



MEMBERS OF THE PUBLIC MAY ATTEND VIA ZOOM BY CLICKING ON THE FOLLOWING LINK:
<https://us06web.zoom.us/j/88081040175?pwd=ejJqdEo3Q21YVmtSOjVkaW0RWdiZz09> **OR**
BY CALLING 1-669-900-6833 (OR 1-346-248-7799) AND ENTERING MEETING ID NUMBER 880 8104 0175 FOLLOWED BY PASSCODE 738703.

MEMBERS OF THE PUBLIC CAN ALSO LISTEN TO THE MEETING BY LOGGING ONTO THE CITY'S WEBSITE USING THIS LINK: http://www.winslowaz.gov/government/agendas_and_minutes/index.php

**AGENDA
NOTICE OF REGULAR MEETING
OF THE WINSLOW CITY COUNCIL**

**MAY 28, 2024 – 6:30 P.M.
DOORS OPEN AT 6:00 P.M.**

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the City Council of the City of Winslow, Arizona and to the general public that the Winslow City Council will hold a regular meeting on Tuesday, May 28, 2024 at 6:30 p.m. in the main hall of the Winslow Visitor's Center, 523 West Second Street, Winslow, Arizona. Members of the City Council will attend either in person or via Zoom. The public may be asked to temporarily relocate if an executive session occurs and will be invited back in when the City Council returns from executive session.

- 1. PLEDGE OF ALLEGIANCE**
- 2. INVOCATION/MOMENT OF SILENCE** *The Invocation may be offered by a person of any religion, faith, belief or non-belief, as well as by councilmembers or staff. Interested persons should contact the Clerk for further information.*
- 3. ROLL CALL - EXCUSE ABSENT MEMBERS**
- 4. CALL TO THE PUBLIC (see description and limitations section below)**
Those wishing to address the City Council need not request permission in advance. Public comments are limited to matters within the legal authority and jurisdiction of the City. Speakers shall state their name before speaking, and comments shall be limited to three minutes. Citizens are expected to address the Council with civility rather than personal attacks upon the Mayor & Council, staff, personnel or other persons in attendance or absent. The City Council may not address or discuss the comment other than to 1) direct the matter to staff for follow up; 2) place the matter on a future agenda for discussion; or 3) respond to criticism at the end of Call to the Public.
- 5. MAYOR AND COUNCILMEMBERS REPORTS**
 - A. Current Events and Announcements

- B. Future Agenda Items

6. SCHEDULED PRESENTATIONS AND PROCLAMATIONS

- A. Proclamation – Proclaiming May 19 – 25, 2024 as Emergency Medical Services Week
- B. Proclamation – Proclaiming May 19 – 25, 2024 as National Public Works Week
- C. Presentation from Navajo County Health Department and the Elevate Anti-Tobacco Youth Coalition Regarding World No Tobacco Day
- D. Presentation from GLD Partners Regarding the I-40 Tradeport Corridor

7. STATUS REPORTS

- A. Verbal Status Report on Current City Activities by City Manager Which May Include Winslow Levee Update
- B. Written Quarterly Report by Recreation Manager Which May Include Information and Announcements for Upcoming Events
- C. Zoning Hearing Officer Status Report Regarding Conditional Use Permit Review for January – April 2024

8. CONSENT CALENDAR – The following items on the Consent Calendar will be acted on by one vote unless members of the Council, staff request the item to be discussed and/or removed from the Consent Calendar for separate action.

- A. Discussion and/or Action to Approve the Check Register (Margaret Dyer)
- B. Discussion and/or Action to Approve Minutes of the City Council Executive Session of April 23, 2024 (Suzy Wetzel)
- C. Discussion and/or Action Regarding Appointment of Member to the Historic Preservation Commission (David Coolidge)

9. COUNCIL CONSIDERATION AND POSSIBLE ACTION

- A. Discussion and/or Action to Approve Resolution No. 1941 Setting Forth the Tentative Budget and Establishing the Expenditure Limitation for the City of Winslow for Fiscal Year 2025 (David Coolidge)
- B. Discussion and/or Action to Approve Affordable and Workforce Housing Incentive Program (Jack Fitchett)
- C. Discussion and/or Action/Direction Regarding Section 2.04.075 – Local Preference for Contracts, of the Municipal Code (Trish Stuhan)
- D. Discussion and/or Action to Approve the Corridor Development Agreement by and among TradePort Development LLC, Bernalillo County, New Mexico, Sandoval County, New Mexico, the Village of Los Lunas, New Mexico, the City of Winslow, Arizona and the City of Kingman, Arizona (Trish Stuhan)

- E. Discussion and/or Action to Approve the Agreement between the County of Bernalillo and the City of Winslow Related to Federal Lobbyist Services for the I-40 Trade Port Corridor (Trish Stuhan)

10. ADJOURNMENT

The City Council reserves the right to move into executive session for legal advice under authority of A.R.S. 38-431.03(A)(3) on any of the above agenda items. A copy of the agenda background materials already made available to the City Council is available at City Hall, 21 Williamson Avenue, Winslow, Arizona between the hours of 7:30 a.m. and 4:30 p.m., Monday through Friday and at the Winslow Public Library, 420 West Gilmore, Winslow, Arizona during regular library hours.

Pursuant to the Americans with Disabilities Act (ADA) the City Council endeavors to ensure the accessibility of its meetings to all persons with disabilities. Assistive listening devices are available for the public's use for meetings. Reasonable accommodations will be made upon request for persons with disabilities or for those who speak English other than very well. If you need an accommodation for a meeting, please call the City Clerk's Office at 928-289-1416 TDD # 928-289-4784 at least 48 hours prior to the meeting so that an accommodation can be arranged.

Notice is hereby given that pursuant to A.R.S. 1-602.A.9, subject to certain specified statutory exceptions, parents have a right to consent before the State or any of its political subdivisions make a video or audio recording of a minor child. Meetings of the City Council are audio and/or video recorded, and, as a result, proceedings in which children are present may be subject to such recording. Parents in order to exercise their rights may either file written consent with the City Clerk to such recording, or take personal action to ensure that their child or children are not present when a recording may be made. If a child is present at the time a recording is made, the City will assume that the rights afforded parents pursuant to A.R.S. 1-602.A.9 have been waived.

— Office of the Mayor —



Proclamation

A PROCLAMATION OF THE MAYOR & COUNCIL
OF THE CITY OF WINSLOW, ARIZONA
PROCLAIMING MAY 19 - 25, 2024
AS EMERGENCY MEDICAL SERVICES WEEK

WHEREAS, emergency medical services are a vital public service to the people of Winslow; and

WHEREAS, the members of emergency medical services teams are ready to provide lifesaving care to those in need 24 hours a day, seven days a week; and

WHEREAS, access to quality emergency care dramatically improves the survival and recovery rate of those who experience sudden illness or injury; and

WHEREAS, emergency medical services has grown to fill a gap by providing important, out of hospital care, including preventative medicine, follow-up care and access to telemedicine; and

WHEREAS, the emergency medical services system consists of first responders, emergency medical technicians, paramedics, emergency medical dispatchers, firefighters, police officers, educators, administrators, pre-hospital nurses, emergency nurses, emergency physicians, trained members of the public and other out of hospital medical care providers; and

WHEREAS, the members of emergency medical services teams, whether career or volunteer, engage in thousands of hours of specialized training and continuing education to enhance their life saving skills; and

WHEREAS, it is appropriate to recognize the value and accomplishments of emergency medical services providers by designating Emergency Medical Services Week.

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and Council of the City of Winslow, Arizona, do hereby proclaim May 19 - 25, 2024, as **Emergency Services Week** in recognition of all those engaged in emergency medical services activities and encourage all citizens in our community to observe this occasion by sharing their support with our local EMS providers.

DATED this 28th day of May, 2024.

Mayor

ITEM 6A

—Office of the Mayor—



Proclamation

A PROCLAMATION OF THE MAYOR AND COUNCIL
OF THE CITY OF WINSLOW, ARIZONA,
PROCLAIMING MAY 19 - 25, 2024 AS
NATIONAL PUBLIC WORKS WEEK
IN THE CITY OF WINSLOW

WHEREAS, Winslow public works professionals focus on infrastructure, facilities, and services that are of vital importance to sustainable and resilient communities and to the public health, high quality of life and well-being of the people of the City of Winslow; and

WHEREAS, these infrastructure, facilities and services could not be provided without the dedicated efforts of public works professionals, who are engineers, managers, and employees at all levels of government and the private sector, who are responsible for the efficient operation of the department's programs such as roads, streetlights, walkways, sanitary sewers and wastewater treatment, water supply, public buildings, parks, and other structures and facilities essential for our citizens; and

WHEREAS, it is in the public interest for the citizens, civic leaders and children in the City of Winslow to gain knowledge of and to maintain an ongoing interest and understanding of the importance of public works and public works programs in their respective communities; and

WHEREAS, the year 2024 marks the 64th Annual National Public Works Week sponsored by the American Public Works Association/Canadian Public Works Association; and

WHEREAS, the Winslow City Council urges all citizens to join with representatives of the American Public Works Association and government agencies in activities, events, and ceremonies designed to pay tribute to our public works professionals and employees and to recognize the substantial contributions they make to protecting our national health, safety, and quality of life.

NOW, THEREFORE, BE IT RESOLVED that the Mayor and Council of the City of Winslow do proclaim May 19 - 25, 2024 as National Public Works Week in the City of Winslow.

DATED this 28th day of May, 2024.

Mayor

ITEM 6B

Mayor
Roberta W. Cano

(928) 289-2422



Discover Winslow-A City in Motion

Council Members
Peter Cake
Samantha Crisp
Jim MacLean
Darcey McKee
Melissa Nelson
Daniel T. Tafoya

Recreation Department Update

Adult Swim Lessons

We are very thankful to George Gould for joining our team last May. He has been such an asset to our swimming lessons programs. We offered adult swimming lessons during March and April. Did not have the turnout we were hoping for but will re-evaluate after the summer.

Swim Lessons

Currently enrolling for day and evening swim lessons. We are filling up fast, so come sign up today!

Swim Team

Started practicing **May 6th** with Julie Thomas and Victoria Breeze as our coaches. We have over 40 kids participating, and they are gearing up for their first swim meet of the season **June 15th** in St. John's. Winslow will host our swim meet on **July 13th**.

June's Evening Jams

Looking forward to Saturday evenings in **June** ~ 6 -10 pm ~ enjoying good food and music at the Route 66 Plaza. Hope you will come and enjoy the evenings with us.

Dive-In Movie

Tuesday, **June 18th** ~ 8 -10 pm ~ Outdoor Pool featuring The Goonies.

Thank you to The Friends of the Library for sponsoring this wonderful free event!!

Electric Dance Parties

June 13th ~ Route 66 Plaza ~ 8-10pm ~ sponsored by AZE Building Co.

July 18th ~ Route 66 Plaza ~ 8-10pm ~ sponsored by JGL Joe's Glass & Locksmith Shop, Inc

August 1st ~ Route 66 Plaza ~ 8-10pm ~ sponsored by Johnny Martinez Plumbing

Thank you to Jessica for finding these amazing sponsors and thank you to DJ Chip for spinning all the hits.

DJ Night Swim

Friday, **June 28th** ~ 6 -8:30 pm ~ Outdoor Pool. Come swim and dance the night away.

Co-Ed Softball

We have 21 teams signed up, with games, starting **June 3rd**. We will be using the Val Lopez Sports Complex and Tom Harris field. Looking forward to lots of fun, competitive games.

Recreation Department ~ 503 E. Loy Engelhardt Way ~ Winslow, Arizona 86047 ~
(928) 289-5714

www.winslowaz.gov

ITEM 7B

Mayor
Roberta W. Cano

(928) 289-2422



Discover Winslow-A City in Motion

Council Members
Peter Cake
Samantha Crisp
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AGENDA DATE: May 28, 2024
TO: City Council
FROM: Jason Sanks, Planning and Zoning Hearing Officer
SUBJECT: Discussion Item – City Council Quarterly Report on Conditional Use Permits and Annual Compliance Inspections (Section 17.68.020.E)

Per Section 17.68.020.E, the Planning and Zoning Hearing Officer (ZHO) may provide notice of the City's annual reviews of CUPs and respective compliance with their conditions of approval. The purpose of this notice is to keep the Council informed of activities related to the CUPs and whether enforcement action is actively taking place within the community for these conditional uses.

There are three CUPs to report on for the Council at this time:

- 1) 723 North Apache – Harmony and Wellness Facility / CUP for Outpatient Clinic, **ZHO approved on 3/13/2023**
- 2) 821 Transcon Lane – Dewitt Ranch Supply / CUP for Roping Arena, **ZHO approved on 3/13/2023**
- 3) 2015 West Third Street – Verano (old Medicine Room) / CUP for Additional Storage Containers, **ZHO approved on 4/10/2023**

Summary Reports

- 1) 723 North Apache – This outpatient clinic for rehabilitative care has updated the building signage and has had no known reported issues with its operations from its neighbors. As a reminder to the Council, the services offered are for outpatient care only, so clients/patients that go for treatment arrive and leave on the same day as said treatment. Higher levels of care, such as detox (short-term residential) or 30-day rehabilitation (longer-term residential) programs, are not provided at this location. If the facility were to seek to offer these services in the future, they would be required to amend their CUP as this level of care would be deemed more intensive in nature.

- 2) 821 Transcon Lane – The Dewitt Ranch Supply Roping Arena has not yet installed outdoor lighting for evening events. There are some livestock and odors coming from the facility, so City staff is working with the Dewitts on this. As a heads up to the Council, the land surrounding the property was just approved at the May 13, 2024, ZHO hearing for a CUP to allow an RV Park (157 RV Spaces and 108 Park Model Units) with a commercial building, welcome center, and maintenance building along Transcon Lane. Across the street is the Best Western and future Love's Travel Center (truck stop).
- 3) 2015 West Third Street – This property is known as the old Medicine Room (marijuana grow and processing facility) and requested the use, by CUP, for additional cargo containers (aka mobile minis). The property was stipulated to place them in a specific manner and be painted to match the main building to help them blend in with the facility. City staff verified that they indeed were placed in the appropriate places, but the owners did not get their site plan approved or paint one of the containers the appropriate matching color. Staff is working with the owners of the property at this time to bring it into compliance with its CUP approval.

Attachment:

CUP Certificates with City Inspection Reports and Site Photos



City of Winslow

Conditional Use Permit

The person listed below is hereby permitted to conduct the business of

Outpatient Clinic

Located at: 723 N. Apache Avenue, Winslow, AZ. 86047

Issued to: Harmony and Wellness, LLC

Date Commencing Business: April, 2023 (Approx.)

Zone: MFR

Owner of the Building: Rocio Soto Sanchez

Address: 3108 N. Loma Vista Dr. Flagstaff, AZ. 86004

Date Issued: 03/20/2023

Permit Number: C.U.P2023-002

Conditions:

1. The C.U.P. is approved based on the application narrative, floor plan, and other exhibits provided by the applicant.
2. The C.U.P. is subject to annual review by city staff to ensure compliance with these stated conditions and will report their determination back to the Planning and Zoning Hearing Officer per Chapter 17.68.020.E of the zoning ordinance.

(Conditions 3 - 5 located on the back of this permit)


Zoning Administration

NOT TRANSFERABLE – MUST BE POSTED

3. Future amendments to this C.U.P. will be required, but not limited to, the following items:

- a. Proposed Extension of hours of operation.
- b. Accommodation of overnight stays for patients.
- c. Provision of onsite detox, short or long-term resident rehabilitation services
- d. Outdoor activities related to patient care.

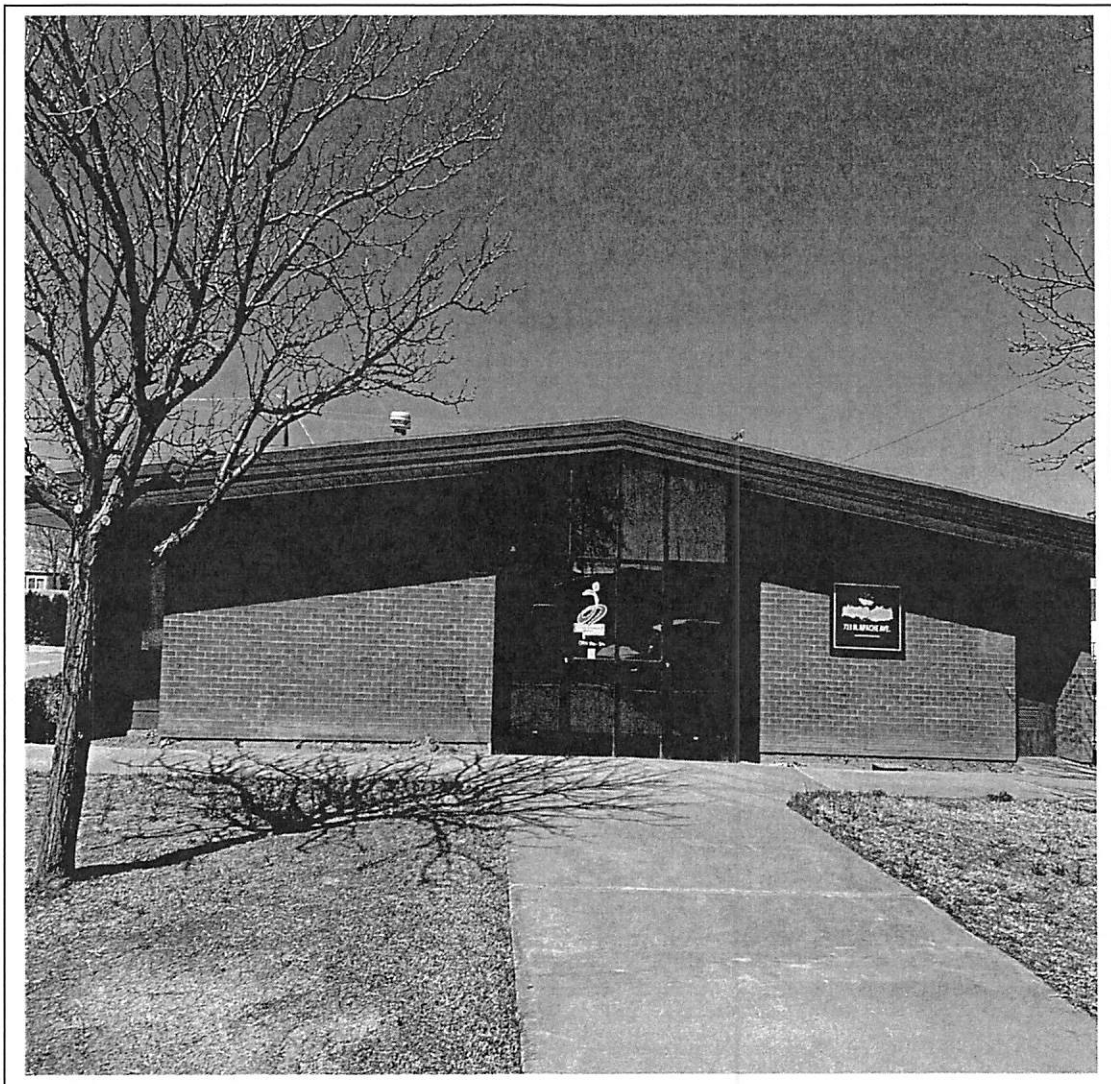
4. Breakout activities, including smoking shall be reserved to the fenced area behind the building as identified by the applicant.

5. Security personnel will be present during hours of operation related to onsite patient operations.

First Quarter 2024 Conditional Use Permit Annual Review

1. Harmony and Wellness, LLC - 723 North Apache Avenue

- An inspection of the property was completed on March 5, 2023. The inspection found that new signage had been placed on the door window, but the doors were lock and no vehicles were on site. I spoke with the WUSD staff across the street to see if they had received or had any complaints regarding the operation of the Harmony and Wellness facility. I was told that people had come and cleaned up the yard and changed the signage but there hadn't been any other activity at the site. Please see the picture below.



Harmony and Wellness Facility – 723 North Apache (3-5-2024)



City of Winslow

Conditional Use Permit

The person listed below is hereby permitted to conduct the business of

Rodeo / Roping Arena

821 Transcon Lane, Winslow, AZ. 86047

Located at:

Issued to: Anna DeWitt

Date Commencing Business: 03/17/2023

Zone: Commercial

Owner of the Building: Dillon & Anna DeWitt

Address: 821 Transcon Lane, Winslow, AZ. 86047

Date Issued: 03/20/2023

Permit Number: C.U.P2023-001

Conditions:

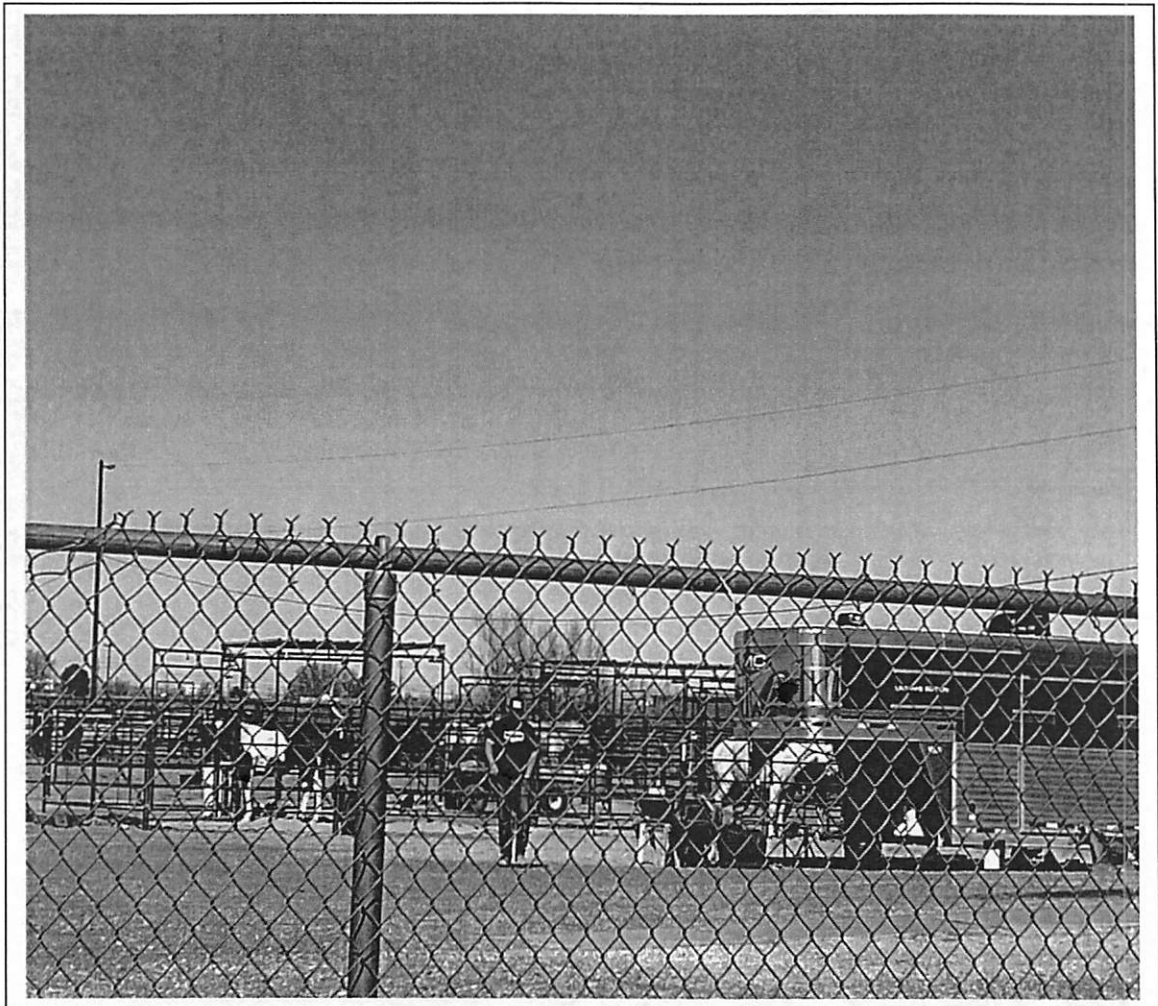
1. The C.U.P approval will be effective on March 17, 2023 which is following the appeal period of the related text amendment to the zoning ordinance allowing the roping arena in the Commercial Zoning District.
2. The C.U.P. is approved based on the application exhibits provided by the applicant.
3. The C.U.P is subject to annual review by city staff to ensure compliance with these stated conditions and will report their determination back to the Planning and Zoning Hearing Officer per Chapter 17.68.020.E of the zoning ordinance.
4. Future amendments to this Conditional Use Permit will be required if, but not limited to, the following item:
 - a. Expansion of the roping arena use or other material onsite improvements.


Zoning Administration

NOT TRANSFERABLE – MUST BE POSTED

2. DeWitt Rodeo/ Roping Arena – 821 Transcon Lane

- An inspection of the property was completed on March 5, 2024. The inspection found that the proposed exterior lighting for the arena had not been installed. I did notice that livestock (horses and cattle) is being kept on the property. The keeping of livestock on the property may be a natural assumption for the activities but it was not indicated as one of the conditions in the CUP. While at the site I spoke with Mr. DeWitt. I was told that he had not received any complaints regarding the arena or the keeping of animals. I was also told there hadn't been much activity because of the colder weather but the activities would increase as the weather warmed. I did notice a odor coming from the property because of the livestock. Please see the pictures below.



DeWitt Rodeo/Roping Arena – 821 Transcon Lane (3-5-2024) Livestock can be seen.



DeWitt Rodeo/Roping Arena – 821 Transcon Lane (3-5-2024



City of Winslow

Conditional Use Permit

The person listed below is hereby permitted to conduct the business of

To allow four storage containers

2015 W. Third Street, Winslow, AZ. 86047

Located at:

Issued to: Jarrod Richey

Date Commencing Business: April, 2023

Zone: C

Owner of the Building: VZL Staffing Services, LLC.

Address: 415 N. Dearborn Street, Chicago, IL. 60654

Date Issued: April 11th, 2023

Permit Number: C.U.P. 2023-003

Conditions:

1. The C.U.P. is approved based on placement of the storage containers meeting requirements of Section 17.40.030. No more than four storage containers are allowed on the property.
2. The storage containers shall be painted to match the primary structure(s) on the property.
3. The C.U.P. is subject to annual review by city staff to ensure compliance with these stated conditions and will report their determination back to the planning and Zoning Hearing Officer per Chapter 17.68.020.E of the zoning ordinance.

