designated lead tribal contact and other Tribal officials to review the PARA Program requirements and to initiate the consulting firm request for proposal process.
- The Tribe and ADOT-MPD carry out selection of the most qualified firm to conduct the study project. Once the firm is selected a technical advisory committee is formally established and the study process begins. The ADOT-MPD Project Manager and/or ADOT's consultant Project Manager initiate formal consultation with the Tribal Project Manager to finalize the project scope and schedule. The project then proceeds with continues communication with the tribes' Project Manager.
- Division will need to be consulted on whether it can contribute planning funds toward the project. Coordination with the Tribe's Project Manager will also be required for any language modifications to the Scope of Work.
- The Tribe and ADOT-MPD will approve the project final report to close out the study process.

4.4 Public Involvement

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

5. ADOT PRIORITY PROGRAMMING PROCESS

Transportation Programming Goals

ADOT's effort to construct improvements to Arizona's transportation facilities is the primary goal of the Five-Year Transportation Facilities Construction Program. The program is updated annually and must be adopted by the State Transportation Board and submitted to the Governor by June 30 of each year.

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

A few questions that must be answered to document that the programming process is working correctly are: Can the projects programmed be delivered in the proposed time frame and for the proposed budget? Does the program take into consideration efficient project scheduling and contracting procedures, and does it leave enough leeway for anticipated adjustments?

Meet the Citizens Transportation Needs

The primary goal at ADOT is to provide a transportation system; together with the means of revenue collection, licensing and safety program, which meet the needs of the citizens of Arizona.

Meet Transportation Needs of the Citizens

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

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

Highway Funds

Primary funding sources for the Five-Year Transportation Facilities Construction Program are derived from federal highway trust funds, transportation excise tax monies and state highway user revenues. Bond proceeds are used as needed to attain a balance between critical construction requirements and revenue availability. Funding for the current Five-Year Transportation Facilities Construction Program totals \$6.1 billion.

The programming of both state and federal monies is guided by numerous stipulations regarding the use of monies. The end result is a categorization of projects by program funding. The major categories are:

- ✓ New construction and reconstruction
- ✓ Pavement preservation
- ✓ Other (includes safety, research, mapping, minor projects)

Over the five-year program period, the Maricopa County urban freeway system will receive nearly \$2.9 billion of the expected funds. The primary source of this program is the transportation excise tax assessed by voters in Maricopa County. Another portion of this program will be financed by 37% ADOT Discretionary funds and federal funds dedicated to the Maricopa Association of Governments (MAG) area.

Five Year Program FY 2010-2014 <i>(In millions of dollars)</i>	
System Preservation	\$1,076
System Management	\$387
System Improvements	\$1,022
Statewide Summary	\$2,485
Regional Transportation Plan, Freeway Program (RTPFP)	\$2,859
System wide	\$819
RTPFP Summary Total	\$3,678
Total Highway Program	\$6,163

For additional Information visit:

http://www.dot.state.az.us/mpd/priority_programming/Process.asp

5.1 Programming Process Overview

The programming process for major transportation projects (generally over 1 million dollars) occurs annually, and in two distinct phases of project scoping and project programming.

The State Transportation Board policy requires ALL projects to be thoroughly scoped (scoping is the process of evaluating each proposed project in terms of the detailed improvements that are required to meet the intent of the project goals with estimated construction cost) prior to programming (dedication of funding to the project). Projects that have been identified in the State Transportation Plan are submitted through the ADOT District Engineer for prioritization and submission to headquarters staff for further evaluation and analysis as shown in **Figure 5-1**. Depending on available funding a list scope of projects recommended for scoping is developed and the projects are scoped. Upon completion of the scoping process and approval by ADOT staff, projects are added to the pool of programmable projects and are eligible during the next funding cycle. Each year ADOT selects projects from the pool of eligible projects for inclusion into the 5-year plan, the schedule for developing the ADOT 5-year plan is shown in **Figure 5-2**. When selected projects have funding dedicated to complete the project. Similar to the scoping process, eligible projects are prioritized by the ADOT District Engineer with input from planning organizations and tribes. **Figure 5-3** shows the project programming process. Major improvement projects are submitted for the entire state and compete based on merit and adherence to overall ADOT mission and goals. ADOT estimates the revenue for the FY and distributes according to Board policies to various resource categories. A discussion of the transportation resource allocation categories is included in section 6.1.

