

HOPI TRIBE
MEETING SUMMARY NOTES
 TUESDAY, NOVEMBER 15, 2022
 9:15 AM TO 11:15 AM

MEETING ATTENDEES

- Michael Lomayaktewa, *DOT Director, Hopi Tribe*
- Timothy Nuvangyoama, *Chairman, Hopi Tribe*
- Wallace Youvella, *Hopi Tribal Council Member, Hopi Tribe*
- First Mesa Councilman Honanie, *Hopi Tribe*
- Donovan Gomez, *Senom Transit Executive Director, Hopi Tribe*
- Greg Sehongva, *Safety Program Manager, Hopi Tribe*
- Leonard Scott, *Civil Engineer, Hopi Tribe*
- Jollette Arrieta, *DOT Office Manager, Hopi Tribe*
- Carrie Dewangyumptewa, *Hopi Medical Transportation, Hopi Tribe*
- Malinda Andrews, *Hopi Tribe*
- Jesse Thompson, *State Transportation Board (STB) Chairman*
- Jennifer O’Connor, *Northern Arizona Council of Governments (NACOG)*
- Jason James, *L RTP Project Manager, Arizona Department of Transportation (ADOT) MPD*
- Don Sneed, *Planning Program Manager/Tribal Liaison, ADOT MPD*
- Paula Brown, *Planning Program Manager/Tribal Liaison, ADOT MPD*
- Clem Ligocki, *Planning and Programming Manager, ADOT*
- Kerry Wilcoxon, *State Traffic Safety Engineer, ADOT*
- Ed Wilson, *District Engineer, ADOT Northeast District*
- Margie Cerda, *Airport Grants Manager, ADOT*
- Sharay Satchell, *Assistant Transportation Planner 2, ADOT MPD*
- Kristen Faltz, *Kimley-Horn*

1. WELCOME AND INTRODUCTION

Jason James welcomed attendees and introduced the Project Team.

NOTE: The AZ LRTP Hopi Tribe Consultation Session was coordinated as part of a Hopi Tribe Information Session held on November 15-16, 2022 in Flagstaff, Arizona.

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.
- Jason stated that the Tribe can nominate projects either by submitting them directly to Jason James, or the Tribe can work through the ADOT District Engineer/Administrator. The Tribe can also involve their regional Council of Governments (COG) or Metropolitan Planning Organization (MPO) to nominate projects.
- The major consideration in project nominations is that the project needs to be supported by data. From the available data, the project nomination will be assessed for how well the project meets the scoring criteria.
- Chairman Nuvangyoama agreed that the Hopi Tribe is behind the curve in relation to crash data to support project nominations, as data is currently not available.
 - Ed mentioned that 2 to 5 years of data would provide the required safety measurement of the roadways within the Hopi Tribe.
- Chairman Nuvangyoama stated that he is willing to testify on the need to change the Highway Safety Improvement Program (HSIP) policy requiring a fatality on the roadway for agencies to be awarded funding.
- First Mesa Councilman Honanie stated that ADOT needs to consider that state routes are not up to standard at the Hopi boundary with the Navajo Nation. He asked what is needed to improve SR-264.
- Jesse Thompson encouraged the Tribe to bring up these issues at the State Transportation Board (STB) meetings. He agreed that consideration should be made on what policies need to be changed.
 - Clem suggested that the ADOT Multimodal Planning Division office review the status of SR-264 projects within P2P.

3. LRTP OVERVIEW

Jason provided an overview on ADOT's Long Range Transportation Plan (LRTP) and the update that is specific to this tribal outreach effort.

- Michael Lomayaktewa mentioned that the Tribe is in the process of updating its LRTP and that it should be completed soon. The plan will identify the Tribe's transportation priority areas.
 - Don offered assistance with a review of the document if the Tribe would like comments in relation to the state routes that cross into Hopi tribal land.
- Don Sneed stated that he would capture any additional comments, questions, and input received throughout the two-day information session and submit them for inclusion into the Arizona LRTP tribal outreach notes.

4. HOPI TRIBE PRIORITIES/COMMENTS

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

- It was asked how tribal LRTPs fold into the ADOT LRTP.
 - Jason stated that this question has been one of the biggest reasons why ADOT has made a larger push for tribal consultation sessions. The previous LRTP did not take tribal LRTPs into consideration enough. Once ADOT summarizes the input provided by the tribal consultation sessions, the consultant will review the information and it will be applied, where applicable to the state highway system, and to the statewide LRTP.