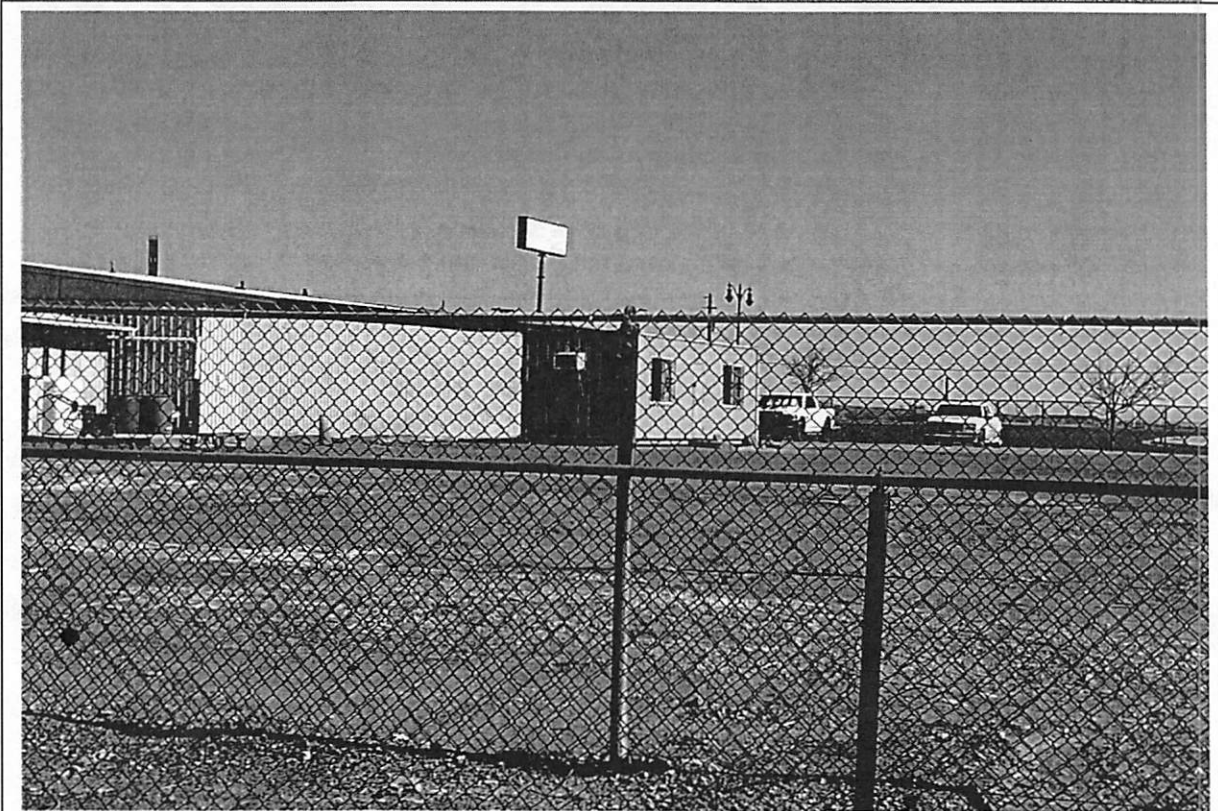
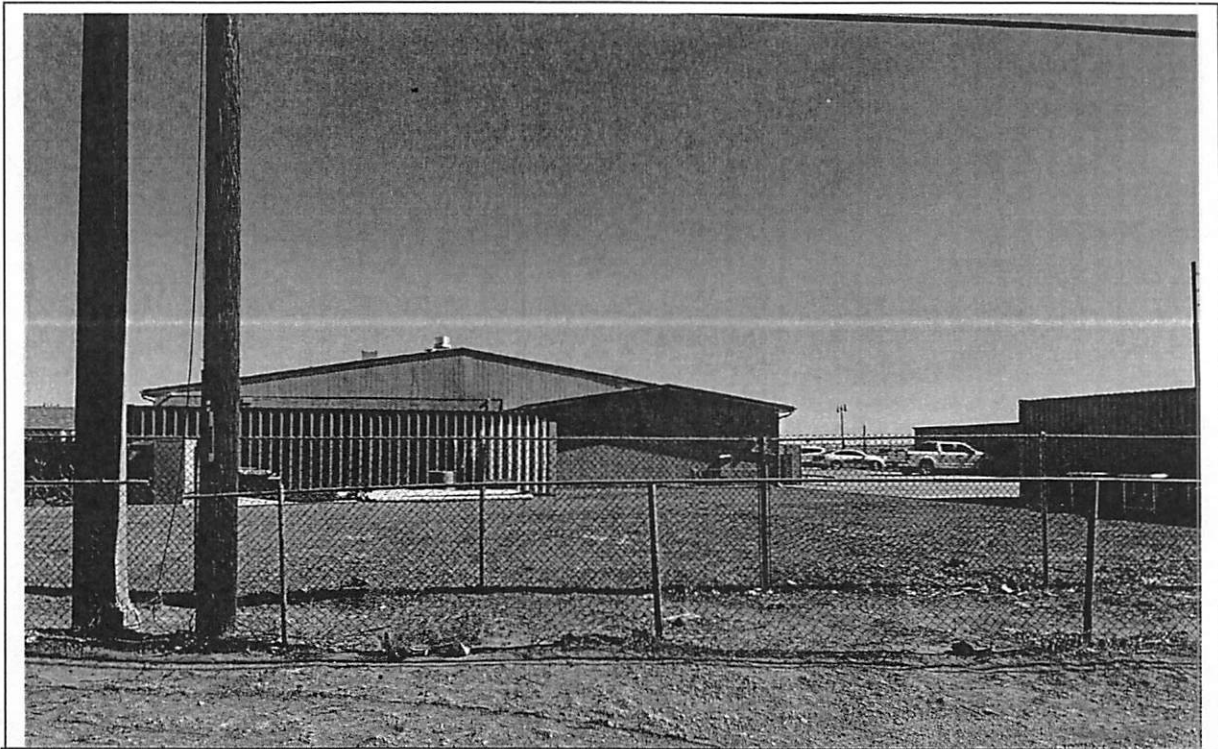
Designed via PrintMeFast.com
Jason Sanks
Key: 0436125e-0070-4c2d-B0ce-02540274-6550

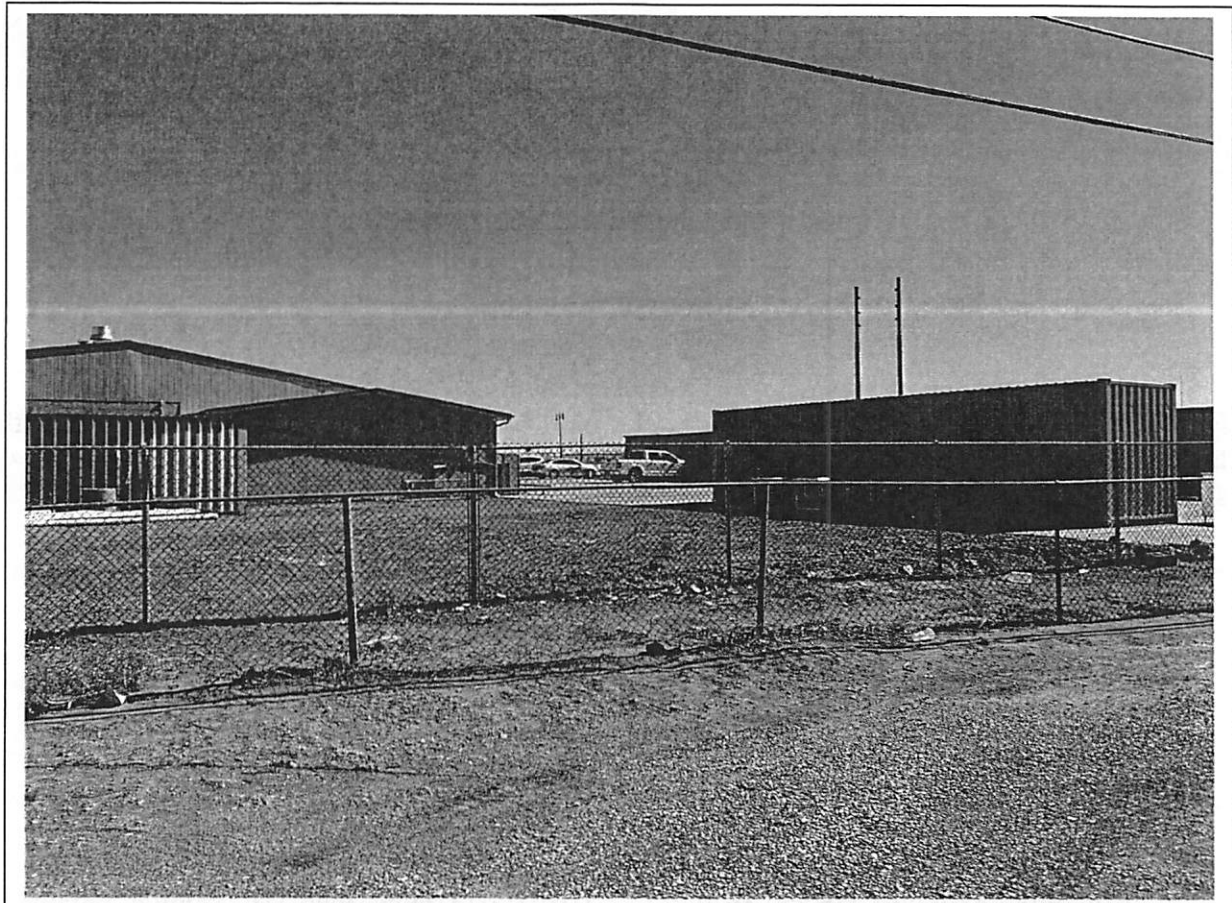
04-11-2023

Zoning Administration

NOT TRANSFERABLE – MUST BE POSTED

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Mayor
Roberta W. Cano

(928) 289-2422



Council Members
Peter Cake
Samantha Crisp
Jim MacLean
Darcey McKee
Melissa Nelson
Daniel T. Tafoya

**Conditional Use Permit Yearly Review
2015 West Third Street
Storage Containers**

On April 12, 2024, a site visit was made to 2015 West Third Street to determine compliance with the Conditional Use Permit (CUP), issued 4-11-2023, for the placement of not more than four (4) storage containers. The site visit found the following.

1. It appears three (3) storage containers have been placed on the property. Please see the attached pictures.
2. Condition (1) of the CUP required compliance with Section 17.40.030 of the Zoning Code. Section 17.40.030 (G) (2) requires that a "City permit be obtained after submission of a site plan showing the required setbacks." After checking the city records it was determined that a site plan was not submitted and approved, and a permit was not issued for the placement of the containers.
3. Condition (2) of the CUP and Section 17.40.030 (G) (3) states that, "The storage containers shall be painted to match the primary structure(s) on the property." The visit found that two (2) of the containers have been painted as required but the third container has not been painted. Please see the pictures below.

Respectfully Submitted

Marshall Larsen
City Inspector
April 15, 2024

CITY OF WINSLOW
Check Register
All Bank Accounts - 05/11/2024 to 05/25/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
AETNA LIFE INSURANCE COMPAN	ACH	271830	05/12/2024	05/12/2024	803.85	Aetna Voluntary- Accident	0107073 - Payroll - Elective Benefits	
AETNA LIFE INSURANCE COMPAN	ACH	271830	05/12/2024	05/12/2024	1,092.41	Aetna Voluntary- Hospital Premium	0107073 - Payroll - Elective Benefits	
AETNA LIFE INSURANCE COMPAN	ACH	271830	05/12/2024	05/12/2024	1,152.80	Aetna Voluntary- Critical Illness	0107073 - Payroll - Elective Benefits	
					<u>\$3,049.06</u>			
					\$3,049.06			
ALTEC	108389	1235393	05/23/2024	05/23/2024	370.92	AP CHECKS	01810.020.50.3299 - other supplies	
ALTEC	108389	1235570	05/23/2024	05/23/2024	436.14	AP CHECK ENEVELOPES	01810.020.50.3299 - other supplies	
					<u>\$807.06</u>			
					\$807.06			
ARIZONA STATE RETIREMENT SY	ACH	PR051924-221	05/23/2024	05/23/2024	57.66	Arizona State Retirement Misc	0107065 - Payroll - AZ State Retirement	
ARIZONA STATE RETIREMENT SY	ACH	PR051924-221	05/23/2024	05/23/2024	541.90	Arizona State Retirement LTD	0107065 - Payroll - AZ State Retirement	
ARIZONA STATE RETIREMENT SY	ACH	PR051924-221	05/23/2024	05/23/2024	1,817.02	Arizona State Retirement OT	0107065 - Payroll - AZ State Retirement	
ARIZONA STATE RETIREMENT SY	ACH	PR051924-221	05/23/2024	05/23/2024	41,975.86	Arizona State Retirement	0107065 - Payroll - AZ State Retirement	
					<u>\$44,392.44</u>			
ARIZONA STATE RETIREMENT SY	ACH	PR051924-6124	05/23/2024	05/23/2024	116.81	Arizona State Retirement ACR	0107065 - Payroll - AZ State Retirement	
					<u>\$116.81</u>			
AZ DEPARTMENT OF REVENUE	ACH	PR051924-5765	05/23/2024	05/23/2024	6,666.03	State Income Tax	0107061 - Payroll - State Withholding	
					<u>\$6,666.03</u>			
AZ DEPT. OF ECONOMIC SECURI	ACH	PR051924-21	05/23/2024	05/23/2024	538.56	Child Support AZ1	0107025 - Payable - ChildSupport/Garn	
					<u>\$538.56</u>			
AZ PUBLIC SERVICE	ACH	0332931000-05.1	05/20/2024	05/20/2024	6,478.19	CITY ST LTS 04/11/24 - 05/10/24	07871.055.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	75.05	CITY WIDE/ELECTRICITY 05/13/24	04921.001.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	358.77	CITY WIDE/ELECTRICITY 05/13/24	21835.401.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	409.17	CITY WIDE/ELECTRICITY 05/13/24	08818.001.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	517.19	CITY WIDE/ELECTRICITY 05/13/24	02900.001.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	1,981.45	CITY WIDE/ELECTRICITY 05/13/24	12940.065.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	2,239.90	CITY WIDE/ELECTRICITY 05/13/24	07871.055.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	17,586.18	CITY WIDE/ELECTRICITY 05/13/24	01888.001.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	18,412.66	CITY WIDE/ELECTRICITY 05/13/24	05929.001.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8313390000-05.1	05/20/2024	05/20/2024	21,294.00	CITY WIDE/ELECTRICITY 05/13/24	03922.001.21.2050 - utilities	
AZ PUBLIC SERVICE	ACH	8722458180-05.1	05/20/2024	05/20/2024	4.33	703 AIRPORT RD NEW PNL 05/07/24 - 05/09/24	02900.001.21.2050 - utilities	
					<u>\$69,356.89</u>			
					\$69,356.89			
AZ STATE PRISON-WINSLOW	108360	W015750240510	05/16/2024	05/16/2024	90.00	ASPC-WINSLOW INMATE LABOR 04/20/24 - 05/03	01825.001.20.2040 - non-professional	
					<u>\$90.00</u>			
BEGAY, JASMIN	108361	05132024	05/16/2024	05/16/2024	50.00	GSH DEPOSIT REFUND 05/12/24	0107040 - Deposits	
					<u>\$50.00</u>			
BELL RECYCLERS	108362	7674	05/16/2024	05/16/2024	7.64	APR.2024 TANK RENTAL	01830.022.20.2039 - other prof.service	
					<u>\$7.64</u>			
BELONE, APRIL	108390	05212024	05/23/2024	05/23/2024	100.00	GSH DEPOSIT CANCELLED 06/20/24	0107040 - Deposits	
					<u>\$100.00</u>			
BENALE, ISAAC	108391	618	05/23/2024	05/23/2024	360.00	TAX REFUND 05/17/24	0107011 - Court Fees and Fines Payab	
					<u>\$360.00</u>			
BROWN, STACY	108392	617	05/23/2024	05/23/2024	30.44	OVERPAYMENT 05/17/24	0107011 - Court Fees and Fines Payab	
					<u>\$30.44</u>			

CITY OF WINSLOW
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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
CA VISIONS LLC	108393	103	05/23/2024	05/23/2024	2,250.00	DRYWALL-NEW CITY HALL - FINAL PAYMENT	13001.001.80.4100 - Capital - Building I	
					\$2,250.00			
CALIFORNIA STATE	ACH	PR051924-5766	05/23/2024	05/23/2024	424.30	Child Support CA1	0107025 - Payable - ChildSupport/Garn	
					\$424.30			
CANO, ROBERTA	108394	05212024	05/23/2024	05/23/2024	75.98	TRAVEL REIMBURSEMENT 04/25/24	01801.001.25.2151 - travel/lodging/me	
					\$75.98			
CASEY'S	108363	CITYWIDE APRIL	05/16/2024	05/16/2024	7.19	CITYWIDE APRIL 2024	01830.022.50.3299 - other supplies	
CASEY'S	108363	CITYWIDE APRIL	05/16/2024	05/16/2024	25.72	CITYWIDE APRIL 2024	01825.001.50.3299 - other supplies	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	5.47	FACILITIES APRIL 2024	01825.001.50.3299 - other supplies	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	19.21	FACILITIES APRIL 2024	02900.001.50.3299 - other supplies	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	24.39	FACILITIES APRIL 2024	01830.022.50.3299 - other supplies	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	24.79	FACILITIES APRIL 2024	03922.001.50.3299 - other supplies	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	82.82	FACILITIES APRIL 2024	01850.125.50.3299 - other supplies	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	208.62	FACILITIES APRIL 2024	13001.001.80.4104 - Capital - General	
CASEY'S	108363	FACILITIES APRI	05/16/2024	05/16/2024	220.62	FACILITIES APRIL 2024	01825.001.20.2041 - General Repairs	
CASEY'S	108363	PARKS APRIL 20	05/16/2024	05/16/2024	46.15	PARKS APRIL 2024	01825.032.20.2041 - General repairs	
CASEY'S	108363	PARKS APRIL 20	05/16/2024	05/16/2024	67.83	PARKS APRIL 2024	01825.032.50.3100 - small tools/minor	
CASEY'S	108363	PARKS APRIL 20	05/16/2024	05/16/2024	102.84	PARKS APRIL 2024	01825.001.50.3100 - small tools/minor	
CASEY'S	108363	PARKS APRIL 20	05/16/2024	05/16/2024	222.91	PARKS APRIL 2024	01825.032.50.3299 - other supplies	
CASEY'S	108363	PARKS APRIL 20	05/16/2024	05/16/2024	726.44	PARKS APRIL 2024	01825.001.50.3299 - other supplies	
CASEY'S	108363	PARKS APRIL 20	05/16/2024	05/16/2024	1,820.02	PARKS APRIL 2024	01825.040.50.3290 - chemical supplies	
CASEY'S	108363	ROADSIDE APRI	05/16/2024	05/16/2024	127.98	ROADSIDE APRIL 2024	07871.018.50.3100 - small tools/minor	
CASEY'S	108363	ROADSIDE APRI	05/16/2024	05/16/2024	191.26	ROADSIDE APRIL 2024	07871.018.50.3299 - other supplies	
CASEY'S	108363	STREETS APRIL	05/16/2024	05/16/2024	245.13	STREETS APRIL 2024	07871.055.50.3299 - other supplies	
CASEY'S	108363	WATER APRIL 20	05/16/2024	05/16/2024	35.85	WATER APRIL 2024	01825.001.50.3299 - other supplies	
CASEY'S	108363	WATER APRIL 20	05/16/2024	05/16/2024	143.33	WATER APRIL 2024	03922.001.50.3100 - small tools/minor	
CASEY'S	108363	WATER APRIL 20	05/16/2024	05/16/2024	645.00	WATER APRIL 2024	03922.001.50.3299 - other supplies	
CASEY'S	108363	WW APRIL 2024	05/16/2024	05/16/2024	8.17	WW APRIL 2024	05929.001.50.3299 - other supplies	
CASEY'S	108363	WW APRIL 2024	05/16/2024	05/16/2024	376.34	WW APRIL 2024	05929.001.50.3100 - small tools/minor	
					\$5,378.08			
					\$5,378.08			
CENTURY LINK	108364	333677124	05/16/2024	05/16/2024	91.27	928-C89-0172 05/01/24 - 05/31/24	01850.034.20.2039 - other prof.service	
CENTURY LINK	108364	333685586	05/16/2024	05/16/2024	455.89	F94-179-7691 05/01/24 - 05/31/24	01850.034.20.2039 - other prof.service	
					\$547.16			
					\$547.16			
CHATTER, MELISSA	108395	05212024	05/23/2024	05/23/2024	50.00	GSH DEPOSIT REFUND 05/19/24	0107040 - Deposits	
					\$50.00			
CITY OF WINSLOW	108365	1001132 SALAZA	05/16/2024	05/16/2024	141.38	UTILITY ASSISTANCE 05/14/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	1001361 CLITSO	05/16/2024	05/16/2024	323.75	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	10627000 CHAR	05/16/2024	05/16/2024	934.84	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	12330000 ESTRA	05/16/2024	05/16/2024	300.00	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	12338001 BEGA	05/16/2024	05/16/2024	256.39	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	12640008 WILLIA	05/16/2024	05/16/2024	393.72	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	13226001	05/16/2024	05/16/2024	300.00	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	1436000 FOY	05/16/2024	05/16/2024	40.55	UTILITY ASSISTANCE 05/14/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	14610003	05/16/2024	05/16/2024	790.65	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	16326003 NEAG	05/16/2024	05/16/2024	283.72	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	26040003 GROOM	05/16/2024	05/16/2024	210.14	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	33760003 ALVARA	05/16/2024	05/16/2024	377.85	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	33920001 DENET	05/16/2024	05/16/2024	317.55	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	

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CITY OF WINSLOW	108365	4397000 FERNA	05/16/2024	05/16/2024	839.38	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	4416000 ESTUDI	05/16/2024	05/16/2024	686.33	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	6230003 CHATT	05/16/2024	05/16/2024	100.00	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108365	7312003 CARTE	05/16/2024	05/16/2024	841.22	UTILITY ASSISTANCE 05/13/24	2107306 - Utility Assistance ARPA Fun	
					<u>\$7,137.47</u>			
CITY OF WINSLOW	108396	16108000 TAFOY	05/23/2024	05/23/2024	63.53	UTILITY ASSISTANCE 05/21/24	2107306 - Utility Assistance ARPA Fun	
					<u>\$7,201.00</u>			
CLAYTON, MILLER	108367	RFD 9262002.05	05/14/2024	05/16/2024	149.00	Deposit Refund: 9262002 - CLAYTON, MILLER	0307040 - Utility Customer Deposits	
					<u>\$149.00</u>			
CLEAN AS CAN B	108397	01408	05/23/2024	05/23/2024	275.00	JANITORIAL SRVS-APR 2024	03922.001.21.2050 - utilities	
CLEAN AS CAN B	108397	01408	05/23/2024	05/23/2024	275.00	JANITORIAL SRVS-APR 2024	05929.001.21.2050 - utilities	
CLEAN AS CAN B	108397	01408	05/23/2024	05/23/2024	7,195.00	JANITORIAL SRVS-APR 2024	01888.001.21.2050 - utilities	
					<u>\$7,745.00</u>			
					<u>\$7,745.00</u>			
COLONIAL	ACH	PR050524-53	05/09/2024	05/23/2024	17.33	Colonial Post Tax	0107073 - Payroll - Elective Benefits	
COLONIAL	ACH	PR051924-53	05/23/2024	05/23/2024	17.33	Colonial Post Tax	0107073 - Payroll - Elective Benefits	
					<u>\$34.66</u>			
					<u>\$34.66</u>			
DECKER CHIROPRACTIC, P.C.	108368	CW2408	05/16/2024	05/16/2024	60.00	UA RANDOM X2 05/13/24	01811.001.20.2006 - medical services	
DECKER CHIROPRACTIC, P.C.	108398	CW2409	05/23/2024	05/23/2024	220.00	DOT MEDICAL EXAM 05/16/24	01811.001.20.2006 - medical services	
					<u>\$280.00</u>			
DURAN, DANIELLE	108369	05132024	05/16/2024	05/16/2024	50.00	GSH DEPOSIT REFUND 05/11/24	0107040 - Deposits	
					<u>\$50.00</u>			
GOLDTOOTH, AUTUMN	108399	05212024	05/23/2024	05/23/2024	50.00	GSH DEPOSIT REFUND 05/20/24	0107040 - Deposits	
					<u>\$50.00</u>			
GRACELAND PROPERTIES LLC	108370	INV161411	05/16/2024	05/16/2024	8,115.33	10X16 LOFT SHED	13001.001.80.4104 - Capital - General	
					<u>\$8,115.33</u>			
GUTIERREZ, MELODEE	108400	05212024	05/23/2024	05/23/2024	80.00	GSH DEPOSIT REFUND 05/21/24	0107040 - Deposits	
					<u>\$80.00</u>			
GWR LLC	108371	AIRPORT 050124	05/16/2024	05/16/2024	200.00	PORTABLE TOILETS - AIRPORT	02900.001.20.2039 - other prof service	
GWR LLC	108371	DOWNTOWN 05	05/16/2024	05/16/2024	400.00	PORTABLE TOILETS - DOWNTOWN	01888.001.20.2039 - other prof.service	
GWR LLC	108371	ROUTE66 05012	05/16/2024	05/16/2024	200.00	PORTABLE TOILETS - ROUTE 66	01888.001.20.2039 - other prof.service	
GWR LLC	108371	TH FIELD 050124	05/16/2024	05/16/2024	600.00	PORTABLE TOILETS - TOM HARRIS FIELD	01825.001.20.2039 - other prof. service	
GWR LLC	108371	TRANSFER STA	05/16/2024	05/16/2024	200.00	PORTABLE TOILETS - TRANSFER STATION	04921.001.20.2039 - other prof service	
					<u>\$1,600.00</u>			
					<u>\$1,600.00</u>			
Hancock, Jason	ACH	05222024	05/23/2024	05/23/2024	118.34	MISSED PAYROLL PPE 03/24/24	04921.001.01.1003 - part-time wages	
Hancock, Jason	EFT	PPE 3.23.24	05/22/2024	05/22/2024	118.34	Last payroll check was returned	04921.001.01.1003 - part-time wages	
					<u>\$236.68</u>			
HSA BANK	5194.18	PR051924-5769	05/23/2024	05/23/2024	557.71	HSA EF	0107082 - Payroll- Health Savings Acct	
HSA BANK	5194.18	PR051924-5769	05/23/2024	05/23/2024	716.06	HSA ES	0107082 - Payroll- Health Savings Acct	

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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
HSA BANK	5194.18	PR051924-5769	05/23/2024	05/23/2024	1,951.32	HSA EE	0107082 - Payroll- Health Savings Acct	
HSA BANK	5194.18	PR051924-5769	05/23/2024	05/23/2024	1,969.09	HSA EC	0107082 - Payroll- Health Savings Acct	
					<u>\$5,194.18</u>			
					\$5,194.18			
HUBER TECHNOLOGY, INC.	108372	CD10026632	05/16/2024	05/16/2024	7,087.08	Repairs and Service Work	05929.001.23.2092 - treatment plant m	
					<u>\$7,087.08</u>			
					\$7,087.08			
HYDRO GEO CHEM, INC	108401	23092	05/23/2024	05/23/2024	1,333.75	LUST WELL MONITORING 04/30/24	07871.055.20.2039 - other prof.service	
					<u>\$1,333.75</u>			
					\$1,333.75			
INTERNAL REVENUE SERVICE	ACH	PR051924-5764	05/23/2024	05/23/2024	8,279.82	Medicare Tax	0107063 - Payroll - FICA	
INTERNAL REVENUE SERVICE	ACH	PR051924-5764	05/23/2024	05/23/2024	17,376.03	Federal Income Tax	0107060 - Payroll - Federal Withholding	
INTERNAL REVENUE SERVICE	ACH	PR051924-5764	05/23/2024	05/23/2024	31,389.22	Social Security Tax	0107063 - Payroll - FICA	
					<u>\$57,045.07</u>			
					\$57,045.07			
JENNIFER, BARNETT	108373	Refund: 2504008	05/13/2024	05/16/2024	78.88	Refund: 2504008 - JENNIFER, BARNETT	0306043 - Accounts Receivable	
					<u>\$78.88</u>			
					\$78.88			
JLA Contracting, Inc	108402	11879	05/23/2024	05/23/2024	7,863.00	CITY OF WINSLOW TOWN HALL - PAYMENT 3 OF	13001.001.80.4100 - Capital - Building I	
					<u>\$7,863.00</u>			
					\$7,863.00			
JOE'S GLASS & LOCKSMITH	108403	22576	05/23/2024	05/23/2024	221.30	WINDOW REPAIR AT OUTDOOR POOL	01820.036.50.3100 - small tools/minor	
					<u>\$221.30</u>			
					\$221.30			
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	-420.90	the bill was a credit back to the city	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	-26.25	CASEY'S COLOR CENTER	01860.001.50.3062 - fuel/oil	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	-10.88	WAL-MART #1328	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1.09	Retirement card	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	2.62	Certified Letter	03922.001.50.3005 - postage	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	3.05	Certified Letter	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	3.06	Certified Letter	05929.001.50.3005 - postage	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	3.36	Postage	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	3.56	Evidence Management Specialist	01888.001.29.2909 - service fees	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	3.81	Cook Book Club Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	4.20	WM SUPERCENTER #1328	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	4.79	CASEY'S COLOR CENTER	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	5.14	Young Chef Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	5.52	WAL-MART #1328	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	5.85	CIRCLE K 00226	01850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	6.92	Supplies for Special Olympics Torch Run	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	7.00	McHood Park kiosk test	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	7.00	McHood Park kiosk test	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	8.50	Wastewater testing samples	05929.001.50.3005 - postage	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	8.94	CASEY'S COLOR CENTER	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	9.27	WM SUPERCENTER #1328	01860.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	9.29	string to hold up line	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	10.51	Language translation service	01801.001.20.2039 - other prof service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	10.88	WM SUPERCENTER #1328	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	11.62	ICE For Samples keep temp cool for Testing	05929.001.20.2010 - testing services	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	12.77	CASEY'S COLOR CENTER	01860.001.50.3100 - small tools/minor	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	13.07	Fuel cap for unit 141 John Deere Tractor.	12940.065.50.3063 - equipment parts &	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	13.68	SRP Program Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	14.34	Acrobat Pro Monthly Fee - April 2024	01810.020.25.2152 - membership/dues	

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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	15.87	Lopez retirement	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	16.98	Supplies for Special Olympics Torch Run	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	18.98	CenturyLink - 71894411 - 18.98	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	19.69	books	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	20.78	book	01819.001.50.3202 - library books/subs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	21.48	Air Fresheners, Squeegee, and Command hanging	12940.065.50.3060 - automotive parts	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	21.53	QUILL CORPORATION	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	21.80	propane	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	21.88	epoxy for tile repair at indoor pool	01825.040.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	21.89	Lopez retirement	07871.055.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	22.36	STEAM Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	22.50	Annual Membership	03922.001.25.2152 - membership/dues	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	22.80	Monthly G-Suite membership	01888.044.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	23.39	Lopez retirement	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	24.59	Grease for maintaining equipment	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	25.64	This document was lost for this purchase. We are tr	01860.001.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	25.71	books	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	25.78	Blower bag chute straps for ztrak mower.	12940.065.50.3063 - equipment parts &	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	26.25	Annual Membership	05929.001.25.2152 - membership/dues	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	26.25	Annual Membership	07871.055.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	26.25	CASEY'S COLOR CENTER	01860.001.50.3062 - fuel/oil	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	26.40	Guardian Air disconnects for new a/c units	01830.022.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	26.57	Little Chef Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	27.27	WM SUPERCENTER #1328	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	27.44	CHEVRON 0356213	01860.207.25.2159 - TRAINING & SE	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	27.60	water	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	27.60	WM SUPERCENTER #1328	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	27.71	Guardian Air conduit fittings for new a/c	01830.022.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	28.08	PAPER TOWELS	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	28.99	Noodles for water aerobics.	01820.302.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	29.45	WM SUPERCENTER #1328	01860.001.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	29.48	lysol spray	01819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	32.37	WM SUPERCENTER #1328	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	33.31	CHEVRON 0356213	01860.001.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	34.24	PINON CAFE	01860.001.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	35.00	Disposal fee for tractor tires.	12940.065.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	36.04	PINON CAFE	01860.001.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	36.09	tablecloths	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	37.94	CenturyLink - 333500593 - 37.94	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	38.13	gas for pressure washer	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	38.29	O'REILLY 3122	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	39.00	Jessica grant training	01820.040.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	39.00	Tribune Publication Notice Invoice	01835.060.20.2008 - advertising	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	39.41	CenturyLink - 928-289-1086 544B	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	39.65	WALMART.COM	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	40.54	WM SUPERCENTER #1328	01860.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	42.54	CenturyLink - 333920147 - 42.54	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	42.54	CenturyLink - 333923837 - 42.54	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	43.48	PINON CAFE	01860.001.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	43.76	AMZN MKTP US	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	43.81	Guardian Air new a/c suction line p traps.	01830.022.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	45.00	AZ NAHRO	08818.001.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	45.69	CASEY'S COLOR CENTER	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	47.49	books	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	49.00	Winston Invoice	02900.001.80.4100 - Land & Buildings	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	49.86	INDOOR POOL TILE REPAIR	01825.040.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	50.06	SRP Program Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	51.09	WAL-MART #1328	01860.001.50.3084 - uniforms & related	

CITY OF WINSLOW
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All Bank Accounts - 05/11/2024 to 05/25/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	51.20	CASEY'S COLOR CENTER	01860.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	52.40	no dog signs	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	53.46	WM SUPERCENTER #1328	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	53.82	nametags	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	53.92	Indoor pool exhaust fans belts.	01825.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	54.72	SQ *THE WINSLOW FLOWER SH	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	55.00	1 year subscription	01819.001.50.3202 - library books/subs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	55.00	Cody applicator license renewal	01825.001.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	55.21	WAL-MART #1328	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	55.21	water bottles - cemetery	01825.032.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	55.21	WM SUPERCENTER #1328	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	58.25	BUFFALO BAR & GRILL	01860.001.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	59.09	Propane tank for street department to heat asphalt	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	61.32	harness	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	62.36	Creek urinal cartridge.	01825.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	62.82	Retirement cake	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	63.84	Blades for weed eater for around plant.	05929.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	64.67	Distilled water for batteries, sharpie, pens and steer	12940.065.50.3060 - automotive parts	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	65.65	toner for shop printer	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	66.69	TST* MACKYS GRILL	01860.001.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	69.99	Coolant for motor grader	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	70.35	Lopez retirement	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	71.43	SRP Program Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	71.56	WINSLOW TRUCK REPAIR LLC	01860.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	72.20	Deposit bags	01810.020.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	72.75	Field signage	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	75.51	Square Appointments For Transit.	21835.401.20.2082 - Annual Support/WV	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	77.90	part to fix hydro-seeder	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	83.50	J-928-289-012 724M 04/01-04/30/24	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	84.26	Farmer's Market shed electrical supplies	21836.001.50.3299 - Operating Supplie	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	85.00	Radio Repairs	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	86.54	water and snacks for council meetings	01801.001.50.3080 - Food	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	87.01	CIRCLE K # 09538	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	90.44	Tommy lift parts for public housing truck. Wire rope,	12940.065.50.3060 - automotive parts	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	90.78	Farmers market shed electrical.	21836.001.50.3299 - Operating Supplie	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	92.90	Toner	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	98.29	WM SUPERCENTER #1328	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	98.48	Toner	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	99.87	Little league and Vargas restrooms flush valve kits.	01825.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	100.00	ICC single certificate Renewal	01835.060.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	104.14	Lunch Meeting with Larry Fleming & Jim O'Haco	01801.001.29.2904 - city public relation	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	109.30	grass seed/ spreader	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	109.42	Replacement switch for dispatch room.	01888.044.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	112.32	Toilet flush valve kits Creek restrooms.	01825.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	112.68	Sign mounting brackets for light poles	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	118.35	Lopez Retirement	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	122.39	Supplies for Special Olympics Torch Run	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	130.13	Young Chef Supplies	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	131.31	Saw blade for concrete/ asphalt saw	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	136.79	SQ *THE WINSLOW FLOWER SH	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	140.00	BVWY*FBINAA NATL OFFICE	01850.034.25.2152 - Membership/Dues	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	142.00	Kayak dock supplies	01825.001.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	142.26	Trash pump and Sub pump	13001.001.20.2015 - Slum & Blight Cle	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	145.31	New Red Ink Cartridge for Postage Stamping	01888.001.50.3005 - postage	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	147.73	Rt Rental Invoice - 147.73	02900.001.80.4104 - capital - non-struct	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	147.96	J-928-289-3321 466 04/01-30/24	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	148.73	Hydraulic filter, air filter and inner air filter for skid ste	12940.065.50.3063 - equipment parts &	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	150.00	Absestos Institute	01835.060.25.2159 - training & seminar	

CITY OF WINSLOW
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All Bank Accounts - 05/11/2024 to 05/25/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	154.50	city council meeting broadcasts; animal shelter pack	01850.125.20.2008 - advertising	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	162.00	ALA Membership	01819.001.25.2152 - membership/dues	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	165.32	Hose and others supplies for the office/pool.	01820.036.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	165.90	Men's basketball trophies	01820.303.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	169.00	WPY*THE NELROD COMPANY	08818.001.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	169.92	FD front door	01830.022.20.2041 - General Repairs	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	173.46	Farmers Market promotional supplies	21836.001.50.3299 - Operating Supplie	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	175.00	Employee Perks Program	01811.001.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	182.02	employee service award	01888.001.29.2915 - employee recog/a	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	182.07	J-928-289-3048 556M 04/01-04/30/24	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	186.03	plants for first street walkway	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	194.77	AMAZON.COM*1Q3WP42P3	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	194.94	Used the wrong card but corrected the mistake with	01820.036.29.2995 - special events	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	195.32	Rt 66 Plaza power cord	13001.001.80.4104 - Capital - General	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	200.00	NATL TESTING NETWORK	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	209.30	feed and dewormer for animals	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	210.00	Physical - B. Torivio	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	210.07	Airport Restaurant smoke and CO2 monitor.	02900.001.23.2082 - Annual Support/W	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	216.89	plants for downtown	07871.018.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	220.00	ASDD 03/01 & 03/29	01888.044.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	231.70	Deposit slips	01810.020.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	239.38	CENTURYLINK LUMEN	01888.044.21.2060 - Phone/Internet	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	248.02	SAMS CLUB #6604	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	248.80	Pickle ball courts lighting. sono tubes for light pole b	13001.001.80.4104 - Capital - General	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	249.00	Bo's CDL Class for Training	05929.001.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	253.44	Tables for the Girl Scout House to replace broken on	01820.036.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	257.11	AMZN MKTP US	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	257.50	Polygraph	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	261.21	Online/Software Subscription Charges	01850.034.23.2082 - Annual Support/W	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	265.43	STAPLES INC	01860.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	280.14	Farmers Market promotional items	21836.001.50.3299 - Operating Supplie	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	281.79	books	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	285.50	WALMART.COM	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	286.20	Lopez retirement party	07871.055.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	294.00	publication of display ad for CDBG public hearing	01806.001.20.2008 - advertising	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	295.00	Law Enforcement Summit- F. Caldwell	01850.034.25.2159 - training & seminar	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	295.44	battery for the sprayer	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	295.45	Wayfair invoice	02900.001.80.4100 - Land & Buildings	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	297.87	Trailer Tires for parks and streets.	12940.065.50.3063 - equipment parts &	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	323.39	APC Battery Refill	01888.044.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	323.79	saddles for water taps	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	350.00	Retirement gift for S. Lopez	01888.001.29.2915 - employee recog/a	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	350.15	Fluffy Therapy	20819.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	353.43	AMZN MKTP US	01850.034.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	360.00	alam	01819.001.23.2082 - Annual Support/W	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	365.35	CenturyLink - 333757373 - 365.35	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	381.10	city council meeting broadcasts; animal shelter pack	01801.001.20.2008 - advertising	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	411.06	Hotel Rec. for AAED Conference.	01836.061.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	415.07	parts for the water systems	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	420.90	water line parts	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	428.20	THE HOME DEPOT 422	08818.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	435.00	Mohave labs for samples for Wastewater. All 3 bills	05929.001.20.2010 - testing services	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	436.61	AMZN MKTP US	01850.063.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	436.63	Rt 66 Plaza power distribution box	13001.001.80.4104 - Capital - General	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	445.94	Lodging for S. Crisp	01850.063.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	454.77	J-928-289-0171 543M 04/01-04/30/24	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	465.12	2024 Police Accreditation Training Conference	01850.034.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	493.05	office supplies, tp, bleach, cleaner, ect	26850.125.50.3299 - other supplies	

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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	515.00	Polygraph	01850.034.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	529.64	sand for irrigation repairs	01825.032.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	549.93	EXPEDIA 72803491868275	01850.034.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	579.24	Pickleball court lighting	13001.001.80.4104 - Capital - General	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	593.63	QUALITY INN AND SUITES	01850.063.25.2151 - travel/lodging/me	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	596.00	WPY*SWHP LLC	01860.001.50.3084 - uniforms & related	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	600.00	Windshield replacement on unit 102 PD vehicle.	12940.065.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	605.42	Windshield replacement for unit 340 PD ghost unit.	12940.065.20.2039 - other prof.service	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	606.82	Boot kit for Ztrak blower.	12940.065.50.3063 - equipment parts &	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	622.00	City Hall 04/14/24 - 05/13/24	01888.044.21.2060 - Phone/Internet	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	625.00	CA Visions	02900.001.80.4100 - Land & Buildings	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	628.29	simperico trio for dogs. medication	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	675.00	Mohave water sampling	03922.001.20.2010 - testing services	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	700.00	lab testing	03922.001.20.2010 - testing services	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	899.00	radio equipment for the vehicles	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	983.16	Hospital signs for around town.	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,084.26	grass seed for vargas	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,175.00	ICSC conference registration and membership dues	01836.061.25.2152 - memberships/due	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,176.82	Street signs to replace old or missing signs	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,244.00	Police Dept 04/1124 - 05/10/24	01850.034.21.2050 - utilities	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,392.45	Janitorial supplies. Girl Scout House , Vargas , Varg	01830.022.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,470.87	water line parts	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,502.03	part for the water system	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,895.23	parts for the water system.	03922.001.23.2093 - water line maint	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	1,900.79	FERNO WASHINGTON INC	01860.001.50.3100 - small tools/minor	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	2,474.00	Bugs for Oxidation ditches to help reseed and for he	05929.001.50.3290 - Chemical Supplie	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	2,900.00	Mohave Monthly and Yearly Samples	05929.001.20.2010 - testing services	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	2,975.55	Parts for fleet vehicles.	12940.065.50.3060 - automotive parts	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	3,165.02	Chemicals for the Plant.	05929.001.50.3290 - Chemical Supplie	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	4,286.88	new infield mix - school and little league sent in \$1,0	01825.001.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	5,598.00	180 bags of dog food	26850.125.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	12,662.79	Maple St. speed humps	07871.055.50.3299 - other supplies	
JPMORGAN CHASE BANK NA	ACH	APRIL 2024	05/17/2024	05/17/2024	25,275.07	Valve maintenance program fyi24	03922.001.70.4009 - capital - general e	
					\$105,769.49			
JPMORGAN CHASE BANK NA	EFT	May 2024	05/14/2024	05/14/2024	1,298.08	Medical for May 2024	0107066 - Payroll - Vision Insurance	
JPMORGAN CHASE BANK NA	EFT	May 2024	05/14/2024	05/14/2024	1,670.44	Medical for May 2024	0106055 - Retiree Insurance	
JPMORGAN CHASE BANK NA	EFT	May 2024	05/14/2024	05/14/2024	3,764.39	Medical for May 2024	0107093 - Payroll - Employer Life/STD	
JPMORGAN CHASE BANK NA	EFT	May 2024	05/14/2024	05/14/2024	7,905.52	Medical for May 2024	0107070 - Payroll - Dental Insurance	
JPMORGAN CHASE BANK NA	EFT	May 2024	05/14/2024	05/14/2024	97,558.40	Medical for May 2024	0107072 - Payroll - Medical Insurance	
					\$112,196.83			
					\$217,966.32			
LEDGARD, ANTHONY	108374	RFD 1001355.05	05/07/2024	05/16/2024	50.51	Deposit Refund: 1001355 - LEDGARD, ANTHONY	0307040 - Utility Customer Deposits	
					\$50.51			
LEGAL SHIELD	ACH	PR040724-6114	04/11/2024	05/23/2024	317.50	Legalshield	0107073 - Payroll - Elective Benefits	
LEGAL SHIELD	ACH	PR042124-6114	04/25/2024	05/23/2024	307.77	Legalshield	0107073 - Payroll - Elective Benefits	
					\$625.27			
LEGAL SHIELD	Payroll	PR050524-6114	05/09/2024	05/23/2024	307.72	Legalshield	0107073 - Payroll - Elective Benefits	
LEGAL SHIELD	Payroll	PR051924-6114	05/23/2024	05/23/2024	307.77	Legalshield	0107073 - Payroll - Elective Benefits	
					\$615.49			
LEGAL SHIELD	reversal	PPE 5.23.24	05/23/2024	05/23/2024	-615.49	PPE 5.23.24 reversal	0107073 - Payroll - Elective Benefits	
					\$625.27			

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MCCAULEY CONSTRUCTION INC	108404	M2024-37	05/23/2024	05/23/2024	28,000.00	Labor/Material Library Drainage Ditch	21855.001.80.4100 - Capital - buildings	
MCCAULEY CONSTRUCTION INC	108404	M2024-38	05/23/2024	05/23/2024	20,558.00	Asphalt in kayak launch / boat dock area per scope	13001.001.80.4104 - Capital - General	
MCCAULEY CONSTRUCTION INC	108404	M2024-39	05/23/2024	05/23/2024	1,798.00	CLEARING OF VEGETATION AT MCHOOD PARK	13001.001.80.4104 - Capital - General	
MCCAULEY CONSTRUCTION INC	108404	M2024-40	05/23/2024	05/23/2024	3,084.00	LIBRARY SEWER REPAIR	05929.001.20.2039 - other prof service	
					\$53,440.00			
					\$53,440.00			
MCKINLEY, NORVEL	108375	050724	05/16/2024	05/16/2024	138.00	TRAVEL REIMBURSEMENT 05/13/24 - 05/16/24	05929.001.25.2151 - travel/lodging/me	
					\$138.00			
NATIONWIDE ASRS 457	ACH	PR051924-6120	05/23/2024	05/23/2024	1,430.00	Nationwide ASRS 457	0107090 - Payroll - Deferred Comp	
					\$1,430.00			
NATIONWIDE ASRS ROTH	ACH	PR051924-6122	05/23/2024	05/23/2024	180.00	Nationwide ASRS Roth	0107090 - Payroll - Deferred Comp	
					\$180.00			
NATIONWIDE RETIREMENT SOLU	ACH	PR051924-6126	05/23/2024	05/23/2024	999.22	PSPRS FD T2 DCH	0107068 - Payroll - PSPRS Fire	
NATIONWIDE RETIREMENT SOLU	ACH	PR051924-6126	05/23/2024	05/23/2024	1,020.08	PSPRS FD T3 DCH	0107068 - Payroll - PSPRS Fire	
					\$2,019.30			
NATIONWIDE WINSLOW 457	ACH	PR051924-6121	05/23/2024	05/23/2024	1,669.00	Nationwide Winslow 457	0107090 - Payroll - Deferred Comp	
					\$1,669.00			
NATIONWIDE WINSLOW ROTH	ACH	PR051924-6123	05/23/2024	05/23/2024	125.00	Nationwide Winslow Roth	0107090 - Payroll - Deferred Comp	
					\$125.00			
NAVAJO COUNTY	108376	05092024	05/16/2024	05/16/2024	150.00	PARCEL SPLITS	01835.063.20.2039 - other prof.service	
					\$150.00			
OCCUPATIONAL SAFETY SERVIC	108377	13410	05/16/2024	05/16/2024	250.00	HR/DOT DRUG & ALCOHOL TESTING	01811.001.20.2006 - medical services	
OCCUPATIONAL SAFETY SERVIC	108377	13411	05/16/2024	05/16/2024	347.00	COMPLETE DOT. COMPLETE NON-DOT	01811.001.20.2006 - medical services	
					\$597.00			
					\$597.00			
OFFICE DEPOT	108405	367835383-001	05/23/2024	05/23/2024	577.09	SUPPLIES FOR COURT 05/16/24	01803.001.50.3299 - other supplies	
					\$577.09			
PACIFIC ADVANCED CIVIL ENG., I	108378	8558	05/16/2024	05/16/2024	2,912.50	MASTER PLC UPGRADES	05929.001.20.2039 - other prof service	047
					\$2,912.50			
Pierce Coleman PLLC	108379	28406	05/16/2024	05/16/2024	637.00	ATLAS DEVELOPMENT AGREEMENT - APRIL 20	01807.001.20.2039 - other prof.service	
Pierce Coleman PLLC	108379	28407	05/16/2024	05/16/2024	14,531.93	CITY ATTORNEY APRIL 2024	01807.001.20.2039 - other prof.service	
					\$15,168.93			
					\$15,168.93			
PUBLIC SAFETY PERSONNEL	ACH	PR051924-139	05/23/2024	05/23/2024	1,633.40	PSPRS PD ACR	0107067 - Payroll - PSPRS Police	
					\$1,633.40			
PUBLIC SAFETY RETIREMENT	ACH	PR051924-6113	05/23/2024	05/23/2024	279.86	PSPRS FD ACR	0107068 - Payroll - PSPRS Fire	
PUBLIC SAFETY RETIREMENT	ACH	PR051924-6113	05/23/2024	05/23/2024	1,273.98	PSPRS FD T2 DB	0107068 - Payroll - PSPRS Fire	
PUBLIC SAFETY RETIREMENT	ACH	PR051924-6113	05/23/2024	05/23/2024	3,250.68	PSPRS FD T3 DB	0107068 - Payroll - PSPRS Fire	
PUBLIC SAFETY RETIREMENT	ACH	PR051924-6113	05/23/2024	05/23/2024	7,224.77	PSPRS PD T2 DB	0107067 - Payroll - PSPRS Police	
PUBLIC SAFETY RETIREMENT	ACH	PR051924-6113	05/23/2024	05/23/2024	13,665.91	PSPRS PD T1 DB	0107067 - Payroll - PSPRS Police	
PUBLIC SAFETY RETIREMENT	ACH	PR051924-6113	05/23/2024	05/23/2024	15,804.84	PRPRS PD T3 DB	0107067 - Payroll - PSPRS Police	
					\$41,500.04			
PUBLIC SAFETY RETIREMENT	EFT	PPE 51924	05/22/2024	05/23/2024	-386.31	FD Credit	01860.001.02.1103 - public safety retire	
					\$41,113.73			

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RESTORE PRO	108380	5451	05/16/2024	05/16/2024	422,898.71	DRAW REQUEST THREE FOR WINSLOW PUBLIC	21855.001.80.4100 - Capital - buildings	
					\$422,898.71			
ROMERO, DAVID	108406	05212024	05/23/2024	05/23/2024	50.00	GSH DEPOSIT REFUND 05/17/24	0107040 - Deposits	
					\$50.00			
RT RENTALS, INC.	108381	15004	05/16/2024	05/16/2024	2,014.98	COVE BASE CITY HALL FINAL INVOICE	13001.001.80.4100 - Capital - Building I	039
					\$2,014.98			
SECURITY BENEFIT	ACH	PR051924-5768	05/23/2024	05/23/2024	95.00	Security Benefit 457	0107090 - Payroll - Deferred Comp	
					\$95.00			
Sharp Electronics, Corporation (SIIC	108382	SH631634	05/16/2024	05/16/2024	635.09	CITY HALL COPIER - 05/01/24 - 05/31/24	01888.001.29.2082 - Annual Support/W	
					\$635.09			
SMITH, MARY ANN	108407	05202024	05/23/2024	05/23/2024	60.00	CPR/FIRST AID CLASS 05/20/24	21835.401.25.2159 - training & seminar	
					\$60.00			
SPARKLETTS	108383	19233451 059024	05/16/2024	05/16/2024	377.84	CITY-WIDE WATER 05/01/24 - 05/31/24	01804.001.50.3299 - other supplies	
					\$377.84			
STAPLES, INC	108408	3564425036	05/23/2024	05/23/2024	135.60	FY25 BUDGET BINDERS	01810.020.50.3299 - other supplies	
					\$135.60			
U.S. BANK	EFT	May 2024	05/15/2024	05/15/2024	652.50	Water bond payment	03922.001.26.2201 - bond interest	
U.S. BANK	EFT	May 2024	05/15/2024	05/15/2024	9,416.67	Water bond payment	03922.001.26.2200 - bond principal	
					\$10,069.17			
					\$10,069.17			
UNISOURCE ENERGY SERVICES-	ACH	05/16/2024	05/20/2024	05/20/2024	46.38	GAS BILL 04/15/24 - 05/16/24 11 accounts	02900.001.21.2050 - utilities	
UNISOURCE ENERGY SERVICES-	ACH	05/16/2024	05/20/2024	05/20/2024	92.59	GAS BILL 04/15/24 - 05/16/24 11 accounts	21835.401.21.2050 - utilities	
UNISOURCE ENERGY SERVICES-	ACH	05/16/2024	05/20/2024	05/20/2024	574.75	GAS BILL 04/15/24 - 05/16/24 11 accounts	01888.001.21.2050 - utilities	
					\$713.72			
					\$713.72			
UR HOME REALTY	108384	RFD 1001406.05	05/06/2024	05/16/2024	33.54	Deposit Refund: 1001406 - UR HOME REALTY	0307040 - Utility Customer Deposits	
UR HOME REALTY	108409	RFD 1001436.05	05/20/2024	05/23/2024	52.01	Deposit Refund: 1001436 - UR HOME REALTY	0307040 - Utility Customer Deposits	
					\$85.55			
VANDEVER, MARQUEZ	108410	619	05/23/2024	05/23/2024	261.00	OVERCHARGE 05/17/24	0107011 - Court Fees and Fines Payab	
					\$261.00			
WARD, GAIL	108411	616	05/23/2024	05/23/2024	100.00	RESTITUTION REFUND 05/17/24	0107011 - Court Fees and Fines Payab	
					\$100.00			
WASHINGTON NATIONAL INS CO	108412	05152024	05/23/2024	05/23/2024	544.30	HR/EMP DED 05/15/24	0107073 - Payroll - Elective Benefits	
					\$544.30			
WCD ENTERPRISES LLC	108385	427527	05/16/2024	05/16/2024	350.00	DEEP CLEAN AT AIRPORT RESTAURANT	02900.001.80.4500 - Airport Improvem	
					\$350.00			
WILLDAN	108386	010-58367	05/16/2024	05/16/2024	500.00	PROFESSIONAL SERVICES - 04/26/24	03922.001.20.2039 - other prof service	
WILLDAN	108386	010-58367	05/16/2024	05/16/2024	500.00	PROFESSIONAL SERVICES - 04/26/24	05929.001.20.2039 - other prof service	
					\$1,000.00			
					\$1,000.00			

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WINSLOW FORD	108387	16	05/16/2024	05/16/2024	46.89	APR.2024 CAR WASH SERVICES	03922.001.20.2039 - other prof service	
WINSLOW FORD	108387	16	05/16/2024	05/16/2024	62.52	APR.2024 CAR WASH SERVICES	05929.001.20.2039 - other prof service	
WINSLOW FORD	108387	16	05/16/2024	05/16/2024	78.15	APR.2024 CAR WASH SERVICES	07871.055.20.2039 - other prof.service	
WINSLOW FORD	108387	16	05/16/2024	05/16/2024	812.44	APR.2024 CAR WASH SERVICES	01888.001.20.2039 - other prof.service	
					<u>\$1,000.00</u>			
					<u>\$1,000.00</u>			
WINSLOW LITTLE LEAGUE INC	108388	04092024	05/16/2024	05/16/2024	4,999.00	COMMUNITY SUPPORT 04/09/24	01888.099.69.3906 - Winslow Little Lg/	
					<u>\$4,999.00</u>			
					<u><u>\$1,023,841.39</u></u>			

Mayor
Roberta W. Cano

(928) 289-2422



Discover Winslow-A City in Motion

Council Members
Peter Cake
Samantha Crisp
Jim MacLean
Darcey McKee
Melissa Nelson
Daniel T. Tafoya

AGENDA DATE: May 28, 2024
TO: Honorable Mayor and City Council
FROM: City Manager
SUBJECT: Appointment of Member to the Historic Preservation Commission

RECOMMENDED MOTION

That the Mayor and Council, by motion, approve the appointment of Ross Black to the Historic Preservation Commission until May 1, 2027.

DISCUSSION

Due to the resignation of Curtis Hardy, there is a current vacancy on the Historic Preservation Commission. The attached application has been received from Ross Black expressing his interest to fill this vacancy. A panel consisting of Commission Chair Brian Law, Commission Member Brandee Leary and Recording Secretary Larrilynn Oso interviewed Mr. Black on May 9th and agreed to recommend that the City Council approve Mr. Black's appointment.

IMPACT ON BUDGET

None.

Respectfully submitted,

David Coolidge

David Coolidge
City Manager

Reviewed by:

City Attorney _____

Finance Director _____

CITY OF WINSLOW
BOARDS AND COMMISSIONS APPOINTMENT APPLICATION FORM
(Please return form to City Clerk's Office, 21 Williamson Avenue, Winslow, AZ 86047)

Name: Ross Black Date: 4/30/2024
Residence Address: _____ Phone: _____
Occupation: Retired Wk Phone: _____
Email Address: _____ Cell Phone: _____
Work Address: _____

Appointment to Board/Commission/Committee (state first three preferences)

1) Historical 2) P/Z 3) Airport

Describe any education, training, or experience you have that will be useful if you are appointed to this

Board, Commission, or Committee. (Please explain.)

X Licensed AZ General contractor
Hospital facility director 33years
Hobby- wood working / metal fabrication
Space planing blueprint drawings and reading

For Planning and Zoning Commission or Board of Adjustment applicants only:

What is your philosophy concerning zoning and land use issues? (Use separate sheet if necessary.)
NA

Community Involvement:

7years P+Z
Emergency preparedness director / safety officer for 33 years working with city county and state personnel

Organization Membership:

NFPA
American refrigeration engineer society
American society of healthcare engineers

Personal References and Addresses:

Trudy and Marshall Losey Winslow 86047
Most hospital personnel 1501 N. Williamson Ave.
Suzy Wetzel

Notice: The City of Winslow does not discriminate on the basis of disability in admission of, access to, treatment or participation in its programs or activities. Should special accommodations be necessary in order for an individual with a disability to participate in this program, contact Suzy Wetzel, City Clerk, 21 Williamson Avenue, Winslow, Arizona or call (928) 289-1416.

RESOLUTION NO. 1941

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF WINSLOW, ARIZONA, SETTING FORTH THE TENTATIVE BUDGET AND ESTABLISHING THE EXPENDITURE LIMITATION FOR THE CITY OF WINSLOW FOR FISCAL YEAR 2025

WHEREAS, pursuant to the provisions of the laws of the State of Arizona and the City Charter, the Mayor and Council of the City of Winslow (the “City Council”) is required to adopt a budget for each fiscal year; and

WHEREAS, in accordance with ARIZ. REV. STAT. § 42-17102, the City Manager has prepared and filed with the City Council and the City Clerk the City Manager’s Budget estimates for the fiscal year beginning July 1, 2024, and ending June 30, 2025.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WINSLOW, as follows:

SECTION 1. The recitals above are hereby incorporated as if fully set forth herein.

SECTION 2. The statements and schedules attached hereto as Exhibit A and incorporated herein by reference are hereby adopted as the City’s official tentative budget for the fiscal year beginning July 1, 2024 and ending June 30, 2025, including the establishment of the expenditure limitation for such fiscal year in the amount of \$34,792,852.

SECTION 3. Upon approval of the City Council, the City Manager or designee shall publish in the official City newspaper once per week for two consecutive weeks (i) the official tentative budget and (ii) a notice of the public hearing of the City Council to hear taxpayers and make tax levies at designated times and places. The notice shall include the physical addresses of the Winslow City Hall, the Winslow Library and the website where the tentative budget may be found. If a truth in taxation notice is required under ARIZ. REV. STAT. § 42-17107, it will be published separately.

SECTION 4. The City Manager or designee shall, no later than seven business days following consideration of this Resolution by the City Council, make available at the Winslow City Hall and the Winslow Library a complete copy of the tentative budget, and shall post the tentative budget on the City’s website.

SECTION 5. The Mayor, the City Manager, the City Clerk, and the City Attorney are hereby authorized and directed to take all steps necessary to carry out the purpose and intent of this Resolution.

PASSED AND ADOPTED BY the Council of the City of Winslow, Arizona, this 28th day of May, 2024.

Roberta W. Cano, Mayor

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1941

[Statements and Schedules]

See following pages.

Official Budget Forms

City/Town of __Winslow_____

Fiscal year 2025

City/Town of __Winslow_____

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Fiscal year 2025

Resolution for the adoption of the budget

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Schedule D—Other financing sources/(uses) and interfund transfers

Schedule E—Expenditures/expenses by fund

Schedule F—Expenditures/expenses by department (as applicable)

Schedule G—Full-time employees and personnel compensation

City/Town of Winslow
Summary Schedule of estimated revenues and expenditures/expenses
Fiscal year 2025

Fiscal year	S c h		Funds							Total all funds
			General Fund	Special Revenue Fund	Debt Service Fund	Capital Projects Fund	Permanent Fund	Enterprise Funds Available	Internal Service Funds	
2024	Adopted/adjusted budgeted expenditures/expenses*	E 1	12,062,770	8,192,508	0	5,288,890	8,350	14,025,054	348,900	39,926,472
2024	Actual expenditures/expenses**	E 2	11,571,237	5,663,975	0	4,726,110	6,000	9,020,940	349,000	31,337,262
2025	Beginning fund balance/(deficit) or net position/(deficit) at July 1***	3	3,805,918	1,339,587	0	6,864,339	295,041	23,137,882	(749,815)	34,692,952
2025	Primary property tax levy	B 4	474,180							474,180
2025	Secondary property tax levy	B 5								0
2025	Estimated revenues other than property taxes	C 6	10,717,497	2,285,329	0	3,283,047	7,500	9,244,826	615,000	26,153,199
2025	Other financing sources	D 7	0	0	0	0	0	2,960,000	0	2,960,000
2025	Other financing (uses)	D 8	0	0	0	0	0	2,960,000	0	2,960,000
2025	Interfund transfers in	D 9	0	141,000	0	0	0	214,000	0	355,000
2025	Interfund Transfers (out)	D 10	141,000	0	0	214,000	0	0	0	355,000
2025	Line 11: Reportion for fund balance reserved for future budget year expenditures									
	Maintained for future debt retirement									0
	Maintained for future capital projects	11				4,000,000				4,000,000
	Maintained for future financial stability									0
	Maintained for future retirement contributions									0
										0
2025	Total financial resources available	12	14,856,595	3,765,916	0	5,933,386	302,541	32,596,708	(134,815)	57,320,331
2025	Budgeted expenditures/expenses	E 13	11,049,600	4,810,750	0	5,247,349	7,500	10,103,013	614,640	31,832,852

Expenditure limitation comparison

- 1 Budgeted expenditures/expenses
- 2 Add/subtract: estimated net reconciling items
- 3 Budgeted expenditures/expenses adjusted for reconciling items
- 4 Less: estimated exclusions
- 5 Amount subject to the expenditure limitation
- 6 EEC expenditure limitation or voter-approved alternative expenditure limitation

2024	2025
\$ 39,926,472	\$ 34,792,852
(20,866,673)	(14,807,900)
19,059,799	19,984,952
\$ 19,059,799	\$ 19,984,952
\$ 19,304,949	\$ 20,384,950

☐ The city/town does not levy property taxes and does not have special assessment districts for which property taxes are levied. Therefore, Schedule B has been omitted.