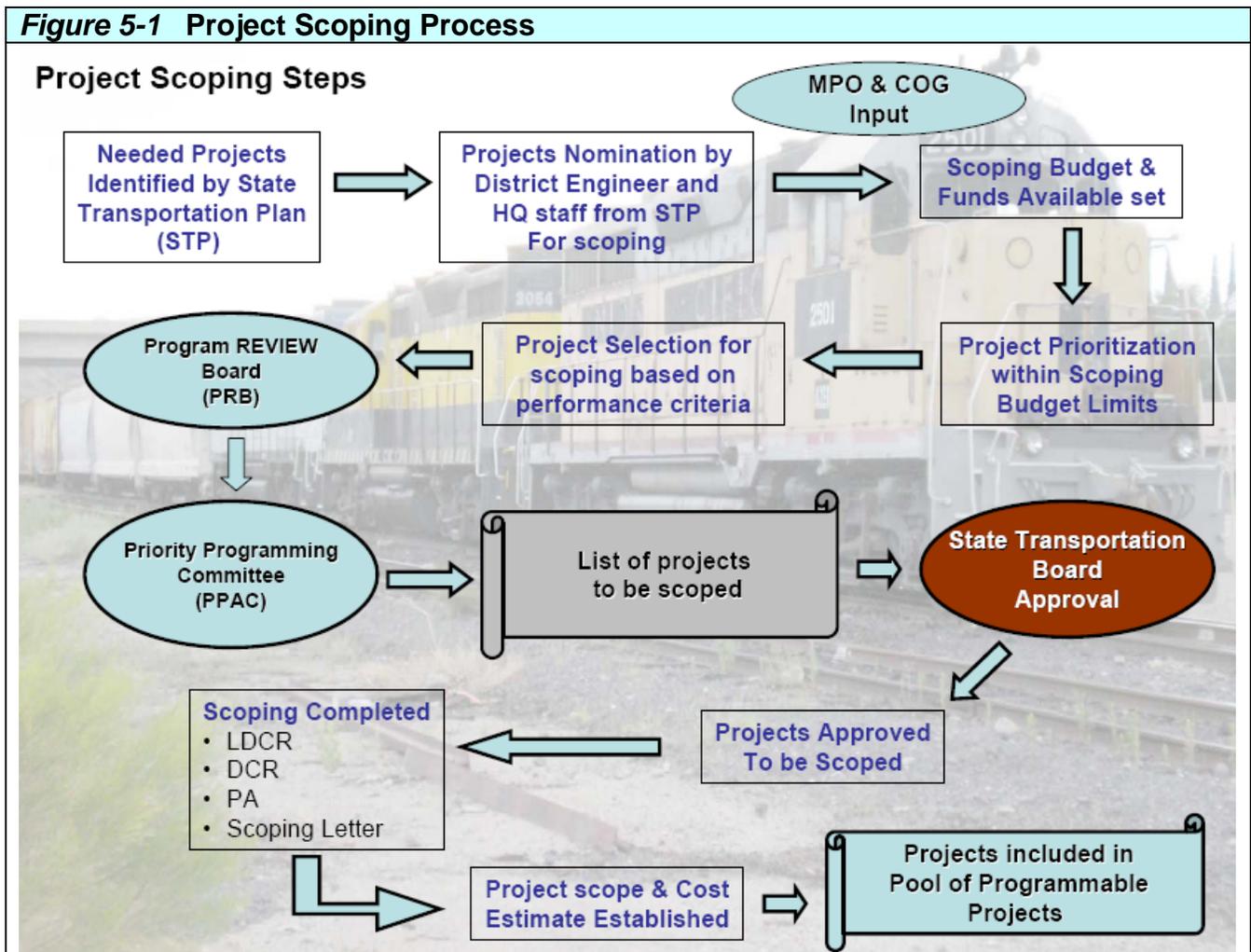
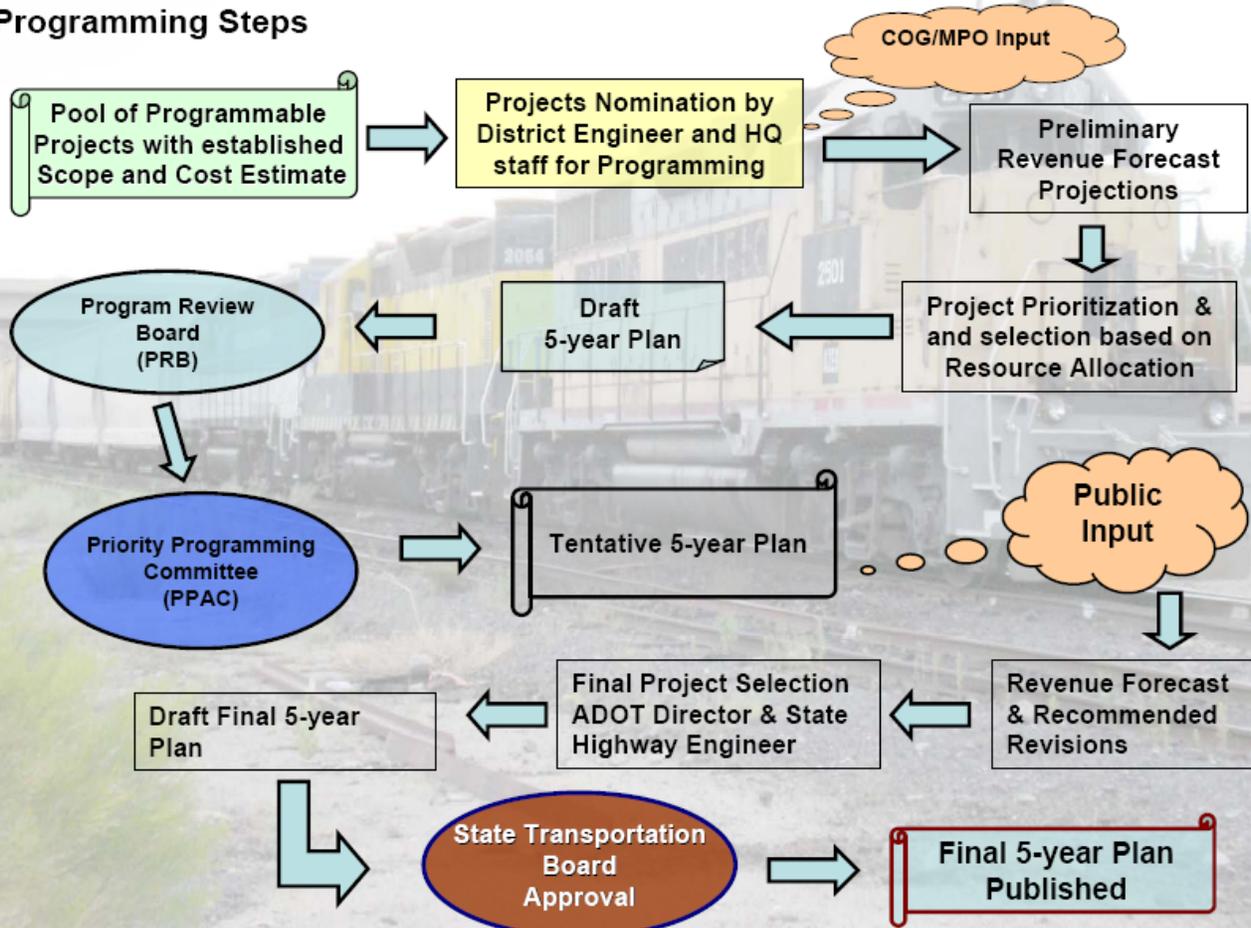


Figure 5-2 Annual Programming Timeline

PROJECT STEPS	JULY	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Compile and evaluate project requirements	●—————●											
Revenue Forecasts		●—————●				●—————●						
Projects prioritized and balanced with revenue				●—————●					▲	■		
Tentative program adopted							▲—————●		■			
Public Hearings									●—————●			
Final program reviewed and adopted										●—————▲		
▲ Priority Planning Advisory Committee review/recommendation ■ State Transportation Board review/approval												

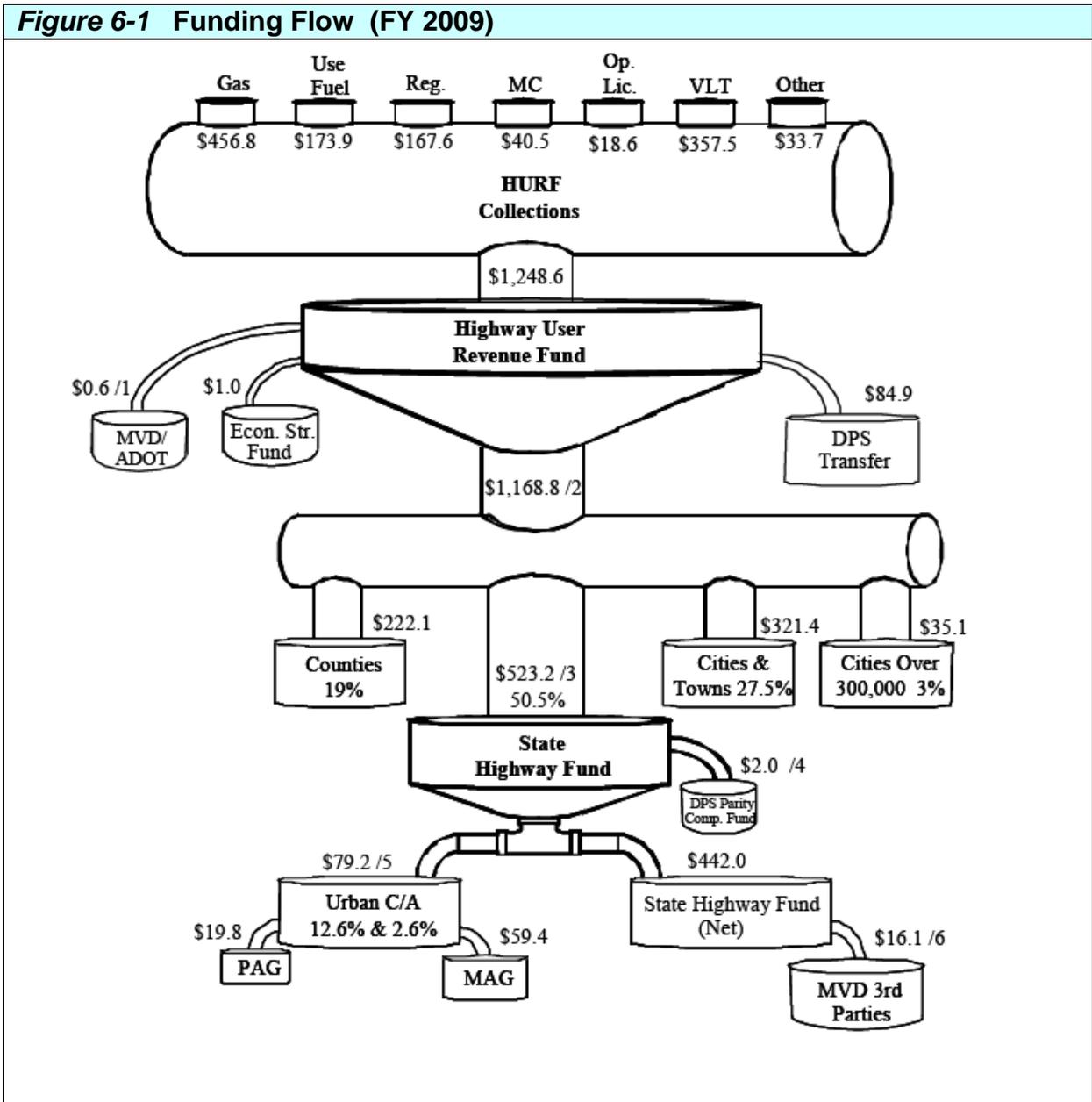
Figure 5-3 ADOT Programming Process

Programming Steps



6. TRANSPORTATION FUNDING SOURCES

See *Appendix H* to view state and federal project funding sources. The Highway User Revenue Fund (HURF) is the main source of transportation funding revenue. ADOT's HURF flow is illustrated below with the tank system, dollars are in millions. Some of the funding is distributed to local communities and counties throughout the state. Some counties have established intergovernmental agreements with tribes for maintenance and improvements.



6.1 Highway Programs

HIGHWAY PROGRAM FY 2010-2014 (In millions of dollars)	
System Preservation	\$1,076
System Management	\$387
System Improvements	\$1,022
Summary Total Statewide Program	\$2,485
Regional Transportation Plan	\$2,859
Systemwide	\$819
Summary Total MAG/Regional Plan	\$3,678
TOTAL HIGHWAY PROGRAM	\$6,163

The highway program is funded by Highway Users Revenue Fund (HURF) with allocations as shown in the Table above. All ADOT funding is for State highways only and cannot be used on BIA or, tribal or private roads.

Other funding categories for transportation improvement projects are summarized below in **Table 6-1**:

Table 6-1 Highway Funding Categories			
100	System Preservation		
110	Pavement Preservation		
111	Statewide Pavement Preservation	Programmatic rehabilitation and restoration of pavement structures	
112	Minor Pavement Preservation	Addresses immediate pavement needs	
113	Preventative Maintenance	Addresses pavement surface maintenance	
114	MAG Regional Rubberized Asphalt	Program to Overlay metro PCCP pavements	
120	Bridge Preservation		
121	Emergency Bridge Repair	Funds quick projects due to emergency damage	
122	Bridge Repair	Minor bridge repair projects on programmatic basis	
123	Bridge Scour Protection	Program to retrofit existing bridges to extend life	
124	Bridge Seismic Retrofit	Upgrade existing bridges for seismic loads	
125	Bridge Replacement	Federal program to replace or repair deficient bridges	
126	Bridge Inspection	Provides inspection of state and local bridges	
130	Safety Program		
131	Blunt End Guardrail Replacement	Replaces outdated guardrails end treatments	
132	Safety Improvements	Highway Safety Improvement Program (HSIP)	
133	Slope Management	Slope stability and scaling projects	
134	Highway Rail Crossings	Install RR gates and minor crossing improvements	
150	Roadside Facilities		
151	Rest Area Rehabilitation	Funding suspended by STB	
152	Landscaping Restoration	Funding suspended by STB	
153	Rest Area Preservation	Funding suspended by STB	

160	Operational Facilities		
161	Signal Warehouse	Used to expedite traffic signal installations	
162	Port of Entry	Minor repairs to ADOT's Ports of Entry	
163	Mechanical & Hardware	Repairs to ventilation and pump systems	
164	Sign Rehabilitation	Updates and replaces old signs	
165	Emergency Repair Projects	Funds emergency projects statewide	
166	Maintenance	Funds maintenance projects in Maricopa County	

	System Management		
210	Design Support	Funds design support services	
220	Operational Support	Operation support services	
230	Program Operating Contingencies	Fund to cover projects awarded over programmed \$	

	System Improvement		
310	Minor Spot Improvements		
311	District Minor Projects	Spot projects managed by districts	
312	Traffic Signals	Traffic signal installations and upgrades	
320	Roadside Facilities		
321	State Park Roads		
322	New Rest Areas	Funding Suspended by STB	
323	New Landscaping	Landscape projects	
324	Scenic/Historic Signs	Funds the installation of historic and scenic byway sign	
325	Statewide Enhancement	State Enhancements and Local (Tribes are eligible)	
326	National Recreational Trails	Trails program	
330	Major Capacity/Spot Projects		
331	Spot Capacity & Operational	Spot capacity improvement projects	
332	Traffic Interchange	Traffic interchange improvements	
334	Climbing/Passing Lane	Funds pass/climbing lane projects	
335	ITS Program	Funds ITS projects	
340	Corridor Improvements		
341	Rural Corridor Reconstruction	These are the major projects described in Chapter 5	
342	Urban Corridor Reconstruction	These are the major projects described in Chapter 5	
343	Access Control	Funds access management projects	
344	Safety Management	Funds studies to identify safety management strategies	
345	Freeway Service Patrol		
346	Park & Ride Improvements		

6.2. Transit

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

Table 6-2 Transit program		
Program	Description	Section
5303	Metro Transportation Planning	6.2.1
5304	Rural Transportation Planning	6.2.2
5310	Elderly/Disabled Transit Program	6.2.3
5311	Rural Public Transportation Program	6.2.4
5316	Job Access/Reverse Commute Program	6.2.5
5317	New Freedom Transit Program	6.2.6
RTAP	Rural Transit Assistance Program	6.2.7
LTAF I	Local Transportation Assistance Fund	6.2.8
LTAF II	Local Transportation Assistance Fund	6.2.9

6.2.1 Section 5303, Metropolitan Transportation Planning Program

The Federal Transit Administration (FTA) is appropriating \$1,764,504 to ADOT in FY2008 to fund and to provide financial assistance to states and local public bodies to support various types of planning. In order to qualify for metropolitan planning funding an agency must meet Metropolitan Planning Organization (MPO) eligibility.

There are currently five MPO's in the state of Arizona which include the Maricopa Association of Governments (MAG), the Pima Association of Governments (PAG), Yuma Metropolitan Planning Organization (YMPO), Flagstaff Metropolitan Planning Organization (FMPO) and Central Yavapai Metropolitan Planning Organization (CYMPO) that receive metropolitan planning funding. Below is a summary of the fiscal year 2008 funds distribution:

<u>MPOs</u>	<u>FY 2008 Distribution</u>
MAG	\$1,286,146
PAG	\$348,842
YMPO	\$59,993
FMPO	\$41,289
CYMPO	\$28,234

For additional information see the website listed below:

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

6.2.2 Section 5304, Statewide Transportation Planning Program

The Federal Transit Administration appropriated \$350,505 to ADOT in FY2008 for technical assistance for the State's rural transit-planning program.

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

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

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

For additional information see the website listed below:

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

6.2.3 Section 5310, Elderly & Persons with Disabilities Transportation Program

The Federal Transit Administration provides ADOT in excess of \$3.9 million in formula FTA and Surface Transportation Program (STP) funds annually through the capital assistance program. While the standard matching rate historically has been 80% federal and 20% local, ADOT may use higher federal rates at its discretion. Program funds are used annually primarily for capital assistance, for the purchase of over 120 van type vehicles and related equipment statewide. In addition, a new federal class of grant called "mobility management" is available to assist agencies and communities with their coordination efforts.

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

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

✓ Education and Training

✓ Employment

Coordination is a key element which is now required for all FTA programs. In order to be awarded grant assistance, successful applicants must be included in their Regional Coordination Plan and have participated in related activities.

6.2.4 Section 5311, Rural Public Transportation Program

The Federal Transit Administration is providing ADOT over \$9.1 million in FY2008 to fund rural public transit systems to service communities with under 50,000 population. ADOT distributes a percentage of funds to cities, towns, and Native American tribes to operate these systems at the local level. Approximately 3.1 million miles of transportation service are provided annually to more than 868,000 passengers. Over 184,000 hours of service are provided by these systems to enhance the access of people in rural communities to health care, shopping, education, employment, public services & recreation. In some regions, the ADOT special needs and rural programs represent the only transit service available to local communities.

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

For additional information see the website listed below:

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

6.2.5 Section 5316 Job Access and Reverse Commute Program (JARC)

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

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

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

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

Matching fund ratios for the JARC program are 80% federal, 20% local for capital (including mobility management) and 50% federal, 50% local for operating or planning assistance.

As designated by the Governor of the State of Arizona, the ADOT Multimodal Planning Division administers JARC funds for all rural (less than 50,000 population) and small urbanized areas (50,000 to 199,999 population) regions of the state, including Avondale in Maricopa County. As of this publication, Congressional allocations remain under a “continuing resolution” status, so only partial funding amounts are available. However, ultimate projections for FY 2009 statewide funding for rural areas are expected to exceed \$590,000, and \$330,000 statewide for small urbanized areas. All projects funded under this program must be derived from a locally developed, coordinated public transit-human services transportation planning process. All projects funded under this program must be derived from a locally developed, coordinated public transit-human services transportation planning process. Successful applicants must be included in their Regional Coordination Plan and have participated in related activities.

For additional information see the website listed below:

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

6.2.6 Section 5317 New Freedom Program

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

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

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

Matching fund ratios in New Freedom projects (including mobility management) are 80% federal, 20% local for capital, and 50% federal, 20% local for operating assistance.

As designated by the Governor of the State of Arizona, the ADOT Multimodal Planning Division administers New Freedom funds for rural areas (less than 50,000 population) and small urbanized areas (50,000 to 199,999 population), regions of the state, including Avondale in Maricopa County. As of this publication, Congressional allocations remain under a “continuing resolution” status, so only partial funding amounts are available. However, ultimate projections for FY 2009 statewide funding for rural areas are expected to exceed \$240,000, and \$175,000 statewide for small urbanized areas. All projects funded under this program must be derived from a locally developed, coordinated public transit-human services transportation planning process. Successful applicants must be included in their Regional Coordination Plan and have participated in related activities.

For additional information see the website listed below:

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

6.2.7 Rural Transit Assistance Program

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

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

6.2.8 LTAF I - Local Transportation Assistance Fund

The Local Transportation Assistance Fund is funded from state lottery proceeds up to \$23 million per year. The funds are distributed to cities and towns on the basis of population. The funds can be used for public transportation and transportation purposes depending on the jurisdiction's population. This fund is not administered by the Arizona Department of Transportation.

6.2.9 LTAF II - Local Transportation Assistance Fund II

In 1998, the State Legislature passed House Bill 2565 called LTAF II, to assist counties and incorporated communities in Arizona with additional transportation funds based upon a tiered distribution formula during any fiscal year. The fund initially permitted any transportation use in communities and counties outside Maricopa County, as well as those within the County under 50,000 in population. In 2000, additional legislation was passed making the use of LTAF II funds "transit use only" (public transportation sponsored by a local government entity or special needs transportation) for jurisdictions allocated more than \$2,500. This legislative change also made it clearer that Indian Communities could engage in Intergovernmental Agreements with local jurisdictions receiving LTAF II allocations, in order to assist Tribal Governments with their local transit needs. Similarly, private-non-profit agencies have been permitted to apply to local jurisdictions for assistance with their transit operations, effectively making them "second-tier" grant recipients.

The LTAF II is funded by Powerball earnings which is the single determining factor funding LTAF II distributions from year to year. Prior to 2003, the Vehicle License Tax (VLT) and the General Fund were the primary contributors. In order to distribute funding in this category, the overall fund must exceed \$31M annually and is capped at \$18M during any fiscal year. The FY09 collection of Powerball earnings will allow a \$9.2M FY10 LTAF II Distribution.

Preliminary allocations are made for each jurisdiction based on population but funding is not automatic. To be eligible for these funds, local entities must apply for a grant with matching fund requirements through their appropriate Metropolitan Planning Organization (MPO), Council of Government (COG), or the Regional Public Transportation Authority (RPTA) for Maricopa County. Following the application process, the Multimodal Planning Division (ADOT) instructs the State Treasurers Office to distribute the awarded funds to the local entities.

6.3 Airport

Funding for airport studies and capital improvements is available from the Aviation Section of ADOT. The main programs offered include Airport Planning, Airport Pavement Preservation and the Airport Development Loan Program. Tribal airports on ADOT's list of primary and secondary airports are eligible for these programs.

For additional information on the ADOT aeronautics program visit their webpage; http://www.azdot.gov/aviation/airports/airport_OTY.asp

6.3.1 Airport Programming & Planning

The Aviation Planning Section is responsible for developing and providing information to assist Airports with planning projects such as:

- Airport Master Plans
- Airport Layout Plans
- Environmental Assessments
- Drainage Plans
- Rates and Fees Studies
- Storm Water Pollution Prevention Program/Plans (SWPPP)
- Spill Prevention Control & Countermeasures plan (SPCC) information

In addition, the Aviation Planning Section provides guidance in the preparation of:

- Request for Proposals (RFP)
- Requests for Qualifications (RFQ)
- Scopes of Work (SW)
- General Service Agreements (GSA)

ADOT Aeronautics develops the Five-Year Airport Capital Improvement Program (ACIP) to parallel the Federal Aviation Administration's (FAA) Airport Capital Improvement Program and the ADOT Highway's Program with the dual objective of maximizing the effective use of

State dollars for airport development, while maximizing FAA funding for Arizona airports. Federal monies are derived mainly from taxes on airline tickets and are distributed by the Federal Aviation Administration to local airports through the National Airport Improvement Program. State funds come mainly from flight property tax, aircraft lieu taxes and aviation fuel taxes.

The ACIP development process allocates money from the State Aviation Fund and distributes these funds across three major categories of airport development assistance. The State Transportation Board approves this program annually. The three categories and their associated sub-categories are:

1. Airport Development Grants Program

- Projects utilizing Federal, State and Local funds
 - Safety & Capacity Enhancement
 - Maintenance
 - Environmental, Planning and Land Acquisition
- Projects utilizing State and Local funds only
 - Safety & Capacity Enhancement
 - Environmental, Planning and Land Acquisition

2. Airport Preventive Maintenance Services (APMS)

- Projects maintaining and protecting aviation pavement surfaces

3. Airport Loan Program

- Economic development/revenue generating loans
- Grant match loans
- Grant advance loans

Aviation needs are prioritized based on the Airport Priority System. Included in this system are ADOT board policies, importance of the project to the airport, importance of the airport to the citizens and provisions from the priority programming law (A.R.S. §28-6951).

The airport project rating system is a weighed scale. Points are awarded according to the following factors:

- Project is on main runway
- New Construction
- Number of aircraft on wait list
- Annual passengers enplaned for scheduled air service

- Annual aircraft operations
- Annual aircraft operations to capacity ratio

The total points awarded to each airport are used to rank all project requests. The highest ranked projects are then considered according to funding availability.

6.3.2 Airport Pavement Preservation

The airport system in Arizona is a multi-million dollar investment of public and private funds that must be protected and preserved. State aviation fund dollars are limited and the State Transportation Board recognizes the need to protect and extend to the maximum amount the useful life of the airport system's pavement. This program, Arizona Pavement Preservation Program (APPP), is established to assist in the preservation of the Arizona airport system infrastructure.

Public Law 103-305 requires that airports requesting Federal AIP funding for pavement rehabilitation or reconstruction have an effective pavement maintenance management system. To this end, ADOT-Aeronautics has completed and is maintaining an Airport Pavement Management System (APMS) which, coupled with monthly pavement evaluations by the airport sponsors, fulfills this requirement.

The Arizona Airport Pavement Management System uses the Army Corps of Engineers' "Micropaver" program as a basis for generating a Five-Year Airport Pavement Preservation Program (APPP). The APMS consists of visual inspections of all airport pavements. Evaluations are made of the types and severities observed and entered into a computer program database. Pavement Condition Index (PCI) values are determined through the visual assessment of pavement condition in accordance with the most recent FAA Advisory Circular 150/5380-6 and range from 0 (failed) to 100 (excellent). Every three years a complete database update, with new visual observations, is conducted. Individual airport reports from the update are shared with all participating system airports. The Aeronautics Division ensures that the APMS database is kept current, in compliance with FAA requirements.

Every year the Aeronautics Division, utilizing the APMS, will identify airport pavement maintenance projects eligible for funding for the upcoming five years. These projects will appear in the State's Five-Year Airport Development Program. Once a project has been identified and approved for funding by the State Transportation Board, the airport sponsor may elect to accept a state grant for the project and not participate in the Airport Pavement Preservation Program (APPP) or the airport sponsor may sign an Inter-Government agreement (IGA) with the Aeronautics Division to participate in the APPP.

6.3.3 Airport Development Loan Program

One of the major functions of the Aeronautics Division is to provide funding to public airports for planning, land acquisition and construction projects. This is accomplished through the

Airport Development Loan Program. The types of loans are: revenue generating, matching grant & grant advance.

Success in securing a loan will depend on the quality and thoroughness of the application and the level of detail submitted. The applications will be evaluated closely by the Loan Committee in order to fund the most meritorious projects. The types of projects we anticipate are those that will contribute to the economic well being of the airport. Examples are, but not limited to:

- Hangars
- Utility Improvements
- Fuel Farms
- Terminals
- Auto Parking (Revenue Generating)
- Office/Hangar Complex
- Terminal Restaurants

Recreational Improvements

Applicants, who plan on submitting an application for our consideration, must review the entire Loan Application packet carefully and submit one original and six complete copies of your loan request to:

ADOT, Airport Development Program Administrator
255 E. Osborn Rd., Ste. 101
Phoenix, AZ 85012

There is no deadline for these submissions. We will consider each on a first-come, first-serve basis.

APPENDICES

APPENDIX A – TRIBES IN ARIZONA REFERENCE INFORMATION

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

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

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

Colorado River Indian Tribes		
<p>Location: 189 miles west of Phoenix on Highway 95 Population (2000 Census): 7,466 Enrolled Tribal Members: 3,389 Land Area (Arizona): 353 square miles Land Area (California): 66.7 square miles Gaming: Yes (Blue Water Resort and Casino, located in Parker)</p>		
<p>Established in March of 1865 for the "Indians of said river and its tributaries," the Colorado River Indian Reservation straddles a part of the Arizona and California border, although over 80% of the Reservation is located within Arizona. The Reservation's economy centers around agriculture, recreation, light industry, and government. The Colorado River Indian Tribes has senior water rights to 717,000 acre-feet of the Colorado River, which represents nearly a third of the allotment for the State of Arizona.</p>		
Contact Information:	<p>Route 1, Box 23-B Parker, AZ 85344 Phone: 928-669-9211</p>	<p>Web Page http://www.crit-nsn.gov/index.shtml</p>

Fort McDowell Yavapai Nation		
<p>Location: 23 miles east of Phoenix on Highway 87 Population (2000 Census): 824 Enrolled Tribal Members: 907 Land Area: 38.6 square miles Gaming: Yes (Fort McDowell Gaming Center, located in Fountain Hills)</p>		
<p>The Fort McDowell Yavapai Nation was created by Executive Order in September of 1903. The Reservation is a small parcel of land that was formerly the ancestral home of the Yavapai. The landscape of the area is marked by tree-lined bottom lands along the Verde River and cactus-filled rolling hills. The Fort McDowell Gaming Center, tribal farm, sand and gravel center, and a tribally-owned gas station serve as significant sources of economic activity on the reservation.</p>		
Contact Information:	<p>PO Box 17779 Fountain Hills, AZ 85269 Phone: 480-837-5121</p>	<p>Web Page http://www.ftmcdowell.org/</p>