- Jason stated that as the LRTP is more policy-related, ADOT cannot call out specific projects, but they can still be generally included as a guiding need.
- Regarding goals and objectives, it identifies making Arizona equitable. What is meant by ‘equitable’?
 - Jason stated that ADOT defines the word ‘equitable’ as meeting the needs of the people ADOT is serving. This includes no large barriers or hiccups. Although ADOT strives for this, they are aware that this is not always the case across the state currently. ADOT cannot ensure equity, but they can support it; where there are issues of equitability, ADOT wants to support and improve the system where they can.
- The LRTP identifies impacts to jobs, healthcare, and economic development. These will be items the Tribe is also including in the Tribe’s LRTP.
 - Jason confirmed that this is all part of economic vitality. The state cannot be economically vital without access and safety.
- Don mentioned that the Tribe’s inputs on the upcoming discussions may also be impactful for the LRTP.
- Chairman Nuvangyoama and several Tribal Councilmembers stated that SR-264 is lacking shoulders and that a number of safety improvements are needed on the roadway.
 - Michael stated that there is the need for school bus turnouts on the state highways. He shared that the intersection of SR-264 and H-17 is a safety concern, as there is a need for a turn lane. He asked if the school should initiate this request.
 - Ed Wilson stated that the nomination can be made by the school or other businesses.
 - Chairman Nuvangyoama mentioned that the schools need to be educated on the ADOT permitting process.
 - Tribal officials also suggested that ‘education’ should be a special focus for the Tribe. They agreed that they would discuss this issue internally.
 - Greg Sehongva suggested that this location may be a candidate for a road safety assessment (RSA).
 - Councilman Honanie stated that SR-264 was first paved in 1961. There should be a comparison between current conditions and what was there when the road was first developed.
- Michael asked how the Tribe can advocate for improvements, such as implementation of shoulders? Ed responded that ADOT needs to be kept aware of this issue on the state route.
- Chairman Nuvangyoama stated that for current projects on Tribal land, ADOT can contact the Hopi Tribe on collaboration efforts and obtain tribal support on projects.
- Michael mentioned that the Moenkopi Wash Bridge is a new safety issue for the Tribe due to the wash and bridge overflow.
- Councilman Honanie mentioned that there is a brush issue along SR-264 near Kykotsmovi. There is also an issue with signage at the same intersection. Drivers cannot see over the brush. He inquired what can be done about this safety issue.
 - At this location, the stop bar also needs to be moved back. Department of Public Safety (DPS) reported that a ticket can be given if vehicles move past the stop bar without stopping.
 - Ed responded that he would look into these issues to see what improvements can be made.
- Donovan Gomez inquired what the Hopi Tribe and Navajo Nation’s involvement is in the State Electric Vehicle (EV) Plan. He stated that there was a presentation made in May that indicated the Tribes were not included in the State EV Plan. In June, the Hopi Tribe had a consultation on the EV Plan where it was also emphasized that the Tribe needs to be involved in the development of the plan. He emphasized that this issue needs to be worked on by ADOT.

- Clem Ligocki recommended that this effort be coordination with Thor Anderson, the EV Plan ADOT project manager.
 - Donovan suggested that there also needs to be a written summary of what is needed by the Tribe to advocate for EV infrastructure and tribal coordination for when the states compete for the program funding.
- Michael mentioned that regarding the ADOT Transportation Alternatives Program, formally referred to as the Transportation Enhancement Program, the Hopi Tribe is looking to utilize this program for projects aiming to keep traffic off main highways.
- Chairman Nuvangyoama stated that with the Biden Administration passage of the IIJA, the Tribe looks to secure funding to address school safety zones and shoulder safety issues.
- Clem stated that the Bridge Program also has a call for projects out and there is \$6.7 million of funding available.
 - Michael asked whether bridges can be off of the ADOT transportation system. He stated that the bridge that leads to the Hopi High School is in poor condition and a new bridge is needed at that location.
 - Clem stated that qualifying bridges need to be in poor condition and the conditions need to be verified.
 - Clem suggested that the Tribe works through the District Office. He stated that every bridge in the state is inspected every two years. District coordination can include a side inspection of the bridge.
- Michael invited Kerry Wilcoxon and his traffic safety team to the Hopi Tribe to walk several areas of concern. He mentioned that there are areas of crash data that are lacking but that the Tribe is working on filling those gaps. He also made a request of the District Engineer to look at speeds and signage. He stated that some drivers are overrunning the intersection of SR-87 and SR-264. He would like to work with Kerry to consolidate projects of concern.
 - Kerry stated that ADOT would be willing to visit the Hopi Tribe and could send an RSA team. He suggested that Michael work with Paula and Don to coordinate the field trip. He will also review current crash data to get an idea of what crashes are occurring. During the visit, he also offered to provide a short overview of HSIP.
- Chairman Nuvangyoama referred to the 2016 Roadway Safety Assessment (RSA) conducted on SR-264 which needs to be updated. He said there were several issues on SR-264 that were identified. In particular, he mentioned a drainage issue area and the dangerous curve area on SR-264. He reiterated the Hopi Tribe's invitation for ADOT to visit the Tribe as ADOT needs to be aware of the issues in-person to move projects forward.
 - Kerry agreed that the 2016 RSA should be redone. Kerry will work with Paula to schedule the RSA. He wants to ensure that a representative from the Federal Highway Administration (FHWA) is present. Michael concurred and suggested that a representative for the Bureau of Indian Affairs (BIA) should be included as well.
- Jennifer O'Conner mentioned that NACOG's consultant will include the Hopi Tribe in the NACOG Safety Plan crash data analysis.
- Margie Cerda reported that the Polacca Airport Capital Improvement Plan (ACIP) needs to be submitted for the Tribe to receive funding for the airport.
 - Chairman Nuvangyoama stated that the community has had several challenges regarding the airport. He mentioned that a consultant is in place to work on the airport design. He agreed that ADOT can work with the Tribe to put this on the fast track to participate in the program.
- Clem mentioned that Tribal projects are eligible under the Transportation Alternatives Program and that the Tribe can work with the District Office to discuss projects.

5. CLOSING REMARKS

The Project Team thanked the Hopi Tribe for their participation in the Consultation Session.

6. ADDITIONAL RESOURCES

The following links provide additional resources:

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