- * Includes expenditure/expense adjustments approved in the current year from Schedule E.
- ** Includes actual amounts as of the date the proposed budget was prepared, adjusted for estimated activity for the remainder of the fiscal year.
- *** Amounts on this line represent beginning fund balance/(deficit) or net position/(deficit) amounts except for nonspendable amounts (e.g., prepaids and inventories) or amounts legally or contractually required to be maintained intact (e.g., principal of a permanent fund). See the Instructions tab, cell C17 for more information about the amounts that should and should not be included on this line.

City/Town of Winslow
Tax levy and tax rate information
Fiscal year 2025

	<u>2024</u>	<u>2025</u>
1. Maximum allowable primary property tax levy. A.R.S. §42-17051(A)	\$ <u>448,567</u>	\$ <u>474,180</u>
2. Amount received from primary property taxation in the current year in excess of the sum of that year's maximum allowable primary property tax levy. A.R.S. §42-17102(A)(18)	\$ _____	
3. Property tax levy amounts		
A. Primary property taxes	\$ <u>448,567</u>	\$ <u>474,180</u>
<u>Property tax judgment</u>	_____	_____
B. Secondary property taxes	_____	_____
<u>Property tax judgment</u>	_____	_____
C. Total property tax levy amounts	\$ <u>448,567</u>	\$ <u>474,180</u>
4. Property taxes collected*		
A. Primary property taxes		
(1) Current year's levy	\$ <u>448,567</u>	
(2) Prior years' levies	_____	
(3) Total primary property taxes	\$ <u>448,567</u>	
B. Secondary property taxes		
(1) Current year's levy	\$ _____	
(2) Prior years' levies	_____	
(3) Total secondary property taxes	\$ <u>0</u>	
C. Total property taxes collected	\$ <u>448,567</u>	
5. Property tax rates		
A. City/Town tax rate		
(1) Primary property tax rate	_____ 1.3245	_____ 1.2963
<u>Property tax judgment</u>	_____	_____
(2) Secondary property tax rate	_____	_____
<u>Property tax judgment</u>	_____	_____
(3) Total city/town tax rate	_____ 1.3245	_____ 1.2963
B. Special assessment district tax rates		
Secondary property tax rates—As of the date the proposed budget was prepared, the city/town was operating <u>No</u> special assessment districts for which secondary property taxes are levied. For information pertaining to these special assessment districts and their tax rates, please contact the city/town.		

* Includes actual property taxes collected as of the date the proposed budget was prepared, plus estimated property tax collections for the remainder of the fiscal year.

City/Town of Winslow
Revenues other than property taxes
Fiscal Year 2025

Source of revenues	Estimated revenues 2024	Actual revenues* 2024	Estimated revenues 2025
General Fund			
Local taxes			
City Sales Tax	\$ 4,100,000	\$ 4,100,000	\$ 4,300,000
Franchise Fees	255,000	301,536	265,000
Licenses and permits			
License & Permits	130,000	59,000	130,000
Business Licenses	150	480	400
Animal Impound Fees	1,000	2,915	2,000
Animal License Fees	1,000	1,043	4,000
Intergovernmental			
Urban Revenue Sharing	2,316,291	2,316,291	1,877,226
Vehicle Tax	801,207	801,207	794,912
State Sales Tax	1,300,273	1,300,273	1,333,659
SSFND Smart & Safe AZ Fund	70,000	38,346	
Charges for services			
Cemetery Revenue	100,000	63,000	90,000
Pool Facility Rental Fees	4,000	2,300	7,000
Pool Admissions	13,000	14,500	20,000
Swimming Lessons	6,000	4,000	8,000
Swim Team Fees	2,500	1,500	3,800
Water Aerobics Fees	1,200	2,400	3,000
Men's Basketball Fees	4,200	2,400	4,500
Co-ed Softball Fees	500	700	7,500
Co-ed Volleyball Fees	5,500	5,700	6,000
Youth Basketball Fees	13,000	12,700	14,000
Zumba Classes	500		
Ambulance Calls	105,000	105,205	113,000
Animal Boarding Fees	500	1,920	1,000
Animal Adoption Fees	3,000	1,033	2,000
McHood Park / Clear Creek	60,000	52,000	65,000
Library	12,500	13,800	15,000
Fines and forfeits			
Court Fees	80,000	30,800	80,000
Vehicle impound fees	2,500		
Interest on investments			
Interest Income	60,000	295,584	325,000
In-lieu property taxes			
Contributions			
Voluntary contributions			
Donations	6,500	35	
Charges to Other Funds	414,607	1,082,511	950,000

City/Town of Winslow
Revenues other than property taxes
Fiscal Year 2025

Source of revenues	Estimated revenues 2024	Actual revenues* 2024	Estimated revenues 2025
Miscellaneous			
Rents	15,000	12,000	15,000
Misc Recreation Fees	13,000	4,000	13,000
Miscellaneous	40,000	21,315	40,000
Insurance Proceeds	20,000	100	20,000
Proceeds from Land Sales	1,200,000		200,000
Surplus Property Proceeds			7,500
Other Financing Sources			
Total General Fund	\$ 11,157,928	\$ 10,650,594	\$ 10,717,497

* Includes actual revenues recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated revenues for the remainder of the fiscal year.

City/Town of Winslow
Revenues other than property taxes
Fiscal Year 2025

Source of revenues	Estimated revenues 2024	Actual revenues* 2024	Estimated revenues 2025
Special revenue funds			
HIGHWAY USER FUND			
State Grants	\$	\$	\$
Miscellaneous	1,500	400	
Highway User Tax Fees	1,596,769	1,596,769	1,564,929
Interest		3,402	4,200
Other Financing Sources	\$	\$	\$
	1,598,269	1,600,571	1,569,129
CDBG FUND			
	\$	\$	\$
	260,000	0	
	\$	\$	\$
	260,000	0	0
PROP 207/ SMART SAFE FUND			
	\$	\$	\$
			75,000
	\$	\$	\$
	0	0	75,000
RICO FUND			
Seizures & Asset Forfeitures	\$	\$	\$
	10,000		10,000
	\$	\$	\$
	10,000	0	10,000
OTHER TRUST FUNDS			
20- Library Trust Fund	\$	10,080	\$
22-911 Memorial Trust Fund	3,000	4,000	9,000
25- Travelers Assistance Fund	1,000	3,000	1,000
26- Animal Care Trust	2,000	12,180	2,000
28- Arts Council Donations	6,500	1,396	6,500
	19,000	3,000	3,000
	\$	\$	\$
	31,500	30,656	21,500
GRANTS FUND			
Byrne Grant (MCAT)	\$	\$	\$
Vehicle Impound Hearing Fees	70,000	37,000	96,500
Federal Grants	11,000	16,000	39,000
State Grant	877,925	3,461,571	66,000
AZDOHS Grants	708,800	160,000	148,000
Other Grants			
School Grants (SRO)	450,000		100,000
Transit Fares	40,000	20,000	
Transit Grant	4,000	6,500	7,200
Farmers Market Revenue	106,000	92,000	138,000
		16,500	15,000
	\$	\$	\$
	2,267,725	3,809,571	609,700
	\$	\$	\$
	\$	\$	\$
	0	0	0
	\$	\$	\$
	\$	\$	\$
	0	0	0
Total special revenue funds	\$	\$	\$
	4,167,494	5,440,798	2,285,329

* Includes actual revenues recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated revenues for the remainder of the fiscal year.

City/Town of Winslow
Revenues other than property taxes
Fiscal Year 2025

Source of revenues	Estimated revenues 2024	Actual revenues* 2024	Estimated revenues 2025
Debt service funds			
	\$	\$	\$
	0	0	0
Total debt service funds	\$ 0	\$ 0	\$ 0
Capital projects funds			
City Sales Tax	\$ 2,000,000	\$ 2,350,000	\$ 2,350,000
Bar & Restaurant Tax	525,000	525,000	570,000
Interest Income	10,000	8,100	5,000
Misc Income			102,000
Other financing sources		250,000	256,047
Proceeds From Land Sales			
	\$ 2,535,000	\$ 3,133,100	\$ 3,283,047
	\$	\$	\$
	0	0	0
	\$	\$	\$
	0	0	0
	\$	\$	\$
	0	0	0
Total capital projects funds	\$ 2,535,000	\$ 3,133,100	\$ 3,283,047

* Includes actual revenues recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated revenues for the remainder of the fiscal year.

City/Town of Winslow
Revenues other than property taxes
Fiscal Year 2025

Source of revenues	Estimated revenues 2024	Actual revenues* 2024	Estimated revenues 2025
Permanent funds			
Interest Income	\$ 12,000	\$ 7,300	\$ 7,500
Fire Pension Contribution Employee	1,200	1,000	
Fire Pension Contribution Employer	1,200	1,000	
	\$ 14,400	\$ 9,300	\$ 7,500
Total permanent funds	\$ 14,400	\$ 9,300	\$ 7,500
Enterprise funds			
AIRPORT FUND			
Rents	\$ 25,000	\$ 29,662	\$ 38,000
Landing Fees	3,000	12,864	6,500
State Grants	1,879,000	43,236	1,544,000
Federal Grants	844,000	239,163	463,535
	\$ 2,751,000	\$ 324,925	\$ 2,052,035
WATER FUND			
Interest Income	\$ 15,000	\$ 113,500	\$ 110,000
Water Sales	1,924,000	1,775,000	2,097,160
Meters & Taps	6,500	22,250	8,650
System Dev. Charge	1,000	1,650	2,860
Late Fee	35,000	62,000	55,000
Transfer/Turn On Fees	4,500	4,400	5,500
Water Surcharge	180,000	165,500	180,000
Miscellaneous	635,000	4,663	3,000
State Grant	1,875,000	811,000	1,000,000
	\$ 4,676,000	\$ 2,959,963	\$ 3,462,170
SANITATION FUND			
Interest Income	\$ 12,000	\$ 27,000	\$ 25,000
Transfer Station voucher fees	20,000	54,000	75,000
Residential Fees	950,000	900,000	1,070,000
	\$ 982,000	\$ 981,000	\$ 1,170,000
WASTEWATER FUND			
Interest Income	\$ 37,250	\$ 86,000	\$ 80,000
Tap-In Fees	20,000	1,970	4,500
Sewer Fees	1,979,000	1,800,000	2,476,121
Miscellaneous			
	1,400,000		
	\$ 3,436,250	\$ 1,887,970	\$ 2,560,621
Total enterprise funds	\$ 11,845,250	\$ 6,153,858	\$ 9,244,826

* Includes actual revenues recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated revenues for the remainder of the fiscal year.

City/Town of Winslow
Revenues other than property taxes
Fiscal Year 2025

Source of revenues	Estimated revenues 2024	Actual revenues* 2024	Estimated revenues 2025
Internal service funds			
Fleet Maintenance Funds			
Charges to Other Funds	\$ 156,500	\$ 225,000	\$ 615,000
	\$ 156,500	\$ 225,000	\$ 615,000
	\$	\$	\$
	\$ 0	\$ 0	\$ 0
	\$	\$	\$
	\$ 0	\$ 0	\$ 0
	\$	\$	\$
	\$ 0	\$ 0	\$ 0
Total internal service funds	\$ 156,500	\$ 225,000	\$ 615,000
Total all funds	\$ 29,876,572	\$ 25,612,650	\$ 26,153,199

* Includes actual revenues recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated revenues for the remainder of the fiscal year.

City/Town of Winslow
Other financing sources/(uses) and interfund transfers
Fiscal year 2025

Fund	Other financing 2025		Interfund transfers 2025	
	Sources	(Uses)	In	(Out)
General Fund				
Byrne Grant Match	\$	\$	\$	\$ 35,000
Transit ADOT 5311 Grant Match				66,000
Farmers Mrkt USDA Grant Match				40,000
Total General Fund	\$ 0	\$ 0	\$ 0	\$ 141,000
Special revenue funds				
21- Grants	\$	\$	\$ 141,000	\$
Total special revenue funds	\$ 0	\$ 0	\$ 141,000	\$ 0
Debt service funds				
	\$	\$	\$	\$
Total debt service funds	\$ 0	\$ 0	\$ 0	\$ 0
Capital projects funds				
02- Airport	\$	\$	\$	\$ 214,000
Total capital projects funds	\$ 0	\$ 0	\$ 0	\$ 214,000
Permanent funds				
	\$	\$	\$	\$
Total permanent funds	\$ 0	\$ 0	\$ 0	\$ 0
Enterprise funds				
02- Airport	\$	\$	\$ 214,000	\$
03- Water / new water storage	2,500,000	2,500,000		
04- Sanitation				
05- Wastewater	460,000	460,000		
Total enterprise funds	\$ 2,960,000	\$ 2,960,000	\$ 214,000	\$ 0
Internal service funds				
	\$	\$	\$	\$
Total Internal Service Funds	\$ 0	\$ 0	\$ 0	\$ 0
Total all funds	\$ 2,960,000	\$ 2,960,000	\$ 355,000	\$ 355,000

City/Town of Winslow
Expenditures/expenses by fund
Fiscal year 2025

Fund/Department	Adopted budgeted expenditures/ expenses 2024	Expenditure/ expense adjustments approved 2024	Actual expenditures/ expenses* 2024	Budgeted expenditures/ expenses 2025
General Fund				
801 Mayor & Council	\$ 141,250	\$	\$ 141,250	\$ 148,460
803 Court	136,550		136,550	131,080
804 City Manager	535,350		425,000	301,680
806 City Clerk	241,450		150,000	174,470
807 Attorney	175,500		175,500	175,500
810 Finance	448,950		389,000	336,320
811 Admin Services	245,100		245,100	202,430
832 Facilities	402,950		402,950	342,700
888 Non Departmental	1,193,000		895,000	850,800
850 Police	5,303,550		5,303,550	5,189,740
860 Fire	1,241,850		1,302,787	1,162,180
819 Library	319,255		300,000	335,030
820 Recreation	371,875		400,000	384,700
825 Parks	691,590		690,000	653,160
835 Community Development	442,300		442,300	352,910
836 Economic Development	172,250		172,250	308,440
Total General Fund	\$ 12,062,770	\$ 0	\$ 11,571,237	\$ 11,049,600
Special revenue funds				
07 Highway User Rev Fund	\$ 2,053,200	\$	\$ 2,053,200	\$ 1,534,853
11 Comm'ty Dev Block Grant	260,000		55,000	0
18 RICO Fund	10,000		0	10,000
20 Library Trust Fund	3,000		5,000	7,500
21 Grants Fund	5,779,308		3,475,275	3,169,897
25 Travelers Assistance Fund	7,000		0	2,000
26 Animal Care Trust Fund	65,000		65,000	6,500
28 Winslow City Commissions	14,000		10,500	4,000
22 911 Memorial Trust	1,000		0	1,000
24 Prop 207 Fund				75,000
Total special revenue funds	\$ 8,192,508	\$ 0	\$ 5,663,975	\$ 4,810,750
Debt service funds				
Contingency	\$	\$	\$	\$
Total debt service funds	\$ 0	\$ 0	\$ 0	\$ 0
Capital projects funds				
13 - Capital Fund	\$ 5,288,890	\$	\$ 4,726,110	\$ 5,247,349
Total capital projects funds	\$ 5,288,890	\$ 0	\$ 4,726,110	\$ 5,247,349
Permanent funds				
09 On call Fire Retirement	\$ 8,350	\$	\$ 6,000	\$ 7,500
Total permanent funds	\$ 8,350	\$ 0	\$ 6,000	\$ 7,500
Enterprise funds				
02 Airport Fund	\$ 3,009,415	\$	\$ 900,000	\$ 2,260,550
03 Water Fund	5,408,401		3,000,000	3,656,955
04 Sanitation Fund	1,166,150		1,166,150	1,190,005
05 Wastewater Fund	4,441,088		3,954,790	2,995,503
Total enterprise funds	\$ 14,025,054	\$ 0	\$ 9,020,940	\$ 10,103,013
Internal service funds				
12 Fleet Maintenance Fund	\$ 348,900	\$	\$ 349,000	\$ 614,640
Total internal service funds	\$ 348,900	\$ 0	\$ 349,000	\$ 614,640
Total all funds	\$ 39,926,472	\$ 0	\$ 31,337,262	\$ 31,832,852

* Includes actual expenditures/expenses recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated expenditures/expenses for the remainder of the fiscal year.

City/Town of Winslow
Expenditures/expenses by department
Fiscal year 2025

Department/Fund	Adopted budgeted expenditures/ expenses 2024	Expenditure/ expense adjustments approved 2024	Actual expenditures/ expenses* 2024	Budgeted expenditures/ expenses 2025
General Fund Departments				
Mayor & Council	\$ 141,250	\$	\$ 141,250	\$ 148,460
Court	136,550		136,550	131,080
City Manager	535,350		425,000	301,680
City Clerk	241,450		150,000	174,470
Attorney	175,500		175,500	175,500
Finance	448,950		389,000	336,320
Admin Services	245,100		245,100	202,430
Facilities	402,950		402,950	342,700
Non Departmental	1,193,000		895,000	850,800
Fire	1,241,850		1,302,787	1,162,180
Recreation	371,875		400,000	384,700
Parks	691,590		690,000	653,160
Department total	\$ 5,825,415	\$ 0	\$ 5,353,137	\$ 4,863,480

List department:

Community Development

General Fund	\$ 442,300	\$	\$ 442,300	\$ 352,910
Grants Fund/ Transit	186,000		160,000	184,172

Economic Development

General Fund	172,250		172,250	308,440
Grants Fund/ Farmers Market	1,058,408	152,939	100,000	120,278

Library

General Fund	319,255		300,000	335,030
Grants Fund	5,000		0	0
Library Trust Fund	3,000		5,000	7,500

Police

General Fund	5,303,550		5,303,550	5,189,740
RICO Fund	10,000		0	10,000
Grants Fund				315,447
Traveler Assistance Fund	7,000		0	2,000
Prop 207 Fund	0			75,000
Animal Trust Fund	65,000		65,000	6,500
Department total	\$ 7,571,763	\$ 152,939	\$ 6,548,100	\$ 6,907,017

List department:

	\$	\$	\$	\$
Department total	\$ 0	\$ 0	\$ 0	\$ 0

* Includes actual expenditures/expenses recognized on the modified accrual or accrual basis as of the date the proposed budget was prepared, plus estimated expenditures/expenses for the remainder of the fiscal year.

City/Town of Winslow
Full-time employees and personnel compensation
Fiscal year 2025

Fund	Full-time equivalent (FTE) 2025	Employee salaries and hourly costs 2025	Retirement costs 2025	Healthcare costs 2025	Other benefit costs 2025	Total estimated personnel compensation 2025
General Fund	127	\$ 5,947,168	\$ 1,291,151	\$ 834,826	\$ 590,945	\$ 8,664,090
Special revenue funds						
07 - HURF Fund	11	\$ 611,320	\$ 71,437	\$ 110,108	\$ 92,657	\$ 885,522
Police Dept Grant	3	92,145	44,486	19,407	11,978	168,016
Transit Grant	3	118,686	14,419	11,177	11,890	156,172
Econ Dev / Farmers Market Grant	1	46,071	5,653	15,034	3,911	70,669
Total special revenue funds	15	\$ 749,536	\$ 121,576	\$ 144,549	\$ 108,546	\$ 1,124,207
Debt service funds						
		\$	\$	\$	\$	\$ 0
						0
						0
Total debt service funds	0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Capital projects funds						
		\$	\$	\$	\$	\$ 0
						0
						0
Total capital projects funds	0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Permanent funds						
		\$	\$	\$	\$	\$ 0
						0
						0
Total permanent funds	0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Enterprise funds						
03 Water Fund	8	\$ 438,567	\$ 51,250	\$ 81,373	\$ 46,103	\$ 617,293
04 Sanitation Fund	2	57,655	5,097	3,275	8,087	74,114
05 Wastewater Fund	8	453,447	52,988	93,306	47,261	647,002
Total enterprise funds	18	\$ 949,669	\$ 109,335	\$ 177,954	\$ 101,451	\$ 1,338,409
Internal service funds						
Fleet Maintenance	2	\$ 105,757	\$ 12,848	\$ 23,552	\$ 11,661	\$ 153,818
						0
						0
Total internal service fund	2	\$ 105,757	\$ 12,848	\$ 23,552	\$ 11,661	\$ 153,818
Total all funds	162	\$ 7,752,130	\$ 1,534,910	\$ 1,180,881	\$ 812,603	\$ 11,280,524

Mayor
Roberta W. Cano

(928) 289-2422



Discover Winslow-A City in Motion

Council Members
Peter Cake
Samantha Crisp
Jim MacLean
Darcey McKee
Melissa Nelson
Daniel T. Tafoya

AGENDA DATE: May 28, 2024
TO: Honorable Mayor and City Council
FROM: Economic Development Director
SUBJECT: Housing Incentive

RECOMMENDED MOTION

That the Mayor and Council, by motion, approve the Housing Incentive as written.

DISCUSSION

This incentive has been designed to help spur the creation of new housing developments for the City of Winslow with an emphasis on affordable and workforce housing. Waivers/reimbursements of development fees will be made available should developers offer at least 20% of their newly constructed units at various levels of Area Median Income (AMI). The lower the AMI of these units, the greater the incentive the developer will receive.

IMPACT ON BUDGET

Minimal impacts on the budget can be expected. The incentive is funded by waiving or reimbursing specific development fees that would have otherwise gone to the City. However, the increase in construction sales tax from new development should create a wash with the waived development fees.

Respectfully submitted,

Jack Fitchett

Jack Fitchett
Economic Development Director

Reviewed by:

City Manager

Finance Director

City Attorney



AFFORDABLE AND WORKFORCE HOUSING INCENTIVE PROGRAM

By Resolution No. 1927, adopted December 12, 2023, the City Council of the City of Winslow adopted a Statement of Policy in support of affordable and workforce housing to further the goal of housing Winslow residents in times of high inflation, cost of housing, and lack of attainable housing options. The City Council directed the City Manager and City Attorney to develop an Affordable and Workforce Housing Program to implement its goals (the "Program"). This Program incentivizes developments that commit to permanently affordable housing units. A developer may take advantage of the incentives offered under the Program, by providing rental and/or ownership opportunities that have resale and rent restrictions placed on the units for the intended affordable housing population. This document describes the incentives offered to developers wishing to assist the community in addressing affordable and workforce housing in Winslow.

The Program is designed to foster the preservation and production of permanently affordable units and facilities intended for the Winslow community will assist in narrowing the deficit of all types of housing for households earning up to 150% of the Area Median Income (AMI). Affordable housing in Winslow must meet the needs and applicable regulations of the federal government, Arizona Revised Statutes, the City of Winslow, and all other appropriate regulating entities, as applicable.

Winslow is committed to working with developers and builders of single-family, multi-family, and mixed-use developments that voluntarily choose to meet Program criteria. As this is a defined need within the community, City staff may also encourage developers to review the incentives presented within this document, which support the creation of affordable housing within residential and mixed-use developments, in an effort to educate developers about growth opportunities in Winslow.

The Program seeks to provide viable incentives to stimulate: (1) the *development* of permanently affordable housing; and (2) the *rehabilitation and redevelopment* of permanently affordable housing.

1. DEFINITIONS

Affordability Controls: Affordability controls are mechanisms used to ensure that the sale or rental prices of set-aside units stay attainable to households making a certain percentage of Area Median Income (AMI). These controls remain in effect for a specified period of time.

Affordable Housing: Affordable Housing is defined as housing that is developed or re-developed for households earning no more than 150% of the AMI for ownership and no more than 100% AMI for rentals. To avoid being cost burdened, households should not spend more than 30% of their gross income on housing.

Area Median Income (AMI): Area Median Income is an income level determined by the United States Department of Housing and Urban Development based on a variety of factors and representing wages and earnings in the community. Area Median Income is relative to family size and community dynamics. The City will update the AMI annually based on HUD guidance.

Covenant: A covenant is a type of contract in which the covenantor makes a promise to a covenantee to do or not do some action. In real property law, the term real covenant is used for conditions tied to the use of land. A "covenant running with the land" imposes duties or restrictions upon the use of that land regardless of the owner.

Deed: A deed is a legal document signed by the seller of the property that transfers the title of the property from the seller to the buyer.

Deed Restriction: A deed restriction is a restriction or requirement that must be met by both the buyer and the seller before the property can be transferred to the buyer. Affordability controls provide that the property can only be rented or sold to households that meet the income eligibility criteria identified. Many municipalities use deed restrictions to enforce affordability controls.

Density Bonus: A density bonus is a developer incentive. It is a percentage of units that the municipality permits the developer to construct above and beyond what the zoning designation for that piece of property would otherwise allow.

Developer Incentives: Developer incentives, such as density bonuses, expedited permit processes, fee waivers, and resource reductions are given to developers to either encourage them to build affordable units within a development, or to compensate them for selling/renting the units below market to designated income populations.

Expedited Permit Process: An expedited permit process allows a municipality to review and process a developer's application for building permits, zoning permits, and other permits, on a faster time schedule than usual. An expedited permit process is offered to a developer if that developer includes affordable units within a development.

Fee Waiver: The City may waive certain municipal fees for developers in exchange for the construction of a certain number of affordable units as part of the proposed development.

Housing Set-Aside: A housing set-aside in a development agreement provides for a developer to receive incentives for development in exchange for the "set aside" of a percentage of the total units to be affordable to designated income populations. For example, a 10% set-aside means a developer would provide one affordable unit for every ten market-rate units within a proposed development in exchange for density bonuses, expedited permitting, fee waivers or reimbursement, flexible design standards, or financial offsets. The affordable units shall be distributed proportionally throughout the development and phases (where applicable) and appropriately designed and integrated with market-rate units throughout the development.

In-lieu of Attainable Housing Contribution: The City may permit a developer to make a fee in-lieu of cash payment, instead of constructing affordable units within the proposed development. Usually, these payments are deposited in a restricted fund for the construction of other affordable units elsewhere within the City.

Market Rate: The market rate is the price that a residential unit would sell or rent for on the open real estate market without any subsidies or price restrictions.

Period of Affordability: The period of affordability is the length of time a unit is required to be sold or rented at a price affordable to the income level determined by the municipality. Periods of affordability are usually outlined and enforced through affordability controls, such as deed restrictions or covenants.

Permanent Affordability: Permanent Affordability is divided into two categories: rental and ownership. If a development participates in Program options for rental units, the period of affordability requirement is enforced for no less than 30 years and is subject to renewal. If a development participates in options for ownership units, the permanent affordability requirement for ownership is enforced at 99-years and is renewable.

Rental Unit: A rental unit is a unit owned by one party and then leased to another.

Resale Restriction: A resale restriction is a requirement on the title of the property that must be met before the property is sold to another owner. Resale restrictions are used as an affordability control tool; for example, the sale of a unit might be restricted unless the new owner meets certain requirements outlined in associated documents.

Right of First Refusal: The right of first refusal prevents the sale of a residential property until a designated

party has been offered the opportunity to purchase the property first. For example, if a municipality has the right of first refusal, then an affordable unit cannot be sold unless the municipality has been offered the opportunity to purchase the property first.

Second Mortgage Lien: A second mortgage lien is a claim or charge on a property for payment on a debt that is second in priority to the first mortgage. Some municipalities use second mortgages to enforce affordability controls, so if the owner attempts to sell the affordable unit to ineligible households, the municipality can enforce the lien and recapture the property.

Zoning Code: A zoning code divides a municipality into districts and outlines a set of enforceable regulations regarding the structure, design, and use of buildings within each district.

2. PROGRAM STANDARDS

2.1 Surplus City Property. The City Manager may propose development and/or redevelopment of City-owned surplus property for affordable and workforce housing, with Council approval required before any solicitation or award of such public property is made by the City. This surplus property may be utilized to create a community land trust.

2.2 Affordable Housing Initiatives. The City Manager may implement an application and certification process for rental and owner-occupied new construction and rehabilitated housing or shelter that meets the Program standards adopted by Council in this document.

2.3 Conditions. The proposed development or redevelopment shall comply with the City of Winslow Zoning Code, Building Codes, Engineering Standards, and all laws, rules, or regulations adopted by Council.

2.4 Eligibility. Developers of residential or mixed-use developments that voluntarily provide a minimum of ten percent (10%) housing set-aside for affordable housing units seeking rezoning of any kind or other discretionary land use approval may seek the incentives offered by this Program. Additionally, if the developer provides affordable housing in a district that permits residential uses, then all regulatory, procedural, and program incentives in this Program are applicable, provided that the developer complies with all other regulations of the districts. This Policy also allows utilization of all applicable procedural and program measures for residential development and redevelopment that is within the established districts, provided that ten percent (10%) or more of units are affordable. In any event, utilization of any of the incentives is optional.

2.5 Mixed-Income Projects. A variety of housing types, mixed income and affordable housing developments are encouraged throughout the City and within each neighborhood. Mixed-income means that the development includes at least 10% affordable housing units that are preserved as permanently affordable. Affordable housing that complies with other federal, state, or local preservation time periods shall also be considered to meet the permanent affordability standards.

2.6 Owner-Occupancy. The housing units created for sale under the Program must be owner-occupied. The eligible household must occupy the housing unit until the time of re-sale. Housing units created for rent under the Program must have households be income certified on an annual basis.

2.7 Certification. The City, or an agency designated by the City, will certify Eligible Buyers and Eligible Renters in accordance with the income qualification rules of the Federal HOME program or other reasonable standards, which take into account income, family size, assets and other economic circumstances. Certification of Eligible Households shall apply to all subsequent households for the permanent affordability period. Failure to meet this requirement will be considered a breach of contract. Contract terms are outlined within individual development agreements.

2.8 Phasing. The affordable units shall be distributed proportionally throughout the development and phases

(where applicable) and appropriately designed and integrated with market-rate units throughout the development. The City may require a certain percentage of affordable units in the first phases of the development, as it deems appropriate to ensure public benefits.

2.9 Grandfather Clause. Opportunities to utilize the Program may be available for projects that have not received final platting or site plan approval and that offer a minimum of ten percent (10%) affordable housing. The owner/developer/applicant is responsible for all modifications to plans and initiating the benefits of the incentives.

2.10 Expiration of Periods of Affordability. If a developer is considering permanently preserving housing stock that had an expiring period of affordability, they may take advantage of any incentives that are applicable to their application. The developer must meet all other applicable requirements in order to receive incentives.

2.11 Contract Documents. The owner/developer/applicant or others acting on behalf of the development entity may be required to execute an agreement, restrictive covenants, or other binding restrictions that run with the land in order to insure Permanent Affordability, in accordance with Program standards.

2.12 Design Standards. Design Standards may apply to multi-family and mixed-use developments.

2.13 Priority. Because the number of fee waivers and reimbursement opportunities are limited on an annual basis, as are the resources for expedited review, the City will generally adopt a first-come, first-served policy. Once a project receives Development Review Board (“DRB”) approval, Development Agreement approval, or other Council authorization, City resources may be set-aside for the applicable incentives. If a project does not receive Final Plat or Site Plan approval within twelve (12) months of DRB approval, the funds may be allocated to the next available project.

2.14 Other Requirements.

2.14.1 Developers wishing to exercise the incentives within the Program must have site control of the land/lots located within the city limits of Winslow. If the desired zoning is not in place, the applicant must also provide and meet all other applicable requirements in order to receive incentives.

2.14.2 Single-family units on infill lots receiving fee waivers must be completed, sold, and occupied within twenty-four (24) months of the execution of a contract, development agreement, or other binding restriction with the City or an approved third party. Multi-family, mixed-use and single-family units within a new subdivision’s defined phase must be completed, sold, and/or occupied within thirty-six (36) months of the execution of a contract, development agreement, or other binding restriction with the City or an approved third party.

2.14.3 If a developer is planning to utilize a third-party entity to provide permanent affordability with- in a given project, the developer and its representative must enter into a development agreement that clarifies the management, use, and oversight of the affordable components. This agreement is in addition to a deed restriction or affordability covenant to be recorded with the Final Plat or Site Plan.

2.15 Covenants. Covenants must be in place as a written agreement that is recorded with the deed of the property. Covenants will apply to all future owners of the property or for a specified time period. The affordability covenant allows the agency with oversight to enforce the affordability controls. The covenants require that a property only be sold or rented to households that meet the income eligibility criteria. Covenants should run with the land, or bind each successive owner of the land.

2.16 Transfer. In order to transfer the right of use to another qualified household, a deed restriction is put in place. These deed restrictions provide that the property can only be rented or sold to households that meet the income eligibility criteria identified. Deed restrictions such as these, with regard to affordability, are restrictions

or requirements that must be met by both the buyer and the seller before the property can be transferred.

3. PROGRAM PROCESS

To begin the voluntary housing incentive process, an applicant should contact City staff to have a preliminary discussion about the project. A City representative will be designated as the point of contact on the identified project. Staff will meet with the applicant to discuss potential incentives and benefits of Housing Incentives. Once there is interest in pursuing incentives, the “Affordable Housing Proposal” application should be returned to the staff representative.

For Multi-Family, Mixed-Use, site plans, and single-family subdivisions, staff and the applicant establish the Program review timeline as well as initial incentive opportunities for the project. The applicant has until Preliminary Plat approval to commit to incentives. There may be exceptions to this timeframe which will be evaluated by the City on a case-by-case basis.

At the time a unit is ready to receive a Certificate of Occupancy (CofO), the applicant must demonstrate compliance with the approved pricing structure and covenants. Compliance is established through a meeting with a member of staff who will review the necessary documents. In addition, the party selected to review income verification data throughout the affordability period, including initial occupancy, will be contacted by the City to determine initial compliance.

The Final Plat or Site Plan shall identify the affordable units/lots and contain a notice, approved by the City, that the deed to the affordable units/lots is subject to the terms of the development agreement, affordability covenant, and deed restrictions. The development agreement and affordability covenant shall provide that if the developer is not in compliance with the terms of the development agreement and other application regulations, the City reserves the right to withhold building or occupancy permits until the developer is in full compliance.

4. INCENTIVES

4.1 Fee Waivers

The City of Winslow may waive certain fees for developments that the City certifies as an Affordable Housing development. The City may also permit the reimbursement of fees tied to development. Fee waivers and reimbursements are subject to a sliding scale based on the AMI served by the developer. The lower the AMI served, the greater the waiver and reimbursement percentages. All fees are subject to funding availability and funding may not be available when a project is approved.

The following provide the list of fees that may be waived or reimbursed, and the sliding scale of waivers and reimbursements based on the AMI served within the project.

Fee waivers are *not* available for owners with outstanding Code violations, City tax or licensing violations, or violations on accessibility issues on units or projects with which the owning entity is affiliated. Fee waivers are also not available for owners with outstanding or overdue debts to the City.

4.2 Affordable Housing Fees Eligibility List

The applicant has until Preliminary Plat approval to commit to Program incentives. There may be exceptions to this timeframe on a case-by-case basis.

The speed of the review also depends to a significant degree on the quality of the applicant’s submittals and performance. Providing corrections, responding to comments, and ultimately securing approval in a timely manner is a shared responsibility of both staff and the applicant. Expedited review may be discontinued if the applicant’s design team fails to respond to comments in a timely manner.

In order for an applicant to obtain an expedited review (barring statutory requirements) through the entitlement process, a copy of the Affordable Housing Proposal certifying the developer’s commitment to affordable housing, must be attached to the submittal.

4.4 Regulatory Incentives – Planned Affordable Option

4.4.1 Density Bonuses and Flexible Design Standards for selected zoning districts may be incorporated into the current Zoning Code to implement this Program. If Density Bonuses are used, the applicant may be allowed up to 50% of the bonus density to be market rate and the other 50% to be affordable – making sure that no less than 10% of the overall project is dedicated to affordable housing.

4.4.2 Parking Incentives:

4.4.2.1 Reduction of parking requirements – The City may allow for a reduced count in necessary parking spaces based on the number of affordable housing units provided within a development.

4.4.2.2 Shared Parking - If a project includes affordable housing within mixed-use and infill developments, shared parking with non-competing uses may be provided as an incentive (e.g. office space that operates during a typical workday hours and residential development). A Parking Demand Study may be needed to identify shared parking options.

4.5 Land Donation – Tax Deduction

Applicants may receive a tax deduction (IRS Publication 526) if land on which the units are built is dedicated to the City of Winslow. This allows long-term administration of the permanent affordable units under the City of Winslow Community Land Trust Program. Any developer considering this option should consult with a tax professional to determine eligibility for a tax deduction.

If the developer chooses to work with a 3rd party on affordable housing efforts, they will need to review their process and procedures for land donations.

4.6 In-lieu of Affordable Housing Contribution

In specific circumstances, where the development is unable to provide lots that are financially feasible to construct affordable housing, the City may permit the developer to use incentives and provide a comparable land or financial donation in order to provide affordable housing in other locations within Winslow. Opting to put forth a financial contribution must not be an incentive unto itself; it should accurately reflect the true cost of land for purchase and ultimate development for affordable housing.

4.7 Community Land Trust

A Community Land Trust is a tool to ensure permanent affordability of housing units and provide housing opportunities for the workforce of Winslow. The City Council may establish a Community Land Trust for surplus City property or other property donated or otherwise acquired by the City for housing purposes. Prior to creation of a Community Land Trust, the City shall establish eligibility requirement for buyers and consider issuance of a

Request for Proposals for the development.

The permanent affordability of Community Land Trust homes will be achieved through the separation of ownership of the land and the improvements on the land. A ground lease shall establish the long-term agreement between the Program and the homeowners, spelling out the rights and requirement for each and non-negotiable features of the trust. Ground leases shall provide for a long-term lease term, limited use for residential purposes, dictate responsible use and compliance with laws, require owner occupancy, stipulate to the payment of a ground lease fee, specify that all improvements are the property of the lessee, provide parameters for construction and alteration, prohibit liens, land mortgages, and other encumbrances, establish tenant maintenance responsibilities, address liability and insurance, and dictate the resale price of the improvements (for example, initial purchase price + [appraisal 2- appraisal 1 x 25%] = resale price, entitling the seller to 25 % of the increase in equity of the improvements).

5. IMPLEMENTATION

This Program is intended to provide a framework for the City Manager to implement an incentive program for affordable and workforce housing. The City Council may also offer additional incentives as negotiated in a development agreement, community land trust, or other legal document.

2.04.075 Local Preference for Contracts

A. City Findings of Fact and Purpose. The City Council has made its findings of fact and purpose for the adoption of this local preference for contracts provision as provided in Ordinance No. 1173 referred to and made a part of this code provision.

B. Local Preference for Public Works Contracts, for Furnished or Manufactured Materials, and for Materials Supplied by Winslow Dealers and Winslow Contract Merchants. All contracts entered into by the City of Winslow for construction of public works projects, all contracts entered into by the City of Winslow for the furnishing of manufactured materials to the City, all contracts for the purchase by the City of materials supplied by a Winslow dealer and all contracts for other products purchased by the City shall include a provision granting to qualified contractors, to qualified furnishers or producers of materials, to qualified dealers of materials and to qualified merchants a five (5) percent preference over other unqualified bidders.

The bid of a qualified contractor and the bid of a qualified producer or manufacturer of materials and the bid of a qualified supplier or dealer of materials or other products or of a qualified merchant (hereinafter "qualified bidder") shall be deemed a better bid than a competing bid of a non-qualified bidder if the competing bid is less than five percent lower than the bid of the qualified bidder, but only if the qualified bidder is willing to reduce its bid to match the otherwise lowest bid.

C. Qualified Contractor. A person or business entity is a "qualified contractor" within the meaning of this section if all of the following are true:

1. The person or entity is a licensed contractor in the State of Arizona;
2. The business address of the person or business entity is and has been for at least eighteen (18) consecutive months immediately prior to the tender of the bid in question located within the City of Winslow;
3. The person or business entity has paid transaction privilege taxes in the City of Winslow for at least eighteen (18) consecutive months immediately prior to the tender of the bid in question;
4. The person or business entity owns or leases real property or personal property located within the Winslow City limits, and has paid all real or personal property taxes assessed to such property for at least eighteen (18) months immediately prior to the tender of the bid in question, or leases such property from a person or entity which did pay such taxes for the period set out herein;
5. The person or business entity owns or leases vehicles or equipment under the same name and address as disclosed in subsections (C)(1) through (4) of this section; and
6. The person or business entity agrees to employ at least fifty (50) percent of its workers from those who have resided within the City limits of the City of Winslow for at least six (6) months prior to the tender of the bid in question.

7. In lieu of not more than two (2) of the requirements listed in subsections (C)(2), (3), (4), (5), and (6) of this section, other facts exist that justify the City, in its sole and final discretion, in concluding that the person or entity is a "qualified contractor."

D. Qualified Furnishers or Manufacturers of Materials or Qualified Dealers of Materials. A person or business entity is a "qualified furnisher or producer of materials" or a "qualified dealer of materials" within the meaning of this section if all of the requirements of subsections (C)(2) through (7) of this section are met, and the person or business entity is in the business of furnishing or producing materials or as a dealer of materials to the public.

E. Other Qualified Merchants. A person or business entity is a "qualified merchant" within the meaning of this section if all requirements of subsections (C)(2) through (7) of this section are met and the merchant is in the business of selling products to the City by contract.

F. A qualified bid shall provide that the work to be performed by a contractor or the materials to be produced or furnished or provided by a dealer or merchant to the City shall be performed or furnished or provided by the person or entity tendering the bid. Such person or entity shall not assign, delegate or sublet the contract to another person or entity which is not qualified as defined herein without approval by the City.

G. The City Manager, in his discretion, may determine whether the dollar amount of the contract is sufficiently high to justify the additional administrative cost which will result from the application of this section.

H. Since bottom line cost is only one (1) factor in determining the successful bidder, the City Manager is directed to implement the preference created heretofore as one (1) of the factors to be considered when evaluating and awarding a bid.

I. No qualified bid may claim more than one (1) preference under this section per bid.

J. The formation of a joint venture, partnership or other business entity shall not be used to avoid the criteria set out heretofore in order to constitute a qualified contractor, qualified furnisher, dealer or merchant.

K. This section is not intended to conflict with any State or federal statutes or laws. The City staff is directed to implement and uniformly enforce this section in a manner consistent with all State and federal laws. If State or federal revenues are being used in whole or in part to fund a contract within this section, the City Manager shall determine whether such entity allows the application of the section. This section shall not be applicable to a given transaction/contract if and to the extent that the governmental entity which is providing all or part of the funds for the transaction/contract does not permit the application of a local bid preference.

L. The burden is on the person or business entity seeking to submit a qualified bid to ask the City to be considered as a qualified bidder as defined heretofore and to provide certification or evidence of such qualifications to the City at the time the bid is tendered.

M. Severability. In the event a court of competent jurisdiction determines a provision of this chapter is invalid or void, the remainder of the chapter shall be implemented to the extent possible in order to achieve the purpose of the City in the adoption of this section. (Ord. 1224 (part), 2014: Ord. 1173, 2012)

CORRIDOR DEVELOPMENT AGREEMENT
BY AND AMONG
TRADEPORT DEVELOPMENT LLC;
BERNALILLO COUNTY, NEW MEXICO;
SANDOVAL COUNTY, NEW MEXICO;
THE VILLAGE OF LOS LUNAS, NEW MEXICO;
THE CITY OF WINSLOW, ARIZONA; AND
THE CITY OF KINGMAN, ARIZONA

Prepared by, and after recording return to:

THIS CORRIDOR DEVELOPMENT AGREEMENT (the “**Corridor Agreement**”) is entered into as of the Effective Date (as defined below) by and among TRADEPORT DEVELOPMENT LLC; BERNALILLO COUNTY, NEW MEXICO; SANDOVAL COUNTY, NEW MEXICO; THE VILLAGE OF LOS LUNAS, NEW MEXICO; THE CITY OF WINSLOW, ARIZONA; and THE CITY OF KINGMAN, ARIZONA (collectively, the “Coalition Members”, the “Parties,” and each a “Party”).

RECITALS

A. In 2023, the United States Department of Transportation designated the I-40 TradePort Corridor (the “I40TPC”) a Regional Infrastructure Accelerator and recognized the plan to develop interconnected TradePort Hubs (each a “**Hub**”) in Kingman, Arizona, Winslow, Arizona and in the Albuquerque, New Mexico region as depicted on Exhibit A (the “**Project**”).

B. The I40TPC is represented by public partners in each Hub region including the City of Kingman, Arizona, City of Winslow, Arizona, Bernalillo County, New Mexico and Sandoval County, New Mexico.

C. The I40TPC is a platform for the development of a transformational and integrated system of clean energy, logistics, and industrial infrastructure.

D. The Parties desire to enter into this Corridor Agreement to provide for the coordinated planning, financing, construction, and installation of infrastructure (the “**Infrastructure**”) that is or will be required in connection with the use and development of the Project as set forth in this Corridor Agreement, and as set forth at Exhibit B and which will be reviewed, updated and agreed to semi-annually by Coalition Members.

E. All Parties have the authority to enter into this Corridor Agreement.

F. The Project is expected to:

i. Be developed as a national model for the cleanest and most efficient logistics and trade corridor in the world.

ii. Be a connected system of interdependent logistics and clean energy infrastructure.

iii. Deliver significant private investment in rural areas, metropolitan economic development and public revenues and jobs to each region's community.

iv. Be implemented by an innovative public-private delivery structure that is designed to attract significant public and private investment risk capital and yield indirect and direct financial returns to Coalition Member communities.

v. Create beneficial public policy objectives, by the delivery of multi-asset class investments via an innovative public-private delivery structure; and

G. At its full development and over a buildout period of twenty to twenty-five years, the I-40TPC is expected to require over \$1.5B of total infrastructure investment, including from public and private sources.

H. Private investment in vertical infrastructure in the Hubs for manufacturing and logistics projects is expected to exceed \$15 billion over a period of 20-25 years. Over the Corridor system this investment is expected to support 75,000 -100,000 new jobs.

I. The TradePort Development LLC. ("TD") is an Arizona entity and is the private delivery entity that in partnership with Coalition Members that will coordinate planning and development of an interconnected and complimentary system of corridor logistics, clean energy, and industrial infrastructure assets; attraction and deployment of private investment capital; and coordinate systemwide advocacy for investment from public sources for the I40TPC system.

J. The TD is a purpose-created entity that is designed to provide an integrated public-private structure to implement both the overall TradePort system and the development of individual Hub plans. The TD is a dedicated private partner created to coordinate with the Coalition Members, private operating and investment interests and the federal government to deliver agreed overall investment plans. The TD has an array of in-house technical expertise in development planning, infrastructure delivery, project finance, clean energy, logistics automation, market competitiveness, legal planning and related areas.

K. TD will work to attract private investment interest in the overall Corridor and at each Hub in accordance with the I40TPC plan, particularly in the areas of clean energy, distribution, logistics, and manufacturing.

L. With Coalition Members, TD shall lead sustained and strategic efforts to attract funding from federal and state governments. Federal funding for infrastructure will be pursued from source programs at the US Department of Transportation, US Department of Energy, US Department of Commerce, and from individual and collective earmarks made by TradePort federal

delegation members. This work will be supported by a highly developed strategy and professional lobbyist representation, working closely with Members of Congress, Congressional committees and professional staffs, grant making agencies, corporate partners and trade associations.

M. On behalf of and with Coalition Members, TD will maintain a strong relationship with the US Department of Transportation's Build America Bureau to enable: 1) the option for a further 2nd or 3rd round RIA designation or other support, 2) development of project financing for infrastructure projects that qualify for Bureau programs including TIFIA, Private Activity Bonds, and RRIF, and 3) collaboration to maximize the value of the RIA designation for securing other federal investment.

N. Funding from the states of Arizona and New Mexico will be pursued. With Coalition Members, TD shall lead efforts to memorialize the I40TPC in state plan and policy. Embedding the I40TPC in policy documents such as the State Transportation Plan, State Freight Plan, State Rail Plan, and State Economic Development Strategy will provide rationale for state governments to make strategic infrastructure investments.

O. TD will further develop the TradePort Consortium to support the I-40TPC. Consortium firms are companies that have a mutual interest in the Corridor and can be operating and/or investment partners in the areas of clean energy, logistics, manufacturing, distribution, ecommerce, infrastructure investment, and others.

P. An important element of TD's role is to elevate the perception of the project as of national importance and a model for supply chain efficiency. It is critical that the I40TPC be presented to national and international business audiences through strategic press coverage, industry briefings and website.

Q. In collaboration with each Coalition Member, TD will attract and coordinate private investment for the Logistics Core Zone and Investment District in each Hub.

R. To successfully undertake its mission to attract and structure private investment over the Corridor in the Hubs, in coordination with each Coalition Member the TD will perform a master development function which will require it to have the authority to coordinate and undertake development of certain land assets.

S. The TD and each Coalition Member will create a "Hub Development Agreement" that provides detailed descriptions of the individual development strategy for each Hub. Hub Development Agreements may include other private interests as appropriate.

T. Hub Development Agreements will describe planning, local land use, zoning, platting or permitting, impact fees, financial responsibilities, and other matters relating to the development, improvement, and use of real property located in the Hub. Hub Development Agreements will describe TradePort sites, ownership of sites, development partners and relationship with the TD. Hub Development Agreements will refer to potential financial returns to the Coalition Member in situations where project-specific financial performance metrics are met.

U. The TD will define appropriate private partners as they relate to various elements of the TradePort Corridor and individual Hubs, including in the areas of clean energy, logistics, and industrial infrastructure and engage those partners after agreement by Coalition Members.

V. The Parties recognize the mutual benefits and potential of the Project and desire to jointly develop the Project.

W. This Corridor Agreement will set forth the overall costs expected to be incurred in the design, construction, planning, and engineering of certain Infrastructure, the intended breakdown by project category, and targets for both public investment and private investment, as set forth in Exhibit B, as amended from time to time.

X. To support public investment infrastructure, Coalition Members have agreed to administer a sophisticated representation effort for federal investment and in state capitols. This work will target a robust spectrum of public investment through at least 2025, with a focus for federal investment from the US Department of Transportation, US Department of Energy, US Department of Commerce, and others. This investment will have the effect of reducing both public and private investment in the earliest phases of the project, thereby supporting derisking private investment in clean energy, logistics and industrial infrastructure.

Y. The Parties anticipate that a portion of the Infrastructure shall be financed by and through federal investment from sources such as through the Departments of Transportation, Energy and Commerce. A robust plan for attracting federal investment will include proposing investment from the US Department of Transportation, US Department of Energy, US Department of Commerce, and potentially from other sources. Funding from these agencies is typically highly competitive, and the I-40TPC is not assured of receiving funding from any specific source. Additionally, federal funds will be solicited via earmark requests from individual Members of Congress.

Z. The Coalition Members intend that this Corridor Agreement shall govern the conduct and operation of the Project with respect to matters addressed by this Corridor Agreement.

THEREFORE, in consideration of the mutual covenants of the parties set forth in this Corridor Agreement, and for other valuable consideration, the Coalition Members agree as follows:

AGREEMENT

1. The Recitals set forth above are a material part of this Corridor Agreement and are incorporated by reference.

2. Effective Date. This Corridor Agreement shall become effective upon execution of this Corridor Agreement by all Parties hereto.

3. Strategic Plan. TDC will create and present to the Coalition Members an I-40 TradePort Corridor five-year Strategic Plan.

4. Development Plan. The Parties hereby approve the “Corridor Development Plan” included as Exhibit C hereof. The Corridor Development Plan will address private investment planning and partner development, legislative and public funding plan and include plans for developing system infrastructure and Hub-specific infrastructure. The Corridor Development Plan may be amended by unanimous agreement of the Coalition Members at any time. The Corridor Development Plan will include all projects anticipated during a five-year Strategic Plan period and indicate priorities to guide the order of investment and related funding. Notwithstanding anything herein to the contrary, TD and the Fiscal Agent (as defined below) together with the Coalition Members, may adjust investment priorities to ensure that all grant funds and other public and private funding received for the Project are fully and timely spent according to grant guidelines

5. Appointment of Corridor Fiscal Agent; Collection and Distribution of Designated Revenues; Responsibilities of Parties.

a. For federal grants submitted by Bernalillo County on behalf of the I40TPC, Bernalillo County, New Mexico shall serve as fiscal agent (“Corridor Fiscal Agent”). Compensation for administration of funds and reporting will be included in grant requests as funding scope allows.

b. Use of I40TPC Hub-Designated Revenues. If public funds are received in the form of a grant, the Corridor Fiscal Agent will oversee and, to the extent that the grant so requires, will have responsibility to the granting body. Each Hub shall receive infrastructure funds as agreed as proposed in a specific funding proposal made to a granting body. If funds are distributed to a Coalition Member, then that Coalition Member shall establish a special fund into which shall be deposited each Hub’s I40TPC designated revenues and, to the extent that the grant allows, assume the reporting and other responsibilities required by the granting body from the beneficiary of the grant. The Corridor Fiscal Agent shall disburse funds to Coalition Members for items of expense directly relating to the cost of Infrastructure or other costs of construction as outlined in the funding proposal.

i. With advice from the TD, the Coalition Member recipient [responsible for each Hub] will make requests for disbursement of grant revenues to the Corridor Fiscal Agent.

ii. The authorized representative of each Coalition Member shall have the right, upon two (2) business days’ prior written notice to the others and during normal business hours, to review all books and records pertaining to costs and expenses incurred in construction of the Infrastructure.

The following general conditions and restrictions are applicable to grants for I40TPC monies:

iii. The funds must be spent in accordance with all applicable federal laws, regulations, policies, and guidelines. The Coalition Members shall comply with all audit and accounting requirements applicable to federal beneficiaries, included but not limited to the requirements contained in this Corridor Agreement. The Coalition Members shall not take any action or inaction that would hinder or delay the Corridor Fiscal Agent in complying with

applicable disbursement or reporting requirements and shall promptly provide the Corridor Fiscal Agent with any records and/or information requested.

iv. The Coalition Members shall not at any time convert any property acquired or developed with monies designated to the I40TPC to uses other than those specified in the application for funding.

v. The Coalition Members shall maintain and preserve sufficient records to evidence compliance with this Corridor Agreement. Such records shall be maintained not less than five (5) years after all funds have been expended or returned to the Corridor Fiscal Agent. Each Party agrees to submit required grant reports, including but not limited to proof of payment for Hub expenses, to the Corridor Fiscal Agent on a timely basis, but at least 5 days in advance of the due date established by the applicable grant.

vi. The Parties shall comply with Title VI of the Civil Rights Act of 1964, which prohibits recipients of federal financial assistance from excluding from a program or activity, denying benefits of, or otherwise discriminating against a person on the basis of race, color, or national origin (42 U.S.C. § 2000d et seq.) as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, which are herein incorporated by reference and made a part of this Corridor Agreement. Title VI also includes protection to persons with "Limited English Proficiency" in any program or activity receiving federal financial assistance, 42 U.S.C. § 2000d et seq., as implemented by the Department of the Treasury's Title VI regulations, 31 CFR Part 22, and herein incorporated by reference and made a part of this Corridor Agreement.

vii. The Coalition Members have the legal authority to receive and expend the I40TPC monies.

viii. This Corridor Agreement has been duly authorized by the Coalition Members, the person executing this Corridor Agreement has authority to do so, and once executed by the Coalition Members, this Corridor Agreement shall constitute a binding obligation of the Coalition Members, enforceable according to its terms.

ix. This Corridor Agreement and the Coalition Members' obligations hereunder do not conflict with any law or ordinance or resolution applicable to the Coalition Members, the Coalition Members' charter (if applicable), or any judgment or decree to which it is subject.

x. In the event that the Coalition Members violates any provision of the Funding Application or this Corridor Agreement, the Coalition Members shall repay the Corridor Fiscal Agent an amount equal to the amount of the I40TPC monies awarded plus any penalties and additional amounts lawfully demanded by the grantor of those funds.

xi. This Corridor Agreement is intended to be solely for the benefit of the parties and shall not otherwise be deemed to confer upon or give to any other person or third party any remedy, claim, cause or other right.

c. Each Coalition Member agrees to comply with procurement guidelines as it relates to the funding application or default to complying with their local or state procurement requirements.

d. Each Coalition Member agrees to submit required grant reports, including but not limited to proof of payment for Hub expenses, to the Corridor Fiscal Agent on a timely basis, but at least 5 days in advance of the due date.

6. Infrastructure. The Infrastructure will be constructed by the Coalition Members or their designees in accordance with the terms of this Corridor Agreement and the specific location Hub Agreement.

7. Other Financing. This Corridor Agreement shall not limit the Coalition Members from obtaining and using other sources of governmental and nongovernmental funds, including, without limitation, tax credits, tax deductions, special assessments, proceeds from bonds issued by a special district, common area charges, association dues, grants or loans to cover the cost of constructing the Infrastructure.

8. Projected Costs of Construction. The estimated cost (including planning, design, engineering, construction, testing, surveying, construction management, inspection, fees, gross receipts taxes, and contingencies) of constructing all the improvements benefiting the Project is estimated based on the integration of each Hub and their strategic role in the I-40TPC.

9. Phasing. Considering the overall Corridor Development Plan, Coalition Members may phase the Project in such order and at such rate and times as deemed appropriate.

10. Advances. Notwithstanding anything to the contrary set forth in this Corridor Agreement advances may be made from certain grant funds (each an “Advance”), the proceeds of which shall be used to finance the construction of the Infrastructure. Funds will be distributed on the basis of specific funding proposals developed and agreed by the Coalition Members and submitted to a federal or state government. Those funds may then be deployed by the public entity in that Hub or, pursuant to an agreement with the TD by it or an agreed designee.

11. Default; Termination.

a. Defaults. Any failure by any party to perform any material term or provision of this Corridor Agreement, which failure continues uncured for a period of thirty (30) days following written notice of such failure from the other party, unless such period is extended by written mutual consent, shall constitute a default under this Corridor Agreement. Any notice given pursuant to the preceding sentence shall specify the nature of the alleged failure and, where appropriate, the manner in which said failure may be cured. If the nature of the alleged failure is such that it cannot reasonably be cured within such time period, then the diligent prosecution to completion of the cure thereafter shall be deemed to be a cure within such thirty (30) day period. Upon the occurrence of a default under this Corridor Agreement, the non-defaulting parties may institute legal proceedings to enforce the terms of this Corridor Agreement or, in the event of a material default, terminate this Corridor Agreement. If the default is cured, then no default shall exist, and the noticing party shall take no further action.

b. Hold Harmless:

To the extent permitted by law, each Party agrees to hold harmless, defend and indemnify the Corridor Fiscal Agent and its appointed and elected officers and employees from and against any and all liability, loss, costs, damage and expense, including costs and attorney's fees in defense thereof because of any actions taken by the Corridor Fiscal Agent as a result of such Party's performance or nonperformance of this Corridor Agreement and any claims, lawsuits, damages, charges and judgments whatsoever that arise out of such Party's performance or nonperformance of this Corridor Agreement.

12. Termination of Agreement. Any Coalition Member may seek termination of this Corridor Agreement upon material breach left uncured after reasonable notice and opportunity to cure. If a Coalition Member withdraws from the Corridor Agreement or defaults, any funding received for the I40TPC efforts that Hub will need to be reimbursed to the grant.

13. Term of Agreement. Five-year term with renewal and unanimous agreement of updated I40TPC Strategic Plan every five years.

14. Other General Provisions.

Notice. Notices concerning the Corridor Agreement shall be provided to the Coalition Members at the following addresses:

City of Kingman
310 North 4th Street, Kingman, AZ 86401

City of Winslow
21 Williamson Ave. Winslow, AZ 86047

Sandoval County, New Mexico
Attn: County Manager
1500 Idalia Road, Building D, Bernalillo, NM 87004

The Village of Los Lunas
660 Main Street NW, Los Lunas, NM, 87031

Bernalillo County, New Mexico
Attn: [County Manager]
415 Silver SW, Albuquerque, NM 87102

TradePort Development LLC
10325 E Dreyfus Ave, Scottsdale, AZ 85260

For purposes of giving formal written notice, including notice of change of address, the addresses are as set forth in this paragraph unless changed by written notice. Notice may be given either in person or by certified U.S. mail, postage paid.

a. Entire Agreement. This Corridor Agreement contains the entire agreement of the parties and supersedes all other agreements or understandings, oral or written, whether previous to the execution hereof or contemporaneous herewith.

b. Changes to Agreement. Changes to this Corridor Agreement are not binding unless made in writing and signed by all Parties hereto.

c. Construction and Severability. If any part of this Corridor Agreement is held to be invalid or unenforceable, the remainder of this Corridor Agreement will remain valid and enforceable if the remainder is capable of completion.

d. Assignment. This Corridor Agreement will not be assigned without the prior written consent of the parties, which consent shall not be unreasonably withheld, conditioned or delayed.

e. Recording. This Corridor Agreement shall be filed for record in:

Bernalillo County Clerk's Office,
Bernalillo County, New Mexico,

Kingman City Clerk's Office
310 North 4th Street, Kingman, AZ 86401

Winslow City Clerk's Office
21 Williamson Ave. Winslow, AZ 86047

Sandoval County Clerk's Office
P.O. Box 40 Bernalillo NM 87004

Deputy Clerk and Assistant to Mayor and Council, Village of Los Lunas
660 Main Street NW, Los Lunas, NM, 87031

f. Governing Law.

This Corridor Agreement shall be construed in accordance with the laws of the State of New Mexico. In the event of any dispute over this Corridor Agreement's terms and conditions, the exclusive venue and jurisdiction for any litigation arising hereunder shall be in the Second Judicial District Court of Bernalillo County, New Mexico, and if necessary for exclusive federal questions, the United States District Court for the District of New Mexico.

IN WITNESS WHEREOF, the Parties have caused this Corridor Agreement to be executed:

BERNALILLO COUNTY, NEW MEXICO

By: _____
Name: _____
Title: _____

[SEAL]

ATTEST:

By: _____
Clerk

[illegible]

This instrument was acknowledged before me on _____, 2024 by _____,
_____ of Bernalillo County, New Mexico.

(SEAL)

Notary Public

My Commission Expires:

COUNTY OF SANDOVAL

Wayne Johnson, County Manager

Date _____

VILLAGE OF LOS LUNAS

Gregory D. Martin, Village Administrator

Date

CITY OF WINSLOW

David Coolidge, City Manager

Date

CITY OF KINGMAN

Ken Watkins, Mayor

Date

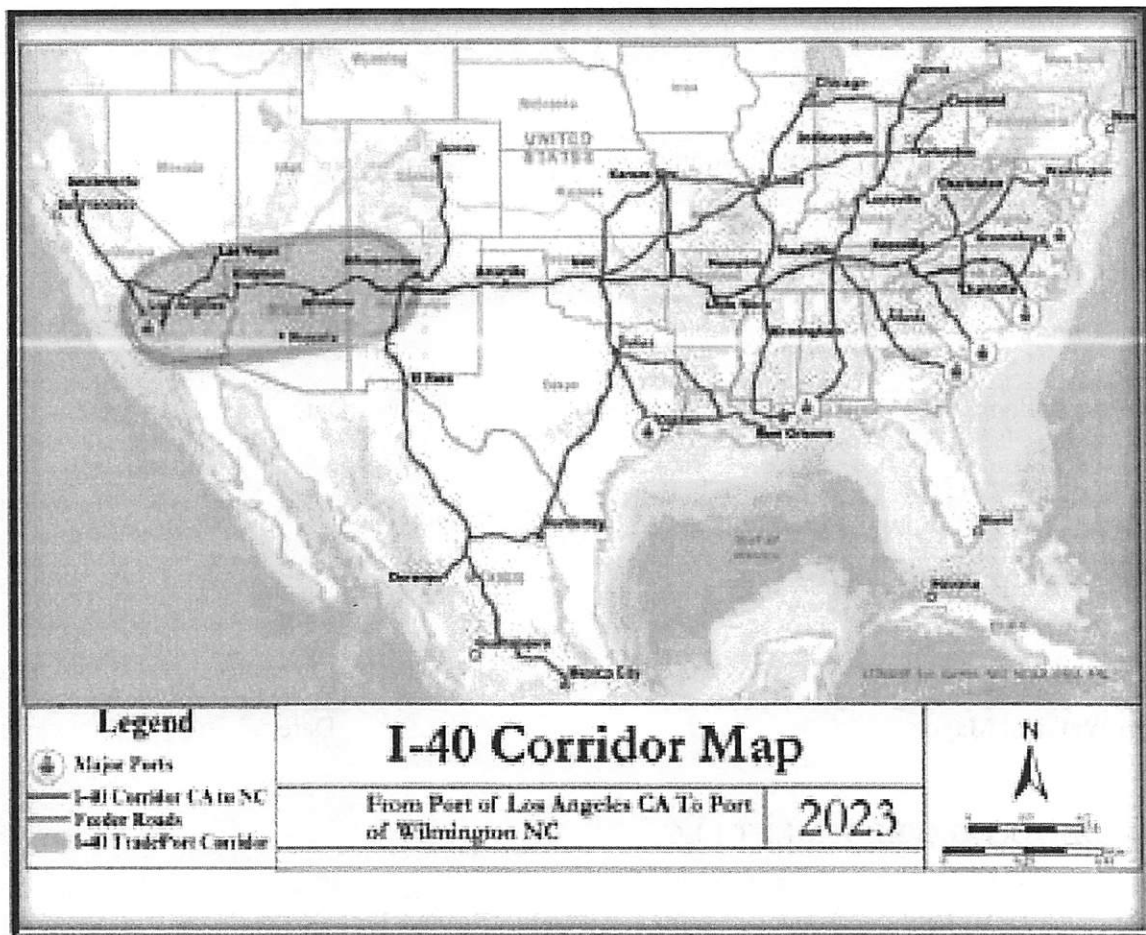
TRADEPORT DEVELOPMENT LLC.

Adam Wasserman, Managing Partner

Date

EXHIBIT A

The Project



Graphic: I-40 TradePort Corridor, Source: GLDPartners

100-154000-1
2017-01-01

EXHIBIT B
Infrastructure List

EXHIBIT B: Infrastructure/ Project list (as of April 2024)

I-40 Corridor Project

Location Component	RAISE		CPRG		Project Funding Sources			Public/Private Funding Source Cost Breakdown			
	Project Planning	Construction	Total	Total Project Cost	Public	Private	Total	Federal	State	Local	Private
TradePort Kingman - Truck Mobility Complex											
Truck Mobility Complex											
Site Plan Design, Survey, Site Planning and Grading Plan	\$510,000	\$0	\$510,000		\$510,000	\$0	\$510,000	\$510,000	\$0	\$0	\$0
Phase 1 Environmental Site Assessment	\$5,000	\$0	\$5,000		\$5,000	\$0	\$5,000	\$5,000	\$0	\$0	\$0
THC Utility Infrastructure											
Construction Plan Design Utilities	\$630,000	\$0	\$630,000		\$630,000	\$0	\$630,000	\$630,000	\$0	\$0	\$0
Construction & Construction Management		\$8,964,000									
THC Zero Emission Truck Infrastructure											
Zero Emission HD Truck Charging Infrastructure -											
Engineering & Design	\$30,000	\$0	\$30,000		\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Electric Vehicle Supply Equipment per 2 Units	\$0	\$278,000	\$278,000		\$278,000	\$0	\$278,000	\$278,000	\$0	\$0	\$0
Installation	\$0	\$4,828,000	\$4,828,000		\$3,862,400	\$965,600	\$4,828,000	\$3,862,400	\$0	\$0	\$965,600
Mobile Fuel Cell Electric Fueling - 3 lanes	\$75,000	\$4,000,000	\$4,075,000		\$2,460,000	\$615,000	\$3,075,000	\$2,460,000	\$0	\$0	\$615,000
Permanent Fuel Cell Electric Fueling - 4 lanes	\$200,000	\$14,800,000	\$15,000,000		\$7,040,000	\$1,760,000	\$8,800,000	\$7,040,000	\$0	\$0	\$1,760,000
Biodiesel/DEF Fuel Stations - 4 lanes	\$50,000	\$6,500,000	\$6,550,000		\$0	\$6,550,000	\$6,550,000	\$0	\$0	\$0	\$6,550,000
THC Power Generation - Kingman											
Power Generation Truck Mobility Complex, 8 ac, 3.04 MW											
Design and Engineering	\$108,000	\$0	\$108,000		\$108,000	\$0	\$108,000	\$108,000	\$0	\$0	\$0
Module	\$0	\$1,368,000	\$1,368,000		\$1,368,000	\$0	\$1,368,000	\$1,368,000	\$0	\$0	\$0
Inverter	\$0	\$182,400	\$182,400		\$182,400	\$0	\$182,400	\$182,400	\$0	\$0	\$0
Structural Balance of System (racking)	\$0	\$516,800	\$516,800		\$516,800	\$0	\$516,800	\$516,800	\$0	\$0	\$0
Electrical Balance of System	\$0	\$851,200	\$851,200		\$851,200	\$0	\$851,200	\$851,200	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$486,400	\$486,400		\$486,400	\$0	\$486,400	\$486,400	\$0	\$0	\$0
Permitting, Inspection, and Interconnection	\$0	\$121,600	\$121,600		\$121,600	\$0	\$121,600	\$121,600	\$0	\$0	\$0
Procurement and Construction Overhead	\$0	\$256,800	\$256,800		\$256,800	\$0	\$256,800	\$256,800	\$0	\$0	\$0
Sales Tax	\$0	\$182,400	\$182,400		\$182,400	\$0	\$182,400	\$182,400	\$0	\$0	\$0
Developer Overhead	\$0	\$1,216,000	\$1,216,000		\$1,216,000	\$0	\$1,216,000	\$1,216,000	\$0	\$0	\$0
Contingency	\$0	\$152,000	\$152,000		\$152,000	\$0	\$152,000	\$152,000	\$0	\$0	\$0
FPC/Developer Profit	\$0	\$425,600	\$425,600		\$425,600	\$0	\$425,600	\$425,600	\$0	\$0	\$0
Battery Storage - 4 Batteries (600 kW, 4 hour)											
Design and Engineering	\$81,000	\$0	\$81,000		\$81,000	\$0	\$81,000	\$81,000	\$0	\$0	\$0
Battery Central Inverter	\$0	\$178,824	\$178,824		\$178,824	\$0	\$178,824	\$178,824	\$0	\$0	\$0
Structural Balance of System	\$0	\$95,928	\$95,928		\$95,928	\$0	\$95,928	\$95,928	\$0	\$0	\$0
Lithium-ion Battery Cabinets	\$0	\$2,108,352	\$2,108,352		\$2,108,352	\$0	\$2,108,352	\$2,108,352	\$0	\$0	\$0
Electrical Balance of System	\$0	\$428,592	\$428,592		\$428,592	\$0	\$428,592	\$428,592	\$0	\$0	\$0
Sales Tax	\$0	\$171,024	\$171,024		\$171,024	\$0	\$171,024	\$171,024	\$0	\$0	\$0
Permitting fee	\$0	\$33,120	\$33,120		\$33,120	\$0	\$33,120	\$33,120	\$0	\$0	\$0
Interconnection fee	\$0	\$57,480	\$57,480		\$57,480	\$0	\$57,480	\$57,480	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$540,528	\$540,528		\$540,528	\$0	\$540,528	\$540,528	\$0	\$0	\$0
FPC/Developer net Profit	\$0	\$210,288	\$210,288		\$210,288	\$0	\$210,288	\$210,288	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead	\$0	\$214,440	\$214,440		\$214,440	\$0	\$214,440	\$214,440	\$0	\$0	\$0
Developer Overhead	\$0	\$230,496	\$230,496		\$230,496	\$0	\$230,496	\$230,496	\$0	\$0	\$0
Contingency	\$0	\$133,896	\$133,896		\$133,896	\$0	\$133,896	\$133,896	\$0	\$0	\$0
TMC Intelligent Cargo Strategy											
Automation Maintenance/Development Complex	\$150,000	\$7,500,000	\$7,650,000		\$4,590,000	\$3,060,000	\$7,650,000	\$4,590,000	\$0	\$0	\$3,060,000
TradePort Internal Transportation Mgt/Infra System Connectivity infrastructure within TMC	\$115,000	\$1,500,000	\$1,615,000		\$1,615,000	\$0	\$1,615,000	\$1,615,000	\$0	\$0	\$0
Comprehensive Intelligent System (lights, sensors, integration, cyber security)	\$123,000	\$3,300,000	\$3,423,000		\$2,425,000	\$0	\$3,423,000	\$3,423,000	\$0	\$0	\$0
Logistics/Cargo Efficiency Infrastructure											
TradePort High Security Web System	\$250,000	\$1,500,000	\$1,750,000		\$525,000	\$1,225,000	\$1,750,000	\$525,000	\$0	\$0	\$1,225,000
Intelligent Cargo Handling Equipment	\$125,000	\$1,000,000	\$1,125,000		\$112,500	\$1,012,500	\$1,125,000	\$112,500	\$0	\$0	\$1,012,500
Induction Charging	\$50,000	\$750,000	\$800,000		\$60,000	\$720,000	\$800,000	\$60,000	\$0	\$0	\$720,000
Fleet											
Zero-Emission Truck Incentive	\$0	\$7,000,000	\$7,000,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cargo Data Management											
TradePort Skills Academies	\$100,000	\$4,000,000	\$4,100,000		\$4,100,000	\$0	\$4,100,000	\$0	\$4,100,000	\$0	\$0
Truck Parking & Business Services											
Truck Parking	\$125,000	\$1,000,000	\$1,125,000		\$900,000	\$225,000	\$1,125,000	\$0	\$900,000	\$0	\$225,000
TMC Business Services	\$150,000	\$3,000,000	\$3,150,000		\$2,520,000	\$630,000	\$3,150,000	\$0	\$0	\$2,520,000	\$630,000
Transit Infrastructure											
Transit hub and connecting transit service	\$150,000	\$2,500,000	\$2,650,000		\$2,650,000	\$0	\$2,650,000	\$2,650,000	\$0	\$0	\$0
TMC Community Engagement Strategy											
TMC Administration (0.4%)	\$23,376	\$0	\$23,376		\$23,376	\$0	\$23,376	\$23,376	\$0	\$0	\$0
TMC Project Management (2%)	\$175,320	\$0	\$175,320		\$175,320	\$0	\$175,320	\$175,320	\$0	\$0	\$0
TradePort Kingman - Truck Mobility Complex Totals	\$3,352,696	\$79,182,168	\$82,534,864		\$46,897,764	\$16,763,100	\$62,779,864	\$38,487,764	\$5,000,000	\$2,520,000	\$16,763,100
TradePort Kingman											
Arterial/Highway Road Improvements	\$0	\$30,000,000	\$30,000,000		\$19,800,000	\$10,200,000	\$30,000,000	\$0	\$19,800,000	\$0	\$10,200,000
Rancho Santa Fe Interchange											
TradePort Road Infrastructure	\$4,872,754	\$35,834,115	\$40,706,869		\$30,415,393	\$10,415,393	\$40,830,786	\$0	\$20,000,000	\$10,415,393	\$10,415,393
I-40 Rancho Santa Fe Parkway Traffic Interchange	\$123,917	\$0	\$123,917		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Incentive	\$2,175,635	\$15,540,250	\$17,715,885		\$8,857,943	\$8,857,943	\$17,715,885	\$0	\$0	\$8,857,943	\$8,857,943
Rancho Santa Fe Pkwy, Grand Canyon to Industrial Park & Airway from Prospector to Rancho Santa Fe Parkway	\$1,707,688	\$12,197,779	\$13,905,467		\$3,650,000	\$7,625,000	\$11,275,000	\$0	\$0	\$3,650,000	\$7,625,000
Rancho Santa Fe Drainage/Flood Structures											

review here

TradePort Airport Hub			\$0								
Road Infrastructure Preliminary Design & Engineering	\$1,613,000	\$0	\$1,613,000								still need this info
Road Infrastructure Additional Planning Costs			\$0								
Road Infrastructure Construction Costs			\$0								
Utility Infrastructure											
On-site - 940ac	\$260,000	\$15,000,000	\$15,260,000	\$7,625,000	\$7,625,000	\$15,250,000	\$3,612,500	\$762,500	\$3,050,000	\$7,625,000	???
TradePort Airport Hub											
Utility Infrastructure Preliminary Design & Engineering	\$1,613,000	\$0	\$1,613,000								still need this info
Utility Infrastructure Additional Planning Costs			\$0								
Utility Infrastructure Construction Costs			\$0								
Rancho Santa Fe Parkway Excavation/Installation KDP											
Offsite Water Main	\$0	\$1,983,625	\$1,983,625								
Offsite Sewer Main	\$0	\$2,470,875	\$2,470,875								
Rail Infrastructure - KIP Rail Expansion											
Track Design	\$75,000		\$75,000								
Construct Track	\$0	\$9,000,000	\$9,000,000								
Install No. 9 Turnout	\$0	\$665,000	\$665,000								
Concrete Crossings (Ind Blvd & Wagon Wheel Dr.)	\$0	\$96,000	\$96,000								
Construct Derais	\$0	\$40,000	\$40,000								
Crossing Signal Work (If Required)	\$0	\$0	\$0								
Rail Design & Preliminary Engineering	\$240,000	\$33,500,000	\$33,740,000	\$20,244,000	\$13,496,000	\$33,740,000	\$20,244,000	\$0	\$0	\$13,496,000	???
Airfield Infrastructure											
Power Generation											
Power Generation TradePort, 21 ac, 7.98 MW											
Module	\$0	\$3,591,000	\$3,591,000	\$3,591,000	\$0	\$3,591,000	\$3,591,000	\$0	\$0	\$0	
Inverter	\$0	\$478,800	\$478,800	\$478,800	\$0	\$478,800	\$478,800	\$0	\$0	\$0	
Structural Balance of System (racking)	\$0	\$1,356,600	\$1,356,600	\$1,356,600	\$0	\$1,356,600	\$1,356,600	\$0	\$0	\$0	
Electrical Balance of System	\$0	\$2,234,400	\$2,234,400	\$2,234,400	\$0	\$2,234,400	\$2,234,400	\$0	\$0	\$0	
Installation (labor and equipment)	\$0	\$1,276,800	\$1,276,800	\$1,276,800	\$0	\$1,276,800	\$1,276,800	\$0	\$0	\$0	
Permitting, Inspection, and Interconnection	\$319,200	\$0	\$319,200	\$319,200	\$0	\$319,200	\$319,200	\$0	\$0	\$0	
Engineering, Procurement, and Construction Overhead	\$287,280	\$670,320	\$957,600	\$957,600	\$0	\$957,600	\$957,600	\$0	\$0	\$0	
Sales Tax	\$0	\$478,800	\$478,800	\$478,800	\$0	\$478,800	\$478,800	\$0	\$0	\$0	
Developer Overhead	\$0	\$3,192,000	\$3,192,000	\$3,192,000	\$0	\$3,192,000	\$3,192,000	\$0	\$0	\$0	
Contingency (3%)	\$0	\$399,000	\$399,000	\$399,000	\$0	\$399,000	\$399,000	\$0	\$0	\$0	
EPC/Developer Profit	\$0	\$1,117,200	\$1,117,200	\$1,117,200	\$0	\$1,117,200	\$1,117,200	\$0	\$0	\$0	
Battery Storage - 10 batteries (600 kW, 4 hour)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Battery Central Inverter	\$0	\$447,060	\$447,060	\$447,060	\$0	\$447,060	\$447,060	\$0	\$0	\$0	
Structural Balance of System	\$0	\$239,820	\$239,820	\$239,820	\$0	\$239,820	\$239,820	\$0	\$0	\$0	
Lithium-Ion Battery Cabinets	\$0	\$5,270,880	\$5,270,880	\$5,270,880	\$0	\$5,270,880	\$5,270,880	\$0	\$0	\$0	
Electrical Balance of System	\$0	\$1,071,480	\$1,071,480	\$1,071,480	\$0	\$1,071,480	\$1,071,480	\$0	\$0	\$0	
Sales Tax	\$0	\$427,560	\$427,560	\$427,560	\$0	\$427,560	\$427,560	\$0	\$0	\$0	
Permitting fee	\$82,800	\$0	\$82,800	\$82,800	\$0	\$82,800	\$82,800	\$0	\$0	\$0	
Interconnection fee	\$143,700	\$0	\$143,700	\$143,700	\$0	\$143,700	\$143,700	\$0	\$0	\$0	
Installation (labor and equipment)	\$0	\$1,351,320	\$1,351,320	\$1,351,320	\$0	\$1,351,320	\$1,351,320	\$0	\$0	\$0	
EPC/Developer net Profit	\$0	\$625,720	\$625,720	\$625,720	\$0	\$625,720	\$625,720	\$0	\$0	\$0	
Engineering, Procurement, and Construction Overhead	\$221,560	\$517,020	\$738,600	\$738,600	\$0	\$738,600	\$738,600	\$0	\$0	\$0	
Developer Overhead	\$0	\$576,240	\$576,240	\$576,240	\$0	\$576,240	\$576,240	\$0	\$0	\$0	
Contingency	\$0	\$334,740	\$334,740	\$334,740	\$0	\$334,740	\$334,740	\$0	\$0	\$0	
Community Engagement Strategy	\$125,000	\$0	\$125,000	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0	
Administration (0.4%)	\$23,364	\$0	\$23,364	\$23,364	\$0	\$23,364	\$23,364	\$0	\$0	\$0	
Project Management (3%)	\$175,230	\$0	\$175,230	\$175,230	\$0	\$175,230	\$175,230	\$0	\$0	\$0	
TradePort Kingman Investment Zone Totals	\$20,754,540	\$340,248,737	\$361,003,277	\$208,942,778	\$91,745,536	\$300,688,313	\$127,966,942	\$50,562,500	\$30,363,336	\$95,026,000	
TradePort Kingman Totals	\$24,107,236	\$419,430,905	\$443,538,141								

I-40 Corridor Project List

Location Component	RAISE		CPRG		Project Funding Sources			Public/Private Funding Source Cost Breakdown			
	Total Project Cost		Total Project Cost								
	Project Planning	Construction	Total		Public	Private	Total	Federal	State	Local	Private
TradePort Winslow - Truck Mobility Complex											
Truck Mobility Complex											
Site Plan Design Survey, Site Planning and Grading Plan	\$510,000	\$0	\$510,000		\$510,000	0	\$510,000	\$510,000	0	0	0
Phase 1 Environmental Site Assessment	\$5,000	\$0	\$5,000		\$5,000	0	\$5,000	\$5,000	0	0	0
TMC Utility Infrastructure											
Construction Plan Design Utilities	\$630,000	\$0	\$630,000		\$630,000	0	\$630,000	\$630,000	0	0	0
Construction & Construction Management		\$5,564,000									
TMC Zero Emission Truck Infrastructure											
Zero Emission HD Truck Charging Infrastructure -											
Engineering & Design	\$30,000	\$0	\$30,000		\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Electric Vehicle Supply Equipment per 2 Units	\$0	\$278,000	\$278,000		\$278,000	\$0	\$278,000	\$278,000	\$0	\$0	\$0
Installation	\$0	\$4,828,000	\$4,828,000		\$3,862,400	\$965,600	\$4,828,000	\$3,862,400	\$0	\$0	\$965,600
Mobile Fuel Cell Electric Fueling - 1 lane	\$75,000	\$4,000,000	\$4,075,000		\$2,460,000	\$615,000	\$3,075,000	\$2,460,000	\$0	\$0	\$615,000
Permanent Fuel Cell Electric Fueling - 4 lanes	\$200,000	\$14,800,000	\$15,000,000		\$7,040,000	\$1,760,000	\$8,800,000	\$7,040,000	\$0	\$0	\$1,760,000
Biodiesel/DEF Fuel Stations - 4 lanes	\$50,000	\$6,500,000	\$6,550,000		\$0	\$6,550,000	\$6,550,000	\$0	\$0	\$0	\$6,550,000
TMC Power Generation - Winslow											
Power Generation Truck Mobility Complex, 8 ac, 3.04 MW											
Design and Engineering	\$108,000	\$0	\$108,000		\$108,000	\$0	\$108,000	\$108,000	\$0	\$0	\$0
Module	\$0	\$1,368,000	\$1,368,000		\$1,368,000	\$0	\$1,368,000	\$1,368,000	\$0	\$0	\$0
Inverter	\$0	\$182,400	\$182,400		\$182,400	\$0	\$182,400	\$182,400	\$0	\$0	\$0
Structural Balance of System (racking)	\$0	\$516,800	\$516,800		\$516,800	\$0	\$516,800	\$516,800	\$0	\$0	\$0
Electrical Balance of System	\$0	\$851,200	\$851,200		\$851,200	\$0	\$851,200	\$851,200	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$486,400	\$486,400		\$486,400	\$0	\$486,400	\$486,400	\$0	\$0	\$0
Permitting, inspection, and interconnection	\$0	\$121,600	\$121,600		\$121,600	\$0	\$121,600	\$121,600	\$0	\$0	\$0
Procurement and Construction Overhead	\$0	\$256,800	\$256,800		\$256,800	\$0	\$256,800	\$256,800	\$0	\$0	\$0
Sales Tax	\$0	\$182,400	\$182,400		\$182,400	\$0	\$182,400	\$182,400	\$0	\$0	\$0
Developer Overhead	\$0	\$1,216,000	\$1,216,000		\$1,216,000	\$0	\$1,216,000	\$1,216,000	\$0	\$0	\$0
Contingency	\$0	\$152,000	\$152,000		\$152,000	\$0	\$152,000	\$152,000	\$0	\$0	\$0
EPC/Developer Profit	\$0	\$425,600	\$425,600		\$425,600	\$0	\$425,600	\$425,600	\$0	\$0	\$0
Battery Storage - 4 Batteries (800 kW, 4 hour)											
Design and Engineering	\$81,000	\$0	\$81,000		\$81,000	\$0	\$81,000	\$81,000	\$0	\$0	\$0
Battery Central Inverter	\$0	\$178,824	\$178,824		\$178,824	\$0	\$178,824	\$178,824	\$0	\$0	\$0
Structural Balance of System	\$0	\$95,928	\$95,928		\$95,928	\$0	\$95,928	\$95,928	\$0	\$0	\$0
Lithium-ion Battery Cabinets	\$0	\$2,108,352	\$2,108,352		\$2,108,352	\$0	\$2,108,352	\$2,108,352	\$0	\$0	\$0
Electrical Balance of System	\$0	\$428,592	\$428,592		\$428,592	\$0	\$428,592	\$428,592	\$0	\$0	\$0
Sales Tax	\$0	\$171,024	\$171,024		\$171,024	\$0	\$171,024	\$171,024	\$0	\$0	\$0
Permitting fee	\$0	\$33,120	\$33,120		\$33,120	\$0	\$33,120	\$33,120	\$0	\$0	\$0
Interconnection fee	\$0	\$57,480	\$57,480		\$57,480	\$0	\$57,480	\$57,480	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$540,528	\$540,528		\$540,528	\$0	\$540,528	\$540,528	\$0	\$0	\$0
EPC/Developer net Profit	\$0	\$210,288	\$210,288		\$210,288	\$0	\$210,288	\$210,288	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead	\$0	\$214,440	\$214,440		\$214,440	\$0	\$214,440	\$214,440	\$0	\$0	\$0
Developer Overhead	\$0	\$230,496	\$230,496		\$230,496	\$0	\$230,496	\$230,496	\$0	\$0	\$0
Contingency	\$0	\$133,896	\$133,896		\$133,896	\$0	\$133,896	\$133,896	\$0	\$0	\$0
TMC Intelligent Cargo Strategy											
Automation Maintenance/Development Complex	\$150,000	\$7,500,000	\$7,650,000		\$4,590,000	\$3,060,000	\$7,650,000	\$4,590,000	\$0	\$0	\$3,060,000
TradePort Internal Transportation Mgt/Infra System Connectivity Infrastructure within TMC	\$115,000	\$1,500,000	\$1,615,000		\$1,615,000	\$0	\$1,615,000	\$1,615,000	\$0	\$0	\$0
Comprehensive Intelligent System (lights, sensors, integration, cyber security)	\$125,000	\$3,300,000	\$3,425,000		\$3,425,000	\$0	\$3,425,000	\$3,425,000	\$0	\$0	\$0
Logistics/Cargo Efficiency Infrastructure											
TradePort High Security Web System	\$250,000	\$1,500,000	\$1,750,000		\$525,000	\$1,225,000	\$1,750,000	\$525,000	\$0	\$0	\$1,225,000
Intelligent Cargo Handling Equipment	\$125,000	\$1,000,000	\$1,125,000		\$112,500	\$1,012,500	\$1,125,000	\$112,500	\$0	\$0	\$1,012,500
Inspection Charging	\$50,000	\$750,000	\$800,000		\$80,000	\$720,000	\$800,000	\$80,000	\$0	\$0	\$720,000
Fleet											
Zero Emission Truck Incentive	\$0	\$7,000,000	\$7,000,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cargo Data Management											
TradePort Skills Academies											
Academy Facility	\$100,000	\$4,100,000	\$4,200,000		\$4,100,000	\$0	\$4,100,000	\$0	\$4,100,000	\$0	\$0
Truck Parking & Business Services											
Truck Parking	\$125,000	\$1,000,000	\$1,125,000		\$900,000	\$225,000	\$1,125,000	\$0	\$900,000	\$0	\$225,000
TMC Business Services	\$150,000	\$3,000,000	\$3,150,000		\$2,520,000	\$630,000	\$3,150,000	\$0	\$0	\$2,520,000	\$630,000
Transit Infrastructure											
Transit hub and connecting transit service	\$150,000	\$2,500,000	\$2,650,000		\$2,650,000	\$0	\$2,650,000	\$2,650,000	\$0	\$0	\$0
TMC Community Engagement Strategy											
TMC Administration (0.4%)	\$23,376	\$0	\$23,376		\$23,376	\$0	\$23,376	\$23,376	\$0	\$0	\$0
TMC Project Management (3%)	\$176,320	\$0	\$176,320		\$176,320	\$0	\$176,320	\$176,320	\$0	\$0	\$0
TradePort Winslow - Truck Mobility Complex Totals	\$3,382,896	\$79,182,168	\$76,970,864		\$46,007,764	\$16,763,100	\$62,770,864	\$38,487,764	\$6,000,000	\$2,520,000	\$16,763,100
TradePort Winslow Investment Zone											
I-40 Innovation Industrial											
Pre-Construction Phase 1 Costs											
WSP Engineering Agreement Study	\$125,000	\$0	\$125,000								
ICN Layout Study (ICN)	\$50,000	\$0	\$50,000								
ICN Layouts	\$100,000	\$0	\$100,000								
ICN Land Planning	\$100,000	\$0	\$100,000								
ICN Study	\$100,000	\$0	\$100,000								

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Demolition	\$900,000	\$0	\$900,000
ATLAS Civil CM Fees	\$1,600,000	\$0	\$1,600,000
ATLAS Civil Construction	\$400,000	\$0	\$400,000
RM - Land Pre-Design	\$260,000	\$0	\$260,000
RM - Landscape Pre-Design	\$65,000	\$0	\$65,000
RM - Foundation Pre-Design	\$260,000	\$0	\$260,000
RM - Road/Driveway Concept	\$275,000	\$0	\$275,000
CED Civil Pre-Design	\$200,000	\$0	\$200,000
CED Utility Pre-Design	\$175,000	\$0	\$175,000
CED Process/Design Pre-Design	\$125,000	\$0	\$125,000
CED Fire Tower / Survey Pre-Design	\$245,000	\$0	\$245,000
Total	\$5,403,000	\$0	\$5,403,000
Pre-Development Infrastructural Costs			
Sewer Treatment Plant #1 Holding Pre-Design	\$1,650,000	\$0	\$1,650,000
Water system - #1 Holding Pre-Design	\$750,000	\$0	\$750,000
CED ADOT Traffic study Pre-Design	\$200,000	\$0	\$200,000
CED Utility Pre-Design	\$125,000	\$0	\$125,000
CED ADOT Traffic study Pre-Design	\$234,000	\$0	\$234,000
CED Civil Roads & Infrastructure Pre-Design	\$250,000	\$0	\$250,000
NYS Kaiser Morgan GAS Line Pre-Design	\$250,000	\$0	\$250,000
Energy Waste Sub-Station Pre-Design	\$75,000	\$0	\$75,000
Telecom & Internet Pre-Design	\$175,000	\$0	\$175,000
Road Pre-Design and final permits	\$3,692,000	\$0	\$3,692,000
Total	\$5,692,000	\$0	\$5,692,000
Final Development Infrastructural Cost			
Sewer Treatment Plant Phase 1	\$0	\$22,500,000	\$22,500,000
Water System & Lines Phase 1	\$0	\$32,500,000	\$32,500,000
Civil Roads & Infrastructure Phase 1	\$0	\$55,375,000	\$55,375,000
Site Power Sub-Station (3)	\$0	\$23,000,000	\$23,000,000
Kaiser Morgan Gas Main & sub-stations	\$0	\$48,500,000	\$48,500,000
Rail Spine and track to Industrial Park Phase 1	\$0	\$12,500,000	\$12,500,000
Wastewater Rail Plant	\$0	\$18,500,000	\$18,500,000
Energy Waste Sub-Station Phase 1 (25 MW Plant)	\$0	\$10,000,000	\$10,000,000
Industrial Connect Industrial Sub-Station 2	\$0	\$2,500,000	\$2,500,000
Total	\$0	\$227,875,000	\$227,875,000
Final Development Phase I Industrial & Rail Park			
On-Site Grading & Site Demo	\$0	\$9,215,275	\$9,215,275
On-Site Underground Utilities	\$0	\$14,766,240	\$14,766,240
On-Site Streets / AG Paving	\$0	\$7,937,377	\$7,937,377
On-Site Street Lights	\$0	\$1,712,000	\$1,712,000
On-Site Rail tracks	\$0	\$3,691,710	\$3,691,710
On-Site Street Lanes	\$0	\$2,768,783	\$2,768,783
On-Site Street Improvements	\$0	\$3,691,710	\$3,691,710
On-Site Geotechnical & Survey	\$0	\$1,845,885	\$1,845,885
Marketing	\$450,000	\$0	\$450,000
Salaries	\$445,000	\$0	\$445,000
Developmental Fee 5%			
Winslow Airport Hangars & Plane Storage Phase 1			
Construction Costs			
Fixed Costs Hangars	\$0	\$77,265,000	\$77,265,000
On-Site construction Cost	\$0	\$3,840,000	\$3,840,000
State Taxes	\$0	\$7,665,000	\$7,665,000
Seismic	\$0	\$4,797,000	\$4,797,000
Concrete Ramp area	\$0	\$5,809,000	\$5,809,000
Services for Plane storage (Ground handling)	\$0	\$2,500,000	\$2,500,000
General Conditions	\$0	\$3,198,000	\$3,198,000
Hard Cost Contingency	\$0	\$3,105,000	\$3,105,000
Travel Signage Allowance	\$0	\$5,750,000	\$5,750,000
Fuel Dispensing System Allowance	\$0	\$1,500,000	\$1,500,000
Contractor Fee / Overhead	\$0	\$4,090,400	\$4,090,400
Winslow Airport Hangars & Plane Storage Phase 1			
Soft Cost			
Developer Fee	\$3,275,000	\$0	\$3,275,000
General Liability Insurance	\$250,000	\$0	\$250,000
Architectural / Engineering / Utility Fees	\$2,516,000	\$0	\$2,516,000
Permit Fees	\$1,332,500	\$0	\$1,332,500
APD Fees (Electric Company)	\$1,033,000	\$0	\$1,033,000
APD Rebates	\$0	\$0	\$0
Solar Rebates	\$0	\$0	\$0
Soft Cost Contingency	\$558,920	\$0	\$558,920
Land cost			
Industrial land cost			\$0
Internal Fees			
Finance Fee	\$270,000		\$270,000
Legal Fees - ATLAS	\$30,000		\$30,000
Construction / Brokers Fees	\$1,300,000		\$1,300,000
Misc Expenses	\$20,000		\$20,000
Lender Costs			
Origination Fees	\$300,000		\$300,000
Lender Legal	\$20,000		\$20,000

Approval	\$8,500		\$8,500								
Rec. and 3rd Party Expenses	\$32,000		\$32,000								
Closing Costs:											
Escrow Fee	\$49,180		\$49,180								
Escrow Fee	\$17,000		\$17,000								
Escrow Fee	\$12,500		\$12,500								
Recording and Closing Fees	\$2,500		\$2,500								
Arterial/Highway Road Improvements											
Lindberg Parkway Phase 1											
Planning	\$590,000	\$0	\$590,000								
Engineering	\$710,000	\$0	\$710,000								
Designs, Environmental Site Assessment & Studies											
Boundary Survey	\$120,000	\$0	\$120,000								
Legal Descriptions of Parcels	\$75,000	\$0	\$75,000								
Preliminary Land Appraisals	\$30,000	\$0	\$30,000								
Water System Analysis	\$60,000	\$0	\$60,000								
Sewer System Analysis	\$60,000	\$0	\$60,000								
Drainage Study	\$100,000	\$0	\$100,000								
Transportation/Traffic Study	\$110,000	\$0	\$110,000								
Preliminary NEPA Study	\$65,000	\$0	\$65,000								
Geotechnical Analysis	\$100,000	\$0	\$100,000								
Solicit Input and Public Feedback	\$20,000	\$0	\$20,000								
Create Conceptual Design (30%)	\$500,000	\$0	\$500,000								
Contingency	\$252,000	\$0	\$252,000								
Preliminary Planning											
East Lindberg Parkway/I-40 Interchange	\$1,500,000	\$0	\$1,500,000								
West Lindberg Parkway/I-40 Interchange	\$1,500,000	\$0	\$1,500,000								
Power Generation											
Power Generation TradePort, 21 ac, 7.98 MW											
Module	\$0	\$3,591,000	\$3,591,000	\$3,591,000	\$0	\$3,591,000	\$3,591,000	\$0	\$0	\$0	\$0
Inverter	\$0	\$478,800	\$478,800	\$478,800	\$0	\$478,800	\$478,800	\$0	\$0	\$0	\$0
Structural Balance of System (racking)	\$0	\$1,356,600	\$1,356,600	\$1,356,600	\$0	\$1,356,600	\$1,356,600	\$0	\$0	\$0	\$0
Electrical Balance of System	\$0	\$2,234,400	\$2,234,400	\$2,234,400	\$0	\$2,234,400	\$2,234,400	\$0	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$1,276,800	\$1,276,800	\$1,276,800	\$0	\$1,276,800	\$1,276,800	\$0	\$0	\$0	\$0
Permitting, Inspection, and Interconnection	\$319,200	\$0	\$319,200	\$319,200	\$0	\$319,200	\$319,200	\$0	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead	\$287,280	\$670,320	\$957,600	\$957,600	\$0	\$957,600	\$957,600	\$0	\$0	\$0	\$0
Sales Tax	\$0	\$478,800	\$478,800	\$478,800	\$0	\$478,800	\$478,800	\$0	\$0	\$0	\$0
Developer Overhead	\$0	\$3,192,000	\$3,192,000	\$3,192,000	\$0	\$3,192,000	\$3,192,000	\$0	\$0	\$0	\$0
Contingency (3%)	\$0	\$399,000	\$399,000	\$399,000	\$0	\$399,000	\$399,000	\$0	\$0	\$0	\$0
EPC/Developer Profit	\$0	\$1,117,200	\$1,117,200	\$1,117,200	\$0	\$1,117,200	\$1,117,200	\$0	\$0	\$0	\$0
Battery Storage - 10 batteries (600 kW, 4 hour)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Battery Central Inverter	\$0	\$447,060	\$447,060	\$447,060	\$0	\$447,060	\$447,060	\$0	\$0	\$0	\$0
Structural Balance of System	\$0	\$239,820	\$239,820	\$239,820	\$0	\$239,820	\$239,820	\$0	\$0	\$0	\$0
Lithium-ion Battery Cabinets	\$0	\$5,270,880	\$5,270,880	\$5,270,880	\$0	\$5,270,880	\$5,270,880	\$0	\$0	\$0	\$0
Electrical Balance of System	\$0	\$1,071,480	\$1,071,480	\$1,071,480	\$0	\$1,071,480	\$1,071,480	\$0	\$0	\$0	\$0
Sales Tax	\$0	\$427,560	\$427,560	\$427,560	\$0	\$427,560	\$427,560	\$0	\$0	\$0	\$0
Permitting fee	\$82,800	\$0	\$82,800	\$82,800	\$0	\$82,800	\$82,800	\$0	\$0	\$0	\$0
Interconnection fee	\$143,700	\$0	\$143,700	\$143,700	\$0	\$143,700	\$143,700	\$0	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$1,351,320	\$1,351,320	\$1,351,320	\$0	\$1,351,320	\$1,351,320	\$0	\$0	\$0	\$0
EPC/Developer net Profit	\$0	\$525,720	\$525,720	\$525,720	\$0	\$525,720	\$525,720	\$0	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead	\$221,580	\$517,020	\$738,600	\$738,600	\$0	\$738,600	\$738,600	\$0	\$0	\$0	\$0
Developer Overhead	\$0	\$576,240	\$576,240	\$576,240	\$0	\$576,240	\$576,240	\$0	\$0	\$0	\$0
Contingency	\$0	\$334,740	\$334,740	\$334,740	\$0	\$334,740	\$334,740	\$0	\$0	\$0	\$0
Power Hub - Source TBD			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Community Engagement Strategy	\$125,000	\$0	\$125,000	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0	\$0
Administration (0.4%)	\$23,364	\$0	\$23,364	\$23,364	\$0	\$23,364	\$23,364	\$0	\$0	\$0	\$0
Project Management (3%)	\$175,230	\$0	\$175,230	\$175,230	\$0	\$175,230	\$175,230	\$0	\$0	\$0	\$0
TradePort Winslow Investment Zone Totals	\$37,158,254	\$639,874,409	\$677,132,663								
TradePort Winslow Totals	\$40,510,950	\$719,156,877	\$764,103,527								

I-40 Corridor Project List

		RAISE	CPRG	RAV							
Location		Total Project Cost			Project Funding Sources			Public/Private Funding Source Cost Breakdown			
Component		Project Planning	Construction	Total	Public	Private	Total	Federal	State	Local	Private
TradePort Albuquerque - Truck Mobility Complex											
Truck Mobility Complex											
Site Plan Design Survey, Site Planning and Grading Plan		\$510,000	\$0	\$510,000	\$510,000	0	\$510,000	\$510,000	0	0	0
Phase 1 Environmental Site Assessment		\$3,000	\$0	\$3,000	5000	0	6000	5000	0	0	0
Sector Plan Amendment for Upper Petro		\$200,000	\$0	\$200,000							
TMC Utility Infrastructure											
Construction Plan Design Utilities		\$630,000	\$0	\$630,000	\$630,000	0	\$630,000	\$630,000	0	0	0
Construction & Construction Management			\$5,564,000								
TMC Zero Emission Truck Infrastructure											
Zero Emission HD Truck Charging Infrastructure -											
Engineering & Design		\$30,000	\$0	\$30,000	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Electric Vehicle Supply Equipment per 8 Units		\$0	\$1,112,000	\$1,112,000	\$1,112,000	\$0	\$1,112,000	\$1,112,000	\$0	\$0	\$0
Installation		\$0	\$5,460,000	\$5,460,000	\$3,862,400	\$1,597,600	\$5,460,000	\$3,862,400	\$0	\$0	\$1,597,600
Mobile Fuel Cell Electric Fueling - 1 lane		\$73,000	\$4,000,000	\$4,073,000	\$2,460,000	\$1,613,000	\$4,073,000	\$2,460,000	\$0	\$0	\$1,613,000
Permanent Fuel Cell Electric Fueling - 4 lanes		\$200,000	\$14,800,000	\$15,000,000	\$7,040,000	\$7,960,000	\$15,000,000	\$7,040,000	\$0	\$0	\$7,960,000
Biodiesel/DEF Fuel Stations - 4 lanes		\$50,000	\$4,500,000	\$4,550,000	\$0	\$4,550,000	\$4,550,000	\$0	\$0	\$0	\$4,550,000
TMC Power Generation - Albuquerque											
Power Generation Truck Mobility Complex, 27 ac, 10 MW											
Design and Engineering		\$246,000	\$0	\$246,000	\$246,000	\$0	\$246,000	\$246,000	\$0	\$0	\$0
Module		\$0	\$4,617,000	\$4,617,000	\$4,617,000	\$0	\$4,617,000	\$4,617,000	\$0	\$0	\$0
Inverter		\$0	\$615,600	\$615,600	\$615,600	\$0	\$615,600	\$615,600	\$0	\$0	\$0
Structural Balance of System (racking)		\$0	\$1,744,200	\$1,744,200	\$1,744,200	\$0	\$1,744,200	\$1,744,200	\$0	\$0	\$0
Electrical Balance of System		\$0	\$2,872,800	\$2,872,800	\$2,872,800	\$0	\$2,872,800	\$2,872,800	\$0	\$0	\$0
Installation (labor and equipment)		\$0	\$1,641,600	\$1,641,600	\$1,641,600	\$0	\$1,641,600	\$1,641,600	\$0	\$0	\$0
Permitting, Inspection, and Interconnection		\$0	\$410,400	\$410,400	\$410,400	\$0	\$410,400	\$410,400	\$0	\$0	\$0
Procurement and Construction Overhead		\$0	\$1,231,200	\$1,231,200	\$1,231,200	\$0	\$1,231,200	\$1,231,200	\$0	\$0	\$0
Sales Tax		\$0	\$615,600	\$615,600	\$615,600	\$0	\$615,600	\$615,600	\$0	\$0	\$0
Developer Overhead		\$0	\$4,104,000	\$4,104,000	\$4,104,000	\$0	\$4,104,000	\$4,104,000	\$0	\$0	\$0
Contingency		\$0	\$513,000	\$513,000	\$513,000	\$0	\$513,000	\$513,000	\$0	\$0	\$0
EPC/Developer Profit		\$0	\$1,436,400	\$1,436,400	\$1,436,400	\$0	\$1,436,400	\$1,436,400	\$0	\$0	\$0
Battery Storage - 4 Batteries (600 kW, 4 hour)											
Design and Engineering		\$205,000	\$0	\$205,000	\$205,000	\$0	\$205,000	\$205,000	\$0	\$0	\$0
Battery Central Inverter		\$0	\$536,472	\$536,472	\$536,472	\$0	\$536,472	\$536,472	\$0	\$0	\$0
Structural Balance of System		\$0	\$287,784	\$287,784	\$287,784	\$0	\$287,784	\$287,784	\$0	\$0	\$0
Uranium-Ion Battery Cabinets		\$0	\$6,325,056	\$6,325,056	\$6,325,056	\$0	\$6,325,056	\$6,325,056	\$0	\$0	\$0
Electrical Balance of System		\$0	\$1,285,776	\$1,285,776	\$1,285,776	\$0	\$1,285,776	\$1,285,776	\$0	\$0	\$0
Sales Tax		\$0	\$513,072	\$513,072	\$513,072	\$0	\$513,072	\$513,072	\$0	\$0	\$0
Permitting fee		\$0	\$99,360	\$99,360	\$99,360	\$0	\$99,360	\$99,360	\$0	\$0	\$0
Interconnection fee		\$0	\$172,440	\$172,440	\$172,440	\$0	\$172,440	\$172,440	\$0	\$0	\$0
Installation (labor and equipment)		\$0	\$1,621,584	\$1,621,584	\$1,621,584	\$0	\$1,621,584	\$1,621,584	\$0	\$0	\$0
EPC/Developer net Profit		\$0	\$630,864	\$630,864	\$630,864	\$0	\$630,864	\$630,864	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead		\$0	\$886,320	\$886,320	\$886,320	\$0	\$886,320	\$886,320	\$0	\$0	\$0
Developer Overhead		\$0	\$691,488	\$691,488	\$691,488	\$0	\$691,488	\$691,488	\$0	\$0	\$0
Contingency		\$0	\$401,688	\$401,688	\$401,688	\$0	\$401,688	\$401,688	\$0	\$0	\$0
TMC Intelligent Cargo Strategy											
Automation Maintenance/Development Complex		\$150,000	\$7,500,000	\$7,650,000	\$4,590,000	\$3,060,000	\$7,650,000	\$4,590,000	\$0	\$0	\$3,060,000
TradePort Internal Transportation Mgt/Infra System Connectivity Infrastructure within TMC		\$115,000	\$1,500,000	\$1,615,000	\$1,615,000	\$0	\$1,615,000	\$1,615,000	\$0	\$0	\$0
Corridorwide Intelligent System (lights, sensors, integration, cyber security)		\$125,000	\$3,300,000	\$3,425,000	\$3,425,000	\$0	\$3,425,000	\$3,425,000	\$0	\$0	\$0
CAV Test Track											
5G C-V2X Testbed		\$750,000	\$20,000,000	\$20,750,000	\$18,675,000	\$2,075,000	\$20,750,000	\$0	\$18,675,000	\$0	\$2,075,000
Smart Road		\$50,000	\$5,000,000	\$5,050,000	\$5,050,000	\$0	\$5,050,000	\$0	\$5,050,000	\$0	\$0
Special Use Permit		\$250,000	\$0	\$250,000							
Intelligent Data Platform											
Intelligent Traffic Management Systems & Gateways			\$5,000,000								
Cloud Storage			\$750,000								
System Central Management		\$100,000									
System Monitoring & Security		\$50,000									
Traffic Light, Controller, Road Side Unit, Vehicle Detection Sensors			\$50,000								
Vehicle & Cargo Sensing			\$50,000								
Automated Maneuver Testing			\$150,000								
Mock-up Roadways & Intersections			\$20,000								
Dynamic ADAS VRU Testing Targets			\$150,000								
Mock-up Loading Dock & Refueling Station			\$150,000								
Project Management & Administration		\$1,000,000									
Logistics/Cargo Efficiency Infrastructure											
TradePort High Security Web System		\$250,000	\$1,500,000	\$1,750,000	\$525,000	\$1,225,000	\$1,750,000	\$525,000	\$0	\$0	\$1,225,000
Intelligent Cargo Handling Equipment		\$125,000	\$1,000,000	\$1,125,000	\$112,500	\$1,012,500	\$1,125,000	\$112,500	\$0	\$0	\$1,012,500
Induction Charging		\$50,000	\$750,000	\$800,000	\$80,000	\$720,000	\$800,000	\$80,000	\$0	\$0	\$720,000
Fleet											
Zero-Emission Truck Incentive		\$0	\$7,000,000	\$7,000,000				\$0	\$0	\$0	\$0

come
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Cargo Data Management				\$0	\$0	\$0	\$0	\$0	\$0	\$0	review here
TradePort Skills Academies											
Academy Facility	\$100,000	\$4,000,000	\$4,100,000	\$4,100,000	\$0	\$4,100,000	\$0	\$4,100,000	\$0	\$0	
Truck Parking & Business Services											
Truck Parking	\$125,000	\$1,000,000	\$1,125,000	\$900,000	\$225,000	\$1,125,000	\$0	\$900,000	\$0	\$225,000	
TMC Business Services	\$150,000	\$3,000,000	\$3,150,000	\$2,520,000	\$630,000	\$3,150,000	\$0	\$0	\$2,520,000	\$630,000	
Transit Infrastructure											
Transit hub and connecting transit service	\$150,000	\$2,500,000	\$2,650,000	\$2,650,000	\$0	\$2,650,000	\$2,650,000	\$0	\$0	\$0	
TMC Community Engagement Strategy	\$125,000	\$0	\$125,000	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0	
TMC Administration (0.4%)	\$23,376	\$0	\$23,376	\$23,376	\$0	\$23,376	\$23,376	\$0	\$0	\$0	
TMC Project Management (3%)	\$175,320	\$0	\$175,320	\$175,320	\$0	\$175,320	\$175,320	\$0	\$0	\$0	
TradePort Albuquerque - Truck Mobility Complex Totals	\$6,064,676	\$130,539,704	\$136,604,400	\$118,920,300	\$18,638,100	\$112,758,400	\$42,475,300	\$28,725,000	\$2,520,000	\$18,838,100	
TradePort Albuquerque - Investment Zone											
Arterial/Highway Road Improvements - Albico Vista Improvements											
Albico Vista Boulevard - Industrial Collector, I-40 Interchange to Prime Parkway											
Design, Environmental Site Assessment & Engineering - Reconstruction and shoulder-widening	\$1,450,000	\$0	\$1,450,000								
Construction - Roadway, Trail, and Storm Drain	\$0	\$9,205,000	\$9,205,000								
Signal Cost	\$0	\$2,200,000	\$2,200,000								
Lighting Cost	\$0	\$690,000	\$690,000								
I-40 to Ladera											
Design Cost	\$1,451,300	\$0	\$1,451,300								
Construction Management	\$0	\$846,600	\$846,600								
Ladera to Shooting Range Road											
Construction - Roadway, Trail, and Storm Drain	\$0	\$15,058,900	\$15,058,900								
Lighting Cost	\$0	\$2,254,700	\$2,254,700								
Ladera to Shooting Range Road (COA)											
Design Cost	\$2,077,700	\$0	\$2,077,700								
Construction Management	\$0	\$1,212,000	\$1,212,000								
Shooting Range Road to Double Eagle Road											
Construction - Roadway, Trail, and Storm Drain	\$0	\$13,462,300	\$13,462,300								
Lighting Cost	\$0	\$2,015,700	\$2,015,700								
Shooting Range Road to Double Eagle Road (COA)											
Design Cost	\$1,857,400	\$0	\$1,857,400								
Construction Management	\$0	\$1,083,500	\$1,083,500								
Double Eagle Road to City Limits											
Construction - Roadway, Trail, and Storm Drain	\$0	\$7,983,400	\$7,983,400								
Lighting Cost	\$0	\$1,195,400	\$1,195,400								
Design Cost	\$1,101,500	\$0	\$1,101,500								
Construction Management	\$0	\$642,600	\$642,600								
City Limits to Paseo del Norte											
Construction - Roadway, Trail, and Storm Drain	\$0	\$3,391,700	\$3,391,700								
Signal Cost	\$0	\$1,100,000	\$1,100,000								
Lighting Cost	\$0	\$825,000	\$825,000								
Design Cost	\$638,000	\$0	\$638,000								
Construction Management	\$0	\$372,200	\$372,200								
TradePort Road Infrastructure - Paseo del Volcan											
I-40 Paseo del Volcan Interchange											
Design Cost	\$4,200,000	\$0	\$4,200,000								
Construction	\$0	\$35,000,000	\$35,000,000								
I-40 Frontage Road to Shooting Range Road											
Design Cost	\$3,058,100	\$0	\$3,058,100								
I-40 Frontage Road to Ladera Road											
Construction - Roadway, Trail, and Storm Drain	\$0	\$8,192,200	\$8,192,200								
Signal Cost	\$0	\$825,000	\$825,000								
Lighting Cost	\$0	\$1,226,600	\$1,226,600								
Ladera Road to Shooting Range Road											
Construction - Roadway, Trail, and Storm Drain	\$0	\$17,688,800	\$17,688,800								
Lighting Cost	\$0	\$2,648,500	\$2,648,500								
TradePort Road Infrastructure - Garrett (Includes RAISE/Phase 1)											
Prime Parkway - Industrial Collector - Phase 1											
Design, Environmental Site Assessment & Engineering - Reconstruction and shoulder-widening	\$150,000	\$0	\$150,000								
Construction - Roadway	\$0	\$1,042,300	\$1,042,300								
Lighting Cost	\$0	\$203,200	\$203,200								
Construction Management	\$0	\$87,200	\$87,200								
Pacesetter Drive - Collector											
Design, Environmental Site Assessment & Engineering - Reconstruction and shoulder-widening	\$250,000	\$0	\$250,000								
Construction - Roadway	\$0	\$1,606,500	\$1,606,500								
Lighting Cost	\$0	\$472,700	\$472,700								
Construction Management	\$0	\$145,600	\$145,600								
Comfort Way Extension E/W Arterial											
Design, Environmental Site Assessment & Engineering - Extension	\$1,410,000	\$0	\$1,410,000								
Construction - Roadway	\$0	\$10,762,700	\$10,762,700								
Lighting Cost	\$0	\$996,900	\$996,900								
Construction Management	\$0	\$823,200	\$823,200								
Ladera Drive - Arterial - Widening											

Design, Environmental Site Assessment & Engineering	\$470,000	\$0	\$470,000
Construction - Roadway	\$0	\$2,349,100	\$2,349,100
Signal Cost	\$0	\$1,100,000	\$1,100,000
Lighting Cost	\$0	\$435,200	\$435,200
Construction Management	\$0	\$271,900	\$271,900
Ladera Drive - Arterial - Extension	\$775,000	\$0	\$775,000
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$7,439,400	\$7,439,400
Construction - Roadway	\$0	\$689,100	\$689,100
Lighting Cost	\$0	\$569,000	\$569,000
Construction Management	\$0	\$0	\$0
New E/W Industrial Collector N of Prime	\$279,000	\$0	\$279,000
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$2,116,600	\$2,116,600
Construction - Roadway	\$0	\$206,300	\$206,300
Lighting Cost	\$0	\$162,600	\$162,600
Construction Management	\$0	\$0	\$0
N/S Minor Arterial	\$5,441,100	\$0	\$5,441,100
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$41,498,700	\$41,498,700
Construction - Roadway	\$0	\$3,843,800	\$3,843,800
Lighting Cost	\$0	\$3,174,000	\$3,174,000
Construction Management	\$0	\$0	\$0
N/S Arterial (East of Africo Vista)	\$1,065,000	\$0	\$1,065,000
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$8,122,700	\$8,122,700
Construction - Roadway	\$0	\$752,400	\$752,400
Lighting Cost	\$0	\$621,300	\$621,300
Construction Management	\$0	\$0	\$0
Arroyo Vista Extension - E/W Arterial East of Africo Vista	\$296,400	\$0	\$296,400
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$2,260,500	\$2,260,500
Construction - Roadway	\$0	\$209,400	\$209,400
Lighting Cost	\$0	\$172,900	\$172,900
Construction Management	\$0	\$0	\$0
Ladera Extension - E/W Arterial east of Africo Vista	\$523,000	\$0	\$523,000
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$3,988,600	\$3,988,600
Construction - Roadway	\$0	\$369,500	\$369,500
Lighting Cost	\$0	\$305,100	\$305,100
Construction Management	\$0	\$0	\$0
Prime Parkway Extension West - Phase 2	\$313,600	\$0	\$313,600
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$2,381,200	\$2,381,200
Construction - Roadway	\$0	\$232,100	\$232,100
Lighting Cost	\$0	\$183,000	\$183,000
Construction Management	\$0	\$0	\$0
Prime Parkway Extension West - Phase 2	\$915,900	\$0	\$915,900
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$6,954,200	\$6,954,200
Construction - Roadway	\$0	\$677,700	\$677,700
Lighting Cost	\$0	\$534,300	\$534,300
Construction Management	\$0	\$0	\$0
Pacesetter Extension Phase 1 north - Phase 2	\$277,800	\$0	\$277,800
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$2,018,000	\$2,018,000
Construction - Roadway	\$0	\$296,900	\$296,900
Lighting Cost	\$0	\$162,100	\$162,100
Construction Management	\$0	\$0	\$0
E/W Community Arterial 2 - Phase 2	\$1,569,700	\$0	\$1,569,700
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$10,965,100	\$10,965,100
Construction - Roadway	\$0	\$1,100,000	\$1,100,000
Signal Cost	\$0	\$1,015,700	\$1,015,700
Lighting Cost	\$0	\$915,700	\$915,700
Construction Management	\$0	\$0	\$0
N/S Industrial Collector - Phase 2	\$820,400	\$0	\$820,400
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$6,229,500	\$6,229,500
Construction - Roadway	\$0	\$607,100	\$607,100
Lighting Cost	\$0	\$478,600	\$478,600
Construction Management	\$0	\$0	\$0
Pacesetter Extension Phase 2 north - Phase 3	\$105,300	\$0	\$105,300
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$744,800	\$744,800
Construction - Roadway	\$0	\$112,500	\$112,500
Lighting Cost	\$0	\$61,500	\$61,500
Construction Management	\$0	\$0	\$0
E/W Community Arterial 2 - Phase 3			
Design, Environmental Site Assessment & Engineering - Extension			
Construction - Roadway			
Signal Cost			
Lighting Cost			
Construction Management			
Arroyo Vista Extension - E/W Arterial - Phase 3	\$1,647,100	\$0	\$1,647,100
Design, Environmental Site Assessment & Engineering - Extension	\$0	\$11,555,600	\$11,555,600
Construction - Roadway	\$0	\$1,100,000	\$1,100,000
Signal Cost	\$0	\$0	\$0