Fort Mojave Indian Tribe

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



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

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

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



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

Contact Information:	PO Box 97 Sacaton, AZ 85247 Phone: 520-562-6000	Web Page http://www.gilariver.org/
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Havasupai Tribe		
<p>Location: 310 miles northwest of Phoenix at the bottom of the Grand Canyon National Park Population (2000 Census): 503 Enrolled Tribal Members: 667 Land Area: 293.8 square miles Gaming: No</p>		
<p>For over 1,000 years, the Havasupai have lived in the Grand Canyon, practicing irrigated farming during the summer months and hunting on the plateaus during the winter. The Reservation was created in 1882 and enlarged for the Havasupai, which means "people of the blue-green waters". Tourism is the primary economic staple for the reservation, bringing in more than 12,000 guests a year. The Tribe also operates a cafe, grocery store, museum, cultural center, and an art/silkscreen studio.</p>		
Contact Information:	<p>PO Box 10 Supai, AZ 86435 Phone: 928-448-2731</p>	<p>Web Page http://www.havasupaitribe.com/</p>

Hopi Tribe		
<p>Location: 250 miles northeast of Phoenix Population (2000 Census): 6,946 Enrolled Tribal Members: 12,008 Hopis; 10590 enrolled Land Area: 2,438.6 square miles Gaming: No</p>		
<p>The Hopi Reservation is located in the high deserts of northeastern Arizona and is surrounded by the Navajo Nation. The Hopi people trace their Arizona roots back to more than 2,000 years. Throughout the Hopi Reservation, every village is an autonomous government, but the Hopi Tribal Council sets policy to oversee tribal business and law. A recent broadband internet project has provided four communities on the Reservation with internet lab access. Agriculture continues to have an important role in the Hopi economy.</p>		
Contact Information:	<p>PO Box 123 Kykotsmovi, AZ 86039 Phone: 928-734-3000</p>	<p>Web Page No Official web page</p>

Hualapai Tribe

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



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

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

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



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

Contact Information:	HC 65 Box 2 Fredonia, AZ 86022 Phone: 928-643-7245	Web Page No Official Web Page
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Navajo Nation		
<p>Location: 260 miles northeast of Phoenix Population (2000 Census): 104,565 (Arizona) Enrolled Tribal Members: 255,543 (Total) Land Area: 18,119.2 square miles (Arizona) Gaming: Yes Limited</p>		
<p>The Navajo refer to themselves as the Diné, or "the People". In 1868, a peace treaty was signed allowing the Navajo people to return to their homeland. Today, the Navajo Tribe represents the largest Indian Tribe in the U.S. and stretches across the high deserts and forests of the four corners region. Tourism has a significant role in the Navajo Tribe's economy, as it is home to natural wonders such as Canyon de Chelly and Rainbow Natural Bridge. The Navajo Nation is also home to Diné College, the first tribally controlled community college in the country. The college features a six story, hogan shaped cultural center.</p>		
Contact Information:	<p>PO Box 663 Window Rock, AZ 86515 Phone: 928-871-6544</p>	Web Page http://www.navajo.org/ http://www.navajodot.org/

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

Quechan Tribe (Fort Yuma)

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



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

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

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



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

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

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

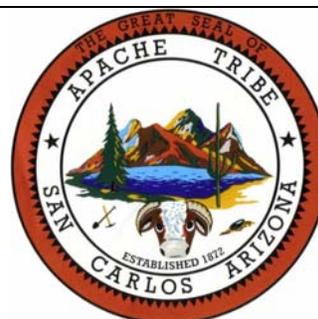


An Executive Order by President Hayes in June of 1879 established the Salt River Pima-Maricopa Indian Community. The Executive Order allowed the Pima and Maricopa people to occupy a stretch of fertile agricultural land together. Today, the Salt River Community has attempted to take advantage of its location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

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

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



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

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

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

Tonto Apache Tribe

Location: 93 miles northeast of Phoenix
Population (2000 Census): 132
Enrolled Tribal Members: 111
Land Area: .13 square miles
Gaming: Yes (Mazatzal Casino, located in Payson)



Recognized by a Congressional Act in 1972, the Tonto Apache Tribe is home to the smallest land base Reservation in Arizona. The Reservation is located adjacent to Payson, and the casino represents one of the community's largest employers. To enable the Tonto Apache to gain its land base, the Tribe is working with the Forest Service in a land purchase and exchange process.

Contact Information:	Reservation #30 Payson, AZ 85541 Phone: 928-474-5000	Web Page No Official Web Page
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White Mountain Apache Tribe

Location: 194 miles northeast of Phoenix
Population (2000 Census): 12,429

Enrolled Tribal Members: 12,634
Land Area: 2600.7 square miles
Gaming: Yes (Hon-Dah Resort/Casino, located in McNary)



Established as the Fort Apache Indian Reservation in November, 1891 by Executive Order, the area is now known as the White Mountain Apache Reservation. The tribal members are direct descendants of the original tribes that lived in this area. The White Mountain Apache live in a region that has an abundance of natural resources and scenic beauty, and the tribe has earned a national reputation for its network of enterprises, which include a timber company, lumber hardware retail center, ski resort, and casino.

Contact Information:	PO Box 700 Whiteriver, AZ 85941 Phone: 928-338-4346	Web Page http://www.wmat.nsn.us/
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Yavapai-Prescott Indian Tribe

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



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

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

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



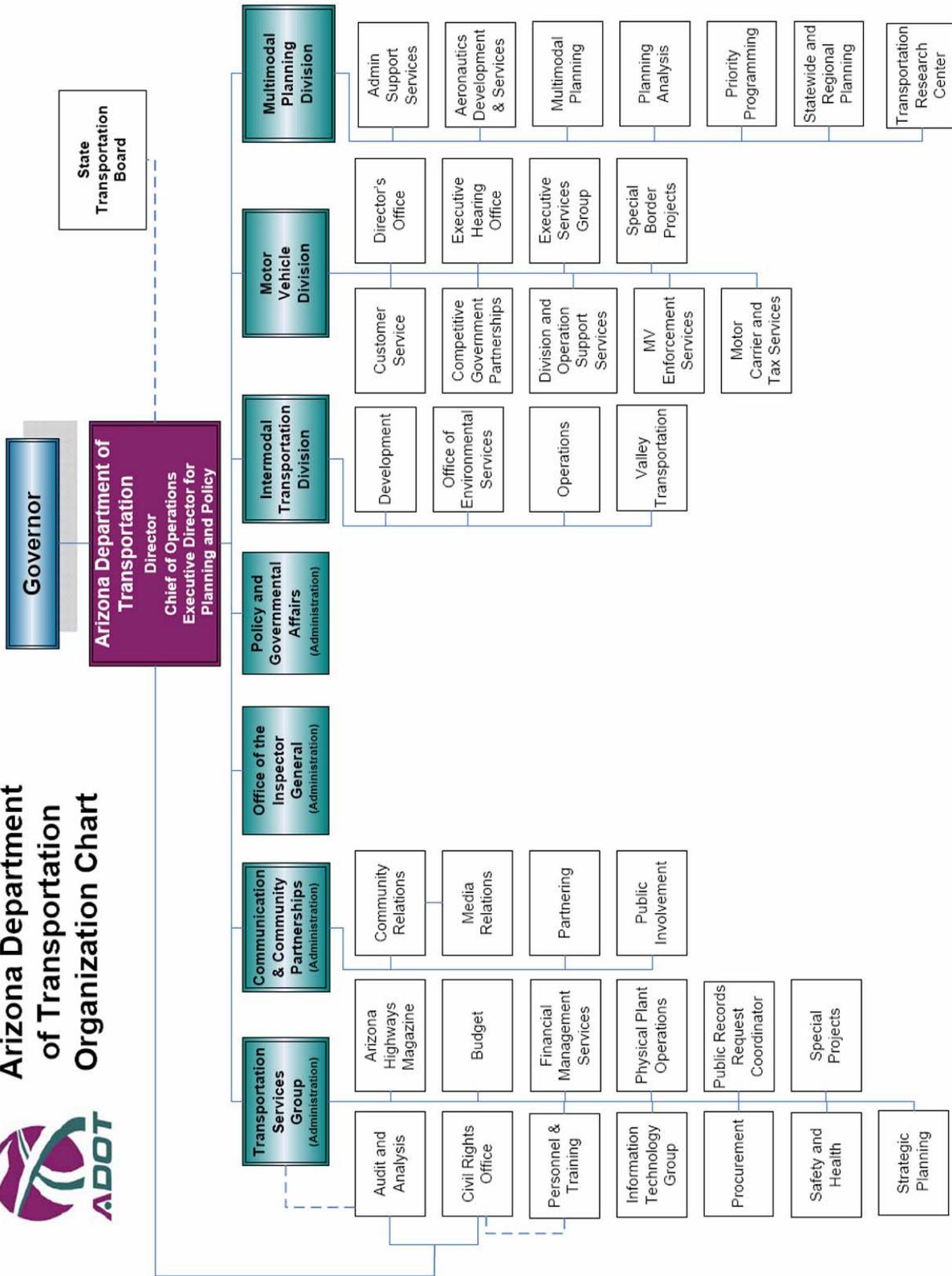
The Yavapai-Apache Nation is the amalgamation of two distinct Tribes who historically occupied the Upper Verde Valley. A Reservation was initially established in 1871, but it was rescinded by Presidential Order in 1875 and all of the people, Yavapai and Apache alike, were forcibly marched to the San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

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



Arizona Department of Transportation Organization Chart



July 17, 2009

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

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

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

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

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

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

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

<http://www.azdhs.gov/phs/tribal/pdf/TribalConsultationExecutiveOrder2006.pdf>

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

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

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

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

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

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

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

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

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

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

C-2 ADOT Tribal Consultation Policy MGT-16.01

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

APPENDIX D - ARIZONA DOT TRIBAL COORDINATION CONTACTS

Multimodal Planning Division

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

For more information please contact:

Misty Dayzie

Tribal Planner for the ADOT-MPD

Phone: 602.712.7029

Fax: 602.712.3046

Email: MDayzie@azdot.gov

Web Site: www.azdot.gov and mpd.az.gov

ADOT Environmental Planning Group - Section 106 Related Tribal Consultation

The ADOT Historic Preservation Team is part of the Environmental Planning Group. This group is under the Intermodal Transportation Division of ADOT. The Historic Preservation Team works mostly within the NEPA process. There is no one individual responsible for all tribal consultation; however, the Historic Preservation Coordinator is responsible for ensuring that all necessary Section 106-related tribal consultations take place and that the tribal consultation process is in full federal and state compliance.

Historic Preservation Coordination Office
Environmental & Enhancement Group
Arizona Department of Transportation
1221 S. 2nd Avenue, MD T100
Tucson, AZ 85713
(520) 620-5411

Communication and Community Partnerships

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

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

CCP Partnering Office

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

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

Civil Rights Office

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

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

Policy and Governmental Affairs

Policy and Government Affairs provides a proactive and effective process through which ADOT communicates with and serves the Legislature, elected official and the people of Arizona. Governmental Affairs also assists with tribal related issues involving ADOT.

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

ITD Right of Way Group

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

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

ADOT District Office Contact Information

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



Globe District Office

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

Holbrook District Office

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

Kingman District Office

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

Phoenix Construction District Office

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

Phoenix Maintenance District Office

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

Prescott District Office

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

Safford District Office

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

Tucson District Office

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

Yuma District Office

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

APPENDIX E. – TRIBAL REQUESTS FOR STATISTICS AND DATA

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

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

Data Team products include:

- HPMS records
- Highway Milepost Log
- Traffic Counts

APPENDIX F - COUNCILS OF GOVERNMENT AND METROPOLITAN PLANNING ORGANIZATIONS

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

COGs

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

MPOs

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

- Maricopa Association of Governments (MAG)
Tribal membership:
 - Fort McDowell Yavapai Nation
 - Gila River Indian Community
 - Salt River Indian Community

- Pima Association of Governments (PAG)
Tribal membership:
 - Pascua Yaqui Tribe
 - Tohono O'odham Nation

- Yuma Metropolitan Planning Organization (YMPO)
Tribal membership:
 - Cocopah Tribe

Although there is no specific state legislation to authorize tribal participation on the MPO boards, there is state legislation that conforms to the requirements stipulated in the federal transportation legislation to enable tribal participation and consultation in the State and MPO transportation planning programs and programming processes. As noted above, the individual by-laws and intergovernmental agreements address the matter of tribal participation on the COG/MPO boards.

APPENDIX G - ARIZONA TRIBAL STRATEGIC PARTNERING TEAM

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

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

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

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

www.aztribaltransportation.com.

