

**COLORADO RIVER INDIAN TRIBES CONSULTATION SESSION**  
**MEETING SUMMARY NOTES**  
 FRIDAY, OCTOBER 7, 2022  
 1:00 PM TO 2:30 PM

**MEETING ATTENDEES**

- Jesse Garza, *Planning Department Manager, Colorado River Indian Tribes (CRIT)*
- Elisabeth Whitlock, *Planning Consultant, High Road Engineering, Inc.*
- Jason James, *L RTP Project Manager, Arizona Department of Transportation (ADOT) MPD*
- Don Sneed, *Planning Program Manager/Tribal Liaison, ADOT MPD*
- Kristen Faltz, *Kimley-Horn*

**1. WELCOME AND INTRODUCTION**

Jason James welcomed attendees and introduced the Project Team.

**2. P2P OVERVIEW**

Jason James provided an overview of ADOT’s performance-based Planning-to-Programming (P2P) process, which is used to prioritize projects on the state highway system. He explained that performance-based planning is federal law and is also required by State statute.

- Jason shared a flowchart that provided an overview of the annual P2P timeline. P2P starts with the planning process, which includes project nominations and prioritization. Following prioritization, the top performing projects are added to the 5-year program following State Transportation Board approval.
- Jason provided a detailed explanation of P2P scoring for pavement preservation, bridge preservation, modernization, and expansion projects, as well as annual investment target amounts. He also provided a breakdown of the scoring percentages for technical, district, and policy components.
- He mentioned that a Tribe can nominate projects by submitting them directly to him, through the ADOT District Engineer/Administrator, or the Tribe’s regional council of governments (COG) or metropolitan planning organization (MPO). Project nominations need to be supported by data and are scored based on how well they meet the P2P scoring criteria.
- Elisabeth Whitlock asked if P2P required a simple nomination or if data needed to be provided.
  - Jason stated that no data is required for the Tribe to make a nomination. Once the nomination is received, ADOT will look into data/criteria. If a project has existing data, it will elevate it through the P2P process, so it is beneficial to provide data if it is available.
- Elisabeth inquired how funds are distributed.
  - Jason shared that the scoring overview is for the whole state, not by district. Once ADOT has the spreadsheet of projects, the district ranks them by their top priorities in their respective districts.
- Elisabeth asked if local projects on the regional planning agency (e.g., MPO or COG) lists are in a separate funding pot as projects on the P2P list.
  - Jason responded that P2P funding is strictly for projects on the state highway system, funded by the gas tax.

### 3. LRTP OVERVIEW

Jason James provided an overview of ADOT's Performance-based Planning-to-Programming (P2P) process, which is used to prioritize projects on the state highway system. He explained that the P2P program is a federal law under state statute.

- Jason shared a flowchart that provided an overview of the P2P process. The P2P process includes the planning process, which includes project nominations and prioritization. Following prioritization, the top performing projects are programmed into the 5-year program following Transportation Board approval.
- Jason provided a detailed explanation of P2P scoring for pavement preservation, bridge preservation, modernization, and expansion projects, as well as annual investment target amounts. He also provided a breakdown of the scoring percentages for technical, district, and policy components.
- He mentioned that a Tribe can nominate projects by submitting them directly to him, through the ADOT District Engineer/Administrator, or the Tribe's regional COG or MPO. Projects nominations need to be supported by data and are scored based on how well they meet the project scoring criteria.
- Elisabeth inquired if COGs assist tribes in providing proof (i.e., crash history) for Highway Safety Improvement Program (HSIP) applications.
  - Don stated that it is mainly the COG or MPO that the Tribe will work with to provide crash data when applying for HSIP funding.
- Elisabeth stated that CRIT has no data, especially for things such as sidewalk safety. If data support was needed to apply for funding, CRIT would not be able to provide any.
  - Jason stated that ADOT's Active Transportation Plan has been working to address this. Although this won't be part of the LRTP, it will likely be discussed in the Pedestrian Safety Action Plan.
  - Don shared that Elaine Mariolle is the new ADOT Active Transportation Planner. Don will discuss further with Elaine and Esther Corbett of the Inter Tribal Council of Arizona to potentially address through a training course to be developed. This could also be a topic to discuss during an upcoming ITCA Transportation Working Group meeting.

### 4. CRIT PRIORITIES/COMMENTS

The Project Team led an open discussion on priorities specific to CRIT and any additional questions or comments attendees had.

- Jason inquired what priorities CRIT has related to transportation.
  - Jesse listed the Tribe's priorities are increased involvement with ADOT projects. He stated that there are two upcoming projects that CRIT was not informed of.
    - Elisabeth stated that over the summer, there was an update to ramps on the state route, but ADOT had stopped at the border of Parker.
    - Jason inquired if this was ever discussed with the District Engineer.
      - Jesse stated that the District said that they would contact CRIT but did not until the project was almost complete. He stated that ramps were not done on section lots owned by the Tribe, even within Parker town limits.
      - Jason agreed that ADOT Districts and organizations need to improve communication. He reported that he has heard similar situations throughout the state although the Districts should be contacting the Tribe in advance.