Lighting Cost	\$0	\$1,070,400	\$1,070,400							
Construction Management	\$0	\$960,900	\$960,900							
N/S Industrial Collector - Phase 4										
Design, Environmental Site Assessment & Engineering - Extension	\$2,835,000	\$0	\$2,835,000							
Construction - Roadway	\$0	\$17,517,700	\$17,517,700							
Signal Cost	\$0	\$4,400,000	\$4,400,000							
Lighting Cost	\$0	\$1,707,100	\$1,707,100							
Construction Management	\$0	\$1,453,800	\$1,453,800							
Utility Infrastructure										
Masterplan Sanitary Sewerline East of Africa Vista										
Site Master Planning, Environmental Assessment & Design	\$708,000	\$0	\$708,000							
Construction	\$0	\$5,900,000	\$5,900,000							
Construction Management	\$0	\$413,000	\$413,000							
Distribution Water & Sanitary Sewer Lines for Site - 200 Acre Support Services										
Distribution Planning, Environmental Assessment & Design	\$311,000	\$0	\$311,000							
Construction	\$0	\$2,600,000	\$2,600,000							
Construction Management	\$0	\$182,000	\$182,000							
Power Generation										
Power Generation TradePort, 21 ac, 7.98 MW										
Module	\$0	\$3,591,000	\$3,591,000	\$3,591,000	\$0	\$3,591,000	\$3,591,000	\$0	\$0	\$0
Inverter	\$0	\$478,800	\$478,800	\$478,800	\$0	\$478,800	\$478,800	\$0	\$0	\$0
Structural Balance of System (racking)	\$0	\$1,356,600	\$1,356,600	\$1,356,600	\$0	\$1,356,600	\$1,356,600	\$0	\$0	\$0
Electrical Balance of System	\$0	\$2,234,400	\$2,234,400	\$2,234,400	\$0	\$2,234,400	\$2,234,400	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$1,276,800	\$1,276,800	\$1,276,800	\$0	\$1,276,800	\$1,276,800	\$0	\$0	\$0
Permitting, Inspection, and Interconnection	\$319,200	\$0	\$319,200	\$319,200	\$0	\$319,200	\$319,200	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead	\$287,280	\$470,320	\$957,600	\$957,600	\$0	\$957,600	\$957,600	\$0	\$0	\$0
Sales Tax	\$0	\$478,800	\$478,800	\$478,800	\$0	\$478,800	\$478,800	\$0	\$0	\$0
Developer Overhead	\$0	\$3,192,000	\$3,192,000	\$3,192,000	\$0	\$3,192,000	\$3,192,000	\$0	\$0	\$0
Contingency (3%)	\$0	\$399,000	\$399,000	\$399,000	\$0	\$399,000	\$399,000	\$0	\$0	\$0
EPC/Developer Profit	\$0	\$1,117,200	\$1,117,200	\$1,117,200	\$0	\$1,117,200	\$1,117,200	\$0	\$0	\$0
Battery Storage - 10 batteries (600 kW, 4 hour)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Battery Central Inverter	\$0	\$447,060	\$447,060	\$447,060	\$0	\$447,060	\$447,060	\$0	\$0	\$0
Structural Balance of System	\$0	\$239,820	\$239,820	\$239,820	\$0	\$239,820	\$239,820	\$0	\$0	\$0
Lithium-ion Battery Cabinets	\$0	\$5,270,880	\$5,270,880	\$5,270,880	\$0	\$5,270,880	\$5,270,880	\$0	\$0	\$0
Electrical Balance of System	\$0	\$1,071,480	\$1,071,480	\$1,071,480	\$0	\$1,071,480	\$1,071,480	\$0	\$0	\$0
Sales Tax	\$0	\$427,560	\$427,560	\$427,560	\$0	\$427,560	\$427,560	\$0	\$0	\$0
Permitting fee	\$82,800	\$0	\$82,800	\$82,800	\$0	\$82,800	\$82,800	\$0	\$0	\$0
Interconnection fee	\$143,700	\$0	\$143,700	\$143,700	\$0	\$143,700	\$143,700	\$0	\$0	\$0
Installation (labor and equipment)	\$0	\$1,351,320	\$1,351,320	\$1,351,320	\$0	\$1,351,320	\$1,351,320	\$0	\$0	\$0
EPC/Developer net Profit	\$0	\$525,720	\$525,720	\$525,720	\$0	\$525,720	\$525,720	\$0	\$0	\$0
Engineering, Procurement, and Construction Overhead	\$221,580	\$517,020	\$738,600	\$738,600	\$0	\$738,600	\$738,600	\$0	\$0	\$0
Developer Overhead	\$0	\$576,240	\$576,240	\$576,240	\$0	\$576,240	\$576,240	\$0	\$0	\$0
Contingency	\$0	\$334,740	\$334,740	\$334,740	\$0	\$334,740	\$334,740	\$0	\$0	\$0
Community Engagement Strategy	\$125,000	\$0	\$125,000							
Administration (0.4%)	\$23,400		\$23,400	\$7,020	\$16,380	\$23,400	\$7,020	\$0	\$0	\$16,380
Project Management (3%)	\$175,500		\$175,500	\$17,550	\$157,950	\$175,500	\$17,550	\$0	\$0	\$157,950
TradePort Albuquerque Investment Zone Totals	\$37,576,760	\$336,225,760	\$373,802,520	\$26,435,890	\$174,330	\$26,610,220	\$26,435,890	\$0	\$0	\$174,330
TradePort Albuquerque Totals	\$43,641,456	\$466,765,464	\$510,406,920	\$120,556,190	\$19,012,430	\$139,568,620	\$89,311,190	\$26,725,000	\$2,520,000	\$19,012,430

EXHIBIT C
I40 TradePort Corridor Development Plan – as submitted to USDOT for RIA designation

EXHIBIT C: I40 TradePort Corridor Plan

Regional Infrastructure Accelerator Program

I-40 TradePort Corridor

Proposed By:
Bernalillo County, New Mexico

United States Department of Transportation
Build America Bureau

Region of Designation:
I-40 TradePort Corridor (California, Arizona & New Mexico)

Category of Designation: Corridor (Rural)
RIA Budget Amount: \$3.815 million

May 30, 2023

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I. Applicant

Representing a novel approach for the development of a multi-state next-generation clean energy, high-efficiency logistics corridor, this project proposal is submitted by Bernalillo County, New Mexico on behalf of a unique partnership of public entities and private companies that together are collaborating to deliver a transformational project that is regionally vital and of national significance.

Partner Group

The I-40 TradePort Corridor (I40TPC) is being developed by a collective of public and private organizations as the I-40 TradePort Partner Group including the following:

<u>Partner</u>	<u>Location</u>	<u>Organization</u>
Bernalillo County (RIA applicant)	New Mexico	County government
Sandoval County	New Mexico	County government
City of Winslow	Arizona	Municipal government
Atlas Investments	Arizona	Private investor, development
City of Kingman	Arizona	Municipal government
Kingman Development Partners	Arizona-Nevada	Private investor, development
GLDPartners	National	Project investment developer

Beyond the Partner Group, there are a myriad of supporting public sector entities including the following:

Federal Research Laboratories: Sandia National Laboratories, Air Force Research Laboratory

State Governments: State of Arizona and State of New Mexico

County and City Governments: Mohave, Navajo, Coconino Counties (Arizona); City of Albuquerque, City of Rio Rancho, Village of Los Lunas (New Mexico)

Seaport: Port of Los Angeles

Indian Nations: The Navajo Nation, Indian Pueblo Cultural Center, Tamaya Ventures

Councils of Governments: Western Arizona Council of Governments (Kingman region), Northern Arizona Council of Governments (Winslow region), Mid-Region Council of Governments (Albuquerque region)

Education/Higher Education: Rio Rancho Schools, Mohave Community College, Northland Pioneer Community College, University of New Mexico

Economic Development: Arizona Commerce Authority, New Mexico Economic Development, Kingman Economic Development, New Mexico Trade Alliance, Economic Collaborative of Northern Arizona, Albuquerque Region Economic Development, Sandoval Economic Alliance

From the private sector, the following companies are supportive and involved in the project:

CRST and RUAN (national truck fleet operators), GTI Energy (national low-carbon research institution), Unisource and Public Service New Mexico (investor-owned utility companies), Plug Power (clean hydrogen production), Intel (semiconductor manufacturing), Laron Industries (manufacturing), Nikola (zero emission truck manufacturer), Nossaman LLP (national law firm), Patriot Rail (rail), Wagner (heavy equipment).

The I40TPC project's Development Team is comprised of nationally recognized specialist companies which have expertise in project investment, development strategy and planning, legal

and P3 matters, engineering, environmental planning, logistics and economic development. This Development Team has worked together previously and has proven bona fides in delivering large-scale infrastructure, transportation and industrial investment projects around the world.

I-40 TradePort Corridor System

The I40TPC is being developed as a multi-state project that will be transformational for enabling a more flexible and resilient national logistics and supply chain system. Regional Infrastructure Accelerator designation will support the Partner Group and its port, industry and public partners with plans to develop the first critical leg of a next-generation national freight corridor system that is constructed over an integrated clean energy, high-efficiency cargo management platform.

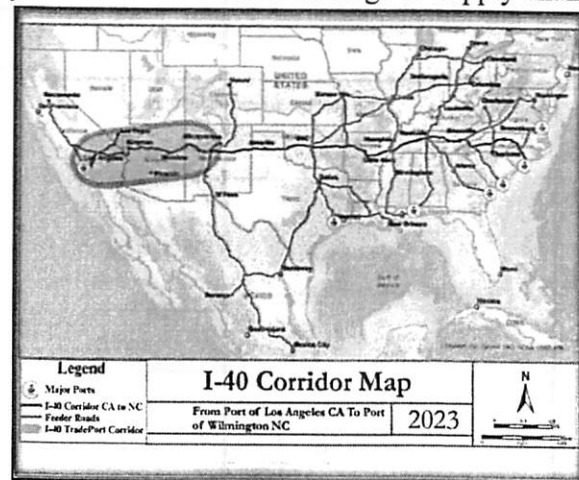
Though heavily customized, the Partner Group has modelled the I40TPC business proposition after TradePort California which is a project system that extends from the Los Angeles seaports complex along a key north/south corridor. Just as with Rains, the I40TPC begins at the seaports complex in Los Angeles and extends east-west to TradePort hubs that are located at strategic locations along the busiest trade corridor in the US. The Partner Group's intention is to develop the project from Los Angeles to Albuquerque, and later collaborate with partners to extend the corridor into Texas and Midwest markets.

The project plan is built to support more fluid and efficient cargo flows through the busiest seaports complex in North America. Developed to be a functional and seamless extension of those seaports, the project helps to address increasing concerns about the now alarming functional performance of the Inland Empire and the future negative impacts to national supply chain management. As the Los Angeles region's logistics system has begun to work less and less efficiently, there are negative impacts to port cargo throughput efficiency and by extension to the flow of cargo to supply chain points in Texas, the Midwest, the South and East Coast.

The I40TPC is the spine for a feeder shed that traverses an 805-mile-long corridor that extends from the Los Angeles region through various climatic zones from low desert to high altitude mountain and cold semi-arid regions. The route includes rural and Native American communities and major metropolitan regions. Along this route, the plan is to build three TradePorts that each include a logistics and investment zone. These projects will create economic development in places that would otherwise not have opportunities for significant economic growth.

With some assets in rural but strategic locations, the I40TPC will create large benefits to a number of rural and Native American communities in Arizona and New Mexico.

The I40TPC is envisioned as a five-hub system beginning at the San Pedro seaports complex and connected to both strategic functional and logistics/investment hubs in California, Arizona and New Mexico. Later additional corridor hubs would be developed at points east in Texas, Oklahoma, and other points in the Midwest and South creating an integrated national heavy truck clean energy, logistics, industrial development system.



Graphic: I-40 TradePort Corridor, Source: GLDPartners

Hubs

Los Angeles Ports Complex

Description: As the busiest seaports complex in the Western Hemisphere, the Los Angeles seaports are the funnel-point for the vast majority of Asia-US trade. The seaport hub supports large cargo flows into and out of the domestic I-40 lane for import and export cargo via a massive truck and container rail complex. Due to the Port's scale and aggressive public policy in California, the seaports complex is a testbed for clean energy cargo movement. In a challenging environment, the Ports are committed to increasingly improve cargo throughput systems efficiency. The I40TPC is designed to serve as a collaborative extension to the seaports complex to strategic inland logistics points, and a seamless interface for high-efficiency, clean energy cargo transportation.

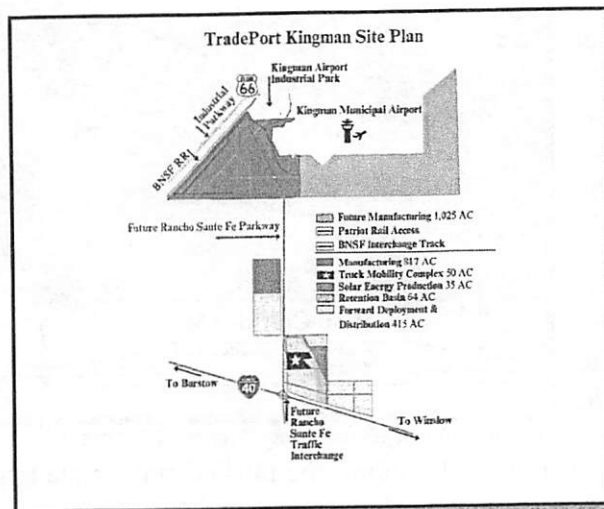
Barstow, California

To support the Corridor's clean truck charging and fueling system, a heavy truck clean energy hub will be installed as a strategic or intermediary functional stop in Barstow. This location will not be a fully developed TradePort hub, but rather will serve as a technical hub offering fueling/charging and maintenance services.

Distance from Port of Los Angeles: 132 miles

Kingman, Arizona

Description: Kingman represents a small-mid-sized market Corridor hub, situated at a strategic-interval functional location along I-40 and the BNSF transcontinental rail line. The site location represents a competitive cost industrial location and is a regional highway/rail/air hub. The TradePort location is supported by combined large-scale private investment and State investment for the development of a new I-40 interchange (Rancho Santa Fe Parkway connector road extending to the Kingman Municipal Airport).



Graphic: TradePort Kingman Site Plan, Source: GLDPartners

A 1,400-acre TradePort will be built in two components along Rancho Santa Fe Parkway, including: 1) powered by a self-sustaining solar array, a 300-acre clean energy Truck Mobility Complex and Forward Deployment Logistics Investment Zone at the new I-40 interchange and a 400-acre Manufacturing and Forward Deployment Zone along Rancho Santa Fe Parkway, and 2) a 700-acre multimodal Kingman Airport industrial park that is focused on manufacturing investment. These sites are supported by significant committed private investment with strategic roadwork and utility investments.

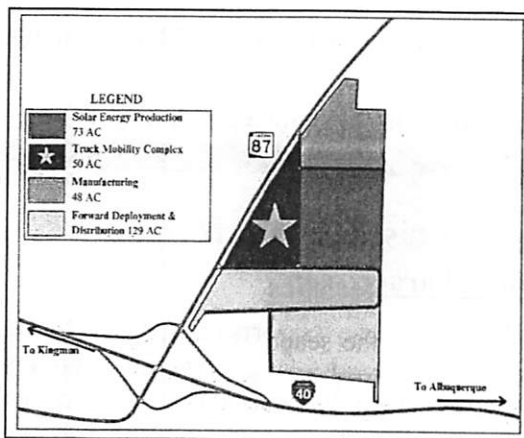
Distance from Barstow: 206 miles / Distance from Port of Los Angeles: 345 miles

Winslow, Arizona

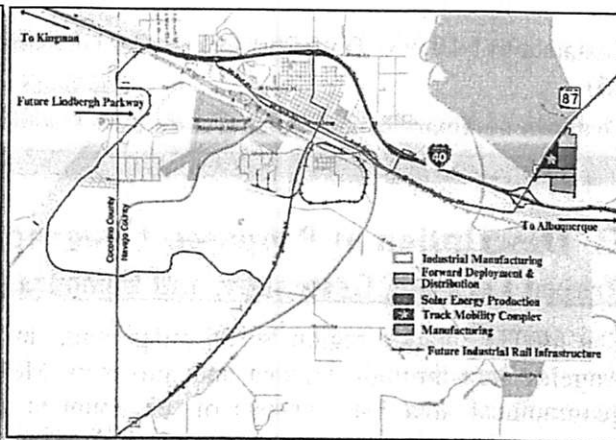
Description: Winslow is a small market strategic-interval functional TradePort hub with direct I-40/BNSF transcontinental line access. The location is supported by committed large-scale private investment in the development of new significant industrial and transportation logistics

infrastructure assets. A new connector road and highway overpass are programmed along with major utility and power source investments which will anchor an approximately 2,500-acre industrial development that is being developed to include manufacturing investment. A clean energy Truck Mobility Complex will be built at an existing I-40 interchange on the east side of the city with an integrated Forward Deployment Investment Zone that will be fully powered by a 73-acre solar installation. The project will represent a generational economic anchor to communities over a wide geography including the Navajo and Hopi tribal communities.

Distance from Kingman: 203 miles / Distance from Port of Los Angeles: 539 miles



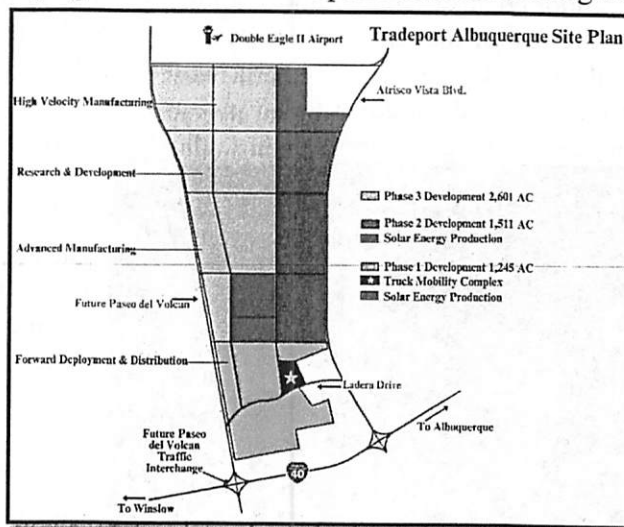
Graphic: TradePort Winslow Truck Mobility Complex Site Plan, Source: GLDPartners



Graphic: TradePort Winslow, Source: GLDPartners

Albuquerque Region, New Mexico

Description: TradePort Albuquerque is located in a rural area near to the mid-large Albuquerque market on the west side of the metropolitan region. The site is in Bernalillo County and stretches north into Sandoval County. The development plan is for a 6,000-acre site that includes a Truck Mobility Complex, clean energy infrastructure, logistics and multi-component manufacturing zone with direct access to I-40 and the Double Eagle 2 Airport. Improvements to Atrisco Vista Blvd, and the construction of a new connector road (Paseo del Volcan) will be built providing access to two Interstate highway interchanges. When built, Paseo del Volcan will create a highway bypass around the region to markets to the north via I-25. The Albuquerque region TradePort is being developed as a fully sustainable development, with onsite solar power infrastructure providing most or all of the project's logistics and industrial power requirements. A core solar installation will provide the substantial power required for the Truck Mobility Complex and the first phase of the Forward Deployment Investment District. Subsequent phases of the TradePort Investment District will be powered by a distributed rooftop solar network.



Graphic: TradePort Albuquerque Site Plan, Source: GLDPartners

The site is directly adjacent to Double Eagle Two Airport (DE2) which will serve as an important air cargo asset. DE2 is a 4,257-acre asset with a 7300+ foot runway and there is potential for aviation-related investment at the Airport.

In the future, TradePort Albuquerque is planned to grow. With the completion of Paseo del Volcan, a 2nd Truck Mobility Complex will be built along the I-25 Corridor on the north side of the Albuquerque region. The TradePort will support the development of the New Mexico Rail Park which is in a rural area south of Albuquerque in Los Lunas.

Distance from Winslow: 255 miles

Distance from Port of Los Angeles: 805 miles

Distance to I-10 NM TradePort/Intl Border Crossing: 260 miles (Santa Teresa, NM south along I-25)

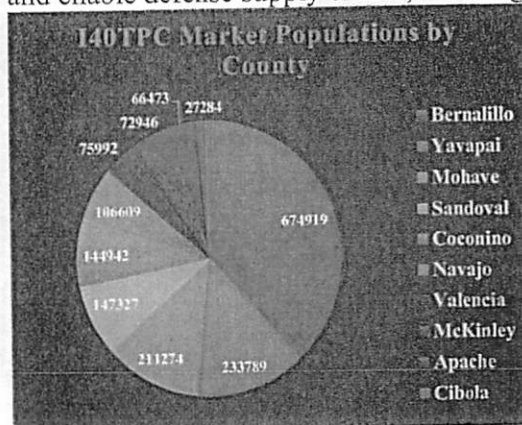
Distance to Amarillo: 288 miles (future I-40 TradePort development to the east along I-40)

II. Description of Proposed Geographic/Jurisdictional Region

Project Location, Geography, and Demographic Characteristics

The I40TPC market region is 805 miles long, stretching from the seaports complex in the Los Angeles area through Arizona and into New Mexico. The Corridor market region includes a geographical area that consists of ten counties and more than ten councils of government, transportation planning organizations, and tribal governments in three states. The following California, Arizona and New Mexico counties are within the Corridor region: Los Angeles, San Bernardino, Mohave, Yavapai, Coconino, Navajo, Apache, McKinley, Cibola, Bernalillo, Sandoval, and Valencia.

Much of the I40TPC follows historic Route 66 with TradePort locations in Kingman and Winslow (Arizona) and in Albuquerque (New Mexico). Originally, the route was the result of America's progress in transcontinental transportation and technological change. Just as today, the east-west corridor connects communities, allowing goods to flow via trucks from local farms and factories to the rest of the nation. As a component of the federal highway network, Route 66 linked the isolated and predominately rural west with the densely populated areas east of the Mississippi River. The federal government invested \$70 billion into war-era projects to increase port access and enable defense supply chains, allowing the route to become an essential link between the Port of Los Angeles and the industries supplying the military.



Graphic: I40TPC Market Populations by County

Businesses in the small towns along the highway saw the route as an opportunity to attract revenue to often-rural isolated communities. By 1985, when Route 66 was decommissioned and I-40 fully opened, many communities in both Arizona and New Mexico were severely impacted and adjacent communities have suffered.

The project will have positive environmental and traffic benefit impacts to a combined Market Area of 13.7 million people. Considering only the Arizona and New Mexico portion of the Corridor, the

I40TPC Market Area has a population of 1,761,555 people. The main regional population hubs in the market zone are Kingman, Flagstaff, and Albuquerque. Smaller population hubs are Winslow, Gallup and Grants.

One-third of the state of New Mexico is comprised of federal land (13.5 million acres managed by the Bureau of Land Management (BLM), 5.76 million U.S. Forest Service acres, and 1.1 million acres of US Department of Defense (DOD) land. Similarly, according to the Congressional Research Service, the state of Arizona has a total acreage of 72.69 million acres. Of that total, 42.29%, or 30.74 million acres, is owned by the federal government.

The I40TPC Market Area is home to many federally recognized Native American Tribes. In Arizona, represented tribal communities consist of the Navajo Nation, Hopi Tribe, Tohono O'odham Nation, Tonto Apache Tribe, and Pueblo of Zuni, among others occupying more land than any other state in the US. Arizona tribal lands comprise about 27% of Arizona's land base or a total of more than 20 million acres. In comparison, tribal reservations in New Mexico represent 10.5% of state acreage. There are 23 Native American communities located in New Mexico including nineteen Pueblos, three Apache tribes (the Fort Sill Apache Tribe, Jicarilla Apache Nation, and Mescalero Apache Tribe), and the Navajo Nation.

Market Region's Business Base

The I40TPC includes three distinct TradePort locations. Combined with the functional stop in Barstow, each of the TradePorts in Kingman, Winslow, and Albuquerque offer important connections supporting both national and international freight movement. Goods movement is at the core of both states' economies. Geographically located in the southwestern US, Arizona and New Mexico both have international border crossings with Mexico which is increasingly important to international freight movement. As a clean energy and cost-effective freight system, the I40TPC will safely and efficiently connect rural communities, urban centers, economic activity, production, manufacturing, and industrial areas critical to the region's economic stability and growth.

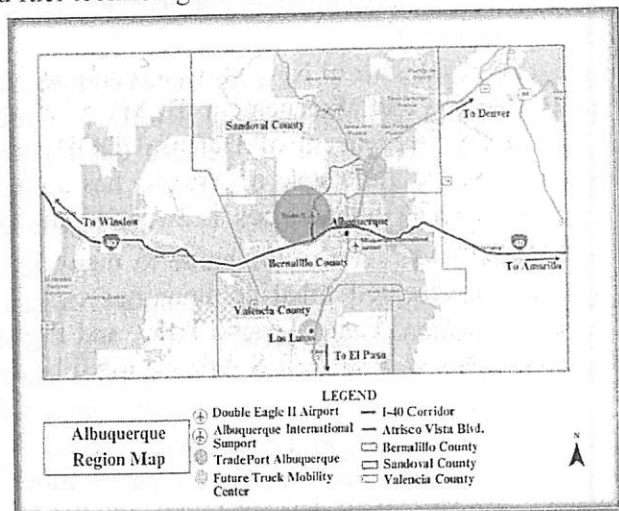
The land along the I40TPC and its surrounding states of Arizona and New Mexico is a land of economic contrasts. Although the land's prosperity has long depended on natural resources such as energy, minerals, agriculture, and livestock, both Arizona and New Mexico have developed vibrant high-tech and advanced manufacturing industries.

During World War II New Mexico began to develop as an important high-technology center. The Laboratory at Los Alamos began in 1943, and later became part of a new national network of National Laboratories. The Sandia National Laboratories became the second National Laboratory in New Mexico, built in Albuquerque near the Kirtland Air Force base as was the Air Force Research Laboratory (AFRL). As a result of fundamentally important scientific research, billions of federal dollars and jobs have been invested in New Mexico and as the University of New Mexico grew in both scale and prestige, its science and engineering departments developed close relationships with National Research Laboratories in New Mexico.

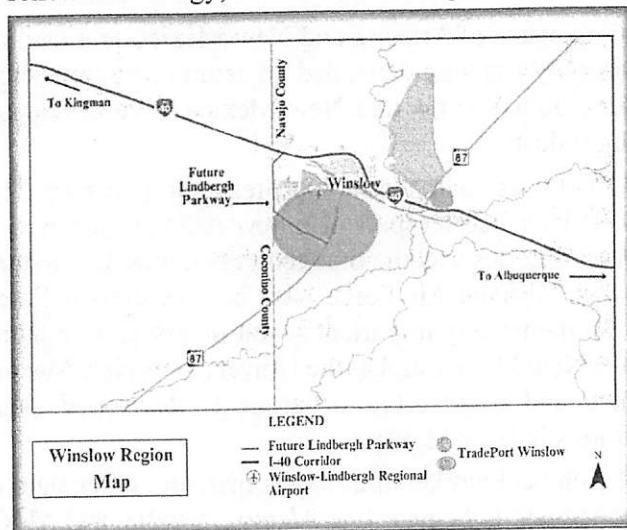
Today, New Mexico has more scientific and technical workers per capita than any other state in the union. Companies have relocated to New Mexico to be near Los Alamos, Sandia, and AFRL and to take advantage of the pools of expertise they draw on. The I40TPC will take advantage of the mobility technologies research and development activities that are being carried out at the New Mexico federal research laboratories to support real-world testing and development of clean and autonomous cargo movement. Today, much of the smart vehicle technology research being conducted at AFRL for airborne vehicles/satellites is also being applied to autonomous land

vehicles. Research on sensors, cameras, GPS, and cybersecurity in autonomous and electric vehicles is on-going as is advanced engine and fuel technologies for vehicles.

Albuquerque, NM: The Albuquerque region is the population and economic center of the State. It is an important tourism center and a regional transportation hub. The region has a large military presence with Kirtland Air Force Base and for the Space Force. The primary research conducted by the national research laboratories has allowed the region to become multifaceted technology hub, but the region has seen only modest levels of technology transfer to commercial applications. The region is relatively isolated long distances to the next closest major metro regions such as Phoenix or Denver. The Albuquerque Sunport is an important transportation/connectivity asset moving over 4 million passengers per year. Due to its land area and adjacency to TradePort Albuquerque, the Double Eagle 2 Airport is a high-potential general aviation airport on the west side of the region. The BNSF Railroad traverses the region and have important maintenance and yard operations in the region at Belen on the south side of the region. With a population of 903,000, the metropolitan statistical area includes Bernalillo, Sandoval and Valencia counties. Albuquerque's metropolitan population is currently growing at a rate of 1-2% per year. Growth for the entire state is expected to remain concentrated in Albuquerque. The average household income in Albuquerque is \$72,265 with a poverty rate of 19.3% as compared to the state at 18.55%. Key industry clusters in Albuquerque include aerospace, bioscience, renewable energy, and manufacturing.



Graphic: Albuquerque Region Map, Source: GLDPartners



Graphic: Winslow Region Map, Source: GLDPartners