Existing Partnerships

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

APPENDIX H - STATE AND FEDERAL FUNDING SOURCES

ARIZONA DEPARTMENT OF TRANSPORTATION FUNDING SOURCES AND AUTHORITIES FY 2008 (Dollars in Millions)			
REVENUE SOURCES - STATE	DESCRIPTION	STATUTORY CITATIONS	FY 2008 ACTUAL
Highway User Revenue Fund (HURF)	The State of Arizona taxes motor fuels and collects a variety of fees and charges relating to the registration and operation of motor vehicles on the public highways of the state. These collections include gasoline and use fuel taxes, motor carrier fees, vehicle license tax, motor vehicle registration fees, and other miscellaneous fees. These revenues are deposited in the Arizona Highway User Revenue Fund (HURF) and are then distributed to the cities, towns, counties, and the State Highway Fund. These funds represent the primary source of revenues available to the Department for highway construction and improvements and other related expenses.	HURF funds are restricted to highway purposes by the Arizona Constitution, Article IX, Section 14. The distribution of HURF funds are noted in ARS, Title 28, Sections 6534-6540.	\$1,344.5 - includes VLT of \$385.2
Vehicle License Tax (VLT)	Owners of vehicles that are registered for operation on the highways of Arizona pay the Vehicle License Tax (VLT). It is an ad valorem tax based on the assessed value of the vehicle. During the first 12 months of the life of the vehicle (as determined by its initial registration) the value of the vehicle is 60 percent of the manufacturer's base retail price. During each succeeding year, the vehicle's value is depreciated at 16.25 percent. Tax rates as of December 1, 2000 are \$2.80 per \$100 of assessed value for the first 12 months and \$2.89 per \$100 thereafter. The minimum VLT is \$10. The VLT revenue is distributed to the HURF, Cities/Towns and Counties. A small amount of this revenue also is distributed to the State General Fund and State Highway Fund.	The VLT was originally imposed by an amendment to the Arizona Constitution, Article IX, and Section 11. The collection and distribution of the VLT funds are noted in ARS, Title 28, and Sections 5801-5808.	\$859.0
Regional Area Road Fund (RARF) - Maricopa Transportation Excise Tax	In October 1985, the voters of Maricopa County approved the Maricopa County Transportation Excise Tax in an amount up to ten percent of the State transaction privilege tax rates. This tax is often referred to as the "1/2 cent sales tax" and is levied upon business activities in Maricopa County, including retail sales, contracting, utilities, rental of real and personal property, restaurant and bar receipts, and other activities. The transportation excise tax revenues are deposited in the Maricopa County Regional Area Road Fund (RARF) which is administered by the Arizona Department of Transportation. These funds are the main source of funding for the Maricopa County Regional Freeway System through December 31, 2005. In November 2004, Maricopa County voters approved Proposition 400 which extends the 1/2 cent sales tax for another 20 years through December 31, 2025. The split of the revenues beginning January 1, 2006 will be 56.2 percent for freeways and maintenance, 10.5 percent for arterial street improvements and 33.3 percent for regional bus service and high capacity transit services such as light rail. The freeway, maintenance and arterial street funds will be deposited into RARF while the transit funds will be deposited into the public transportation fund.	ARS, Title 28, Sections 6301-6357 and Title 42, Section 6105. In addition, the Department must distribute \$5 million in FY 1988 (adjusted annually by the GDP Deflator) to the Regional Public Transportation Authority (RPTA) per ARS, Title 28, Section 6305. Beginning July 1, 2005, these funds will be split equally between the RPTA and the Maricopa Association of Governments (MAG).	\$380.1 \$8.3 million (RPTA & MAG)
Local Transportation Assistance Fund LTAF I LTAF II	The Local Transportation Assistance Fund is funded from state lottery proceeds up to \$23 million per year. The funds are distributed to cities and towns on the basis of population. The funds can be used for public transportation and transportation purposes depending on the jurisdiction's population. This fund is not administered by the Arizona Department of Transportation. The 1998 Legislature passed HB 2565 to provide additional statewide transit and transportation funding to incorporated cities and towns as well as the counties. The LTAF II funding is in the form of multistate lottery game and instant bingo game monies along with a portion of the State Highway Fund's Vehicle License Tax monies. The Department administers the LTAF II and the State Treasurer's Office distributes the funds to the Regional Public Transportation Authority (RPTA), Metropolitan	ARS, Title 5, Section 522 authorizes up to \$23 million in state lottery funds to be deposited in to the LTAF I fund. ARS, Title 28, Sections 8101-8102 provides how the funds can be used by the jurisdictions. ARS, Title 5, Section 522 distributes the multi-state lottery and instant bingo game monies to LTAF II. ARS, Title 28, Sections 8101 and 8103 details the distribution of the grant money and the restrictions for transit or transportation	\$23.0 \$10.1

ARIZONA DEPARTMENT OF TRANSPORTATION FUNDING SOURCES AND AUTHORITIES FY 2008 (Dollars in Millions)
(Continued)

REVENUE SOURCES - STATE	DESCRIPTION	STATUTORY CITATIONS	FY 2008 ACTUAL
State Aviation Fund	The State Aviation Fund receives monies from aviation gasoline taxes, sales of abandoned or seized aircraft, flight property taxes and the operation of certain airports. State Aviation Fund monies are used to build and maintain airport facilities, including the Grand Canyon Airport and the Aeronautics Department's operating budget.	Under ARS Title 28, Section 8202, this fund was established to build and maintain Airport facilities.	\$25.5
Safety Enforcement and Transportation Infrastructure Fund	The Safety Enforcement and Transportation Infrastructure Fund was established to provide revenue for the enforcement of vehicle safety requirements by the department of public safety, and the maintenance of transportation facilities, including roads, streets and highways as approved by the Transportation Board within the twenty-five miles of the border between Arizona and Mexico. This includes, as approved by the Board, maintenance and construction of the transportation facilities in the CANAMEX high priority corridor as defined in section 332 of the National System Designation Act of 1995. May provide funds to the Arizona Office of Homeland Security, if appropriated by the legislature, to improve traffic safety.	This fund is established under ARS, Title 28, and Section 6547. Monies are deposited into the fund pursuant to section 28-2324, 28-2325, 28-5739, 28-5863 and 28-5864.	\$3.3

REVENUE SOURCES - FEDERAL	DESCRIPTION	CITATIONS	Obligation Authority	Apportionments
Interstate Maintenance (IM)	Provides funding for various projects on the Interstate System Projects including resurfacing, restoration, and rehabilitation. Also, includes reconstruction of bridges, interchanges, and over crossings along existing Interstate routes, design, acquisition of right-of-way and preventive maintenance.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104(b) (4)	\$128.0	\$4,944.1
National Highway System (NH)	Provides funding for construction, reconstruction, resurfacing, restoration, and rehabilitation and safety improvements on segments of the National Highway System (NHS).	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104(b) (1)	\$174.1	\$6,037.6
Surface Transportation Program (STP)	Provides state flexibility funds for construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104(b) (3)	\$138.8	\$5,540.8
Enhancement (TEA)	Provides funding facilities such as pedestrian walkways and bicycle paths, acquisition of scenic easements, restoration of scenic or historic sites, landscaping and other scenic beautification.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 133(B)	\$16.5	\$817.8
Highway Safety Improvement Program (HSIP)	Provides funding for rail-highway crossings and hazard elimination activities on any public road.	Public Law 109-59 and Public Law 110-5	\$33.8	\$1,273.3
Bridge Program (BR)	Provides funding for replacement of a structurally deficient or functionally obsolete highway bridge or rehabilitate the structural integrity of a bridge.	Public Law 109-59 and 23 U.S.C. Section 144(e)	\$22.9	\$4,224.5
Congestion Mitigation & Air Quality Program (CM)	Provides funds for various types of projects to improve air quality, by reducing transportation related emissions in non-attainment and maintenance areas under the Clean Air Act. Examples are transit improvements, travel demand management strategies, traffic flow improvements and public fleet conversions to cleaner fuels.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 104 (b) (2)	\$35.2	\$1,723.6
Planning & Research (SPR)	Provides funding for planning of future highway programs and local public transportation systems, research, development and technology transfer activities necessary in connection with the planning, design, construction, and maintenance of highway, public transportation, and intermodal transportation systems.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 135	\$12.6	N/A
Metropolitan Planning	Provides funding to Metropolitan Planning Organizations (urbanized areas of more than 50,000 population) to carry out the transportation planning process.	Public Law 109-59, Public Law 110-5 and 23 U.S.C. Section 134	\$5.3	\$299.2
Equity Bonus	Provides funding to States based on equity considerations. This program replaces the TEA-21 minimum guarantee program. A portion of Equity Bonus funds are distributed to the IM, NHS, Bridge, STP and CMAQ programs. Distribution amounts not available at this time.	Public Law 109-59 and Public Law 110-5	\$74.5	\$9,235.4

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

PROMOTING PARTNERSHIPS

ADOT AND ARIZONA TRIBES

Working Together

For a Better Transportation System

Tribes In Arizona