- Jesse mentioned that the District contact stated that the Tribe can subscribe to a notification link to be informed of upcoming projects intersecting with Tribal land. This is typically how CRIT has found out about upcoming projects and have tried to coordinate with ADOT.
  - Jason stated that Districts and Tribes can participate in steering committees to coordinate upcoming projects and partnership opportunities. He inquired if this is something CRIT would be interested in to aid communication with the local district.
    - Jesse stated that he would be interested in that opportunity.
    - Don stated that ADOT has implemented formal partnerships in the past. Although new partnerships cannot be formed formally, ADOT should map projects resulting from the 5-year program and provide the map to the tribes before further action is taken.
  - Don shared that a link to the ADOT E-STIP map showing upcoming projects is posted on the ADOT AZ Tribal Transportation website homepage. This can provide CRIT with information on upcoming projects on tribal land in the meantime. This map provides project details, including the project manager and the project start date. Don recommended that Jesse reference the available maps and coordinate with the District to establish communication meetings.
    - Don inquired if CRIT prefers in-person or virtual meetings.
      - Jesse reported that in-person meetings are preferred.
    - Elisabeth stated that this effort should also aid in providing involvement in the planning and design phases of projects.
  - Jesse stated that there are concerns on SR 95, especially with lighting. SR 95 at Burns Road, right before Parker, there are significant safety concerns. Jesse specified lighting is needed on both sides of the roadway because it is a common truck route and lane widths are not wide enough.
    - Elisabeth stated that CRIT is still pursuing lighting and a sidewalk from Walmart to Resort Road.
- Jason inquired if CRIT has any upcoming expansion or economic development opportunities.
  - Jesse stated that CRIT is planning on expanding the Walmart Supercenter, near the Parker town boundary. There is also commercial development going in south of the casino and auto service near Airport Road and SR 95.
  - Elisabeth stated that there are seasonal traffic generators from tourism, including Baja races and Salt River tubing.
- Don asked if Parker is experiencing growth.
  - Jesse shared that the CRIT and Parker area is not expanding significantly, likely due to the lack of housing in the area, although the Lake Havasu area is experiencing growth.
- Jason asked where the nearest Veterans Affairs (VA) hospital is to the reservation.
  - Jesse shared that the closest VA hospital is in Phoenix. There are transportation services available from CRIT when staff is available through the Tribe's medical transportation service.
- Jason inquired, if in charge of funding for the entire state, what are the top three priorities for Arizona?

- Jesse reported that his top priorities would be increased lighting along state highways to improve safety, widening of roadways, and preservation of the existing transportation network.
- Elisabeth stated that she would identify the top three priorities as strengthening the bridge program to ensure bridges are structurally sound, preservation of the existing transportation system, and removing truck freight through rail investment from the highway system to reduce conflicts.
  - Elisabeth noted that CRIT has high truck traffic coming through the reservation for agriculture purposes. Dedicated truck routes and roadway widening is needed. Is this something the Tribe should work with ADOT to identify?
  - Jason stated that this is a question for his supervisor, who is updating the state's freight plan now. Jason will follow up on this question.
- Don shared that ADOT held an outreach meeting (in April 2022) with tribal airport managers to hear their challenges and discuss the state aviation fund. Coordination will continue on this effort.
  - Jesse will coordinate with CRIT's airport manager.
  - Don stated that he has heard that ADOT typically does not hear back from airport managers when conducting its annual reporting, but he is unsure what the status is for CRIT's airport.
  - Elisabeth stated that the CRIT airport does military training there and tactics for the Yuma base.
- Elisabeth shared that there are railroads that come through the reservation but is unaware of any problem at this time.

## 5. CLOSING REMARKS

The Project Team thanked Jesse and Elisabeth for their participation in the Consultation Session.

- Elisabeth stated that all input circles back to the fact that the gap between the Tribe's needs and funding opportunities is huge. Without the Tribe having studies and documentation of their needs, more funding cannot be granted. CRIT's strategy is to better position the Tribe to be competitive to provide more opportunities.
  - Jason inquired if CRIT's crash data is in ADOT's statewide crash database.
    - Jesse stated that crash data is not. The CRIT Tribal Police Department has their own separate records that are not reported to ADOT.
    - Jason shared that ADOT is working to increase tribal participation in the TraCS Program and including in the statewide crash database all crash data to provide tribal governments more opportunities for HSIP. If interested, CRIT can reach out to Tim Jordan.
    - Don provided more information on TraCS (Traffic Records and Criminal Software). He stated that sharing crash data allows tribal law enforcement to use this because it helps them process on-site crashes reporting faster compared to traditional written reports. Tribes would also have access to the state crash database, after completing a data sharing intergovernmental agreement (IGA). This could be used to support funding applications for the Tribe. The Bureau of Indian Affairs (BIA) also is developing their own crash report, which can be submitted to ADOT for inclusion in the database and for tribes to receive the data back for analysis needs.
  - Don asked what the status is of CRIT's LRTP and Safety Plans.

- Jesse stated that the LRTP was written in 2011 and updated in 2018. CRIT has funding for a full update. The Safety Plan was finalized in 2016, with a slight update in 2017. There is also funding to do an updated Safety Plan in the coming year.
- Don shared that, when CRIT is creating future plans, tribal plans are typically missing cost estimation. This helps when requesting funding.
  - Elisabeth stated that the BIA has ‘per mile’ construction costs for estimation purposes.
- Elisabeth stated that any technical support is helpful to tribes, as most are familiar with BIA processes but not ADOT. If any processes can be transferred to BIA, that would be beneficial for tribal governments.

## 6. ADDITIONAL RESOURCES

The following links provide additional resources:

- [State Long Range Transportation Plan](#)
- [Planning to Programming Information](#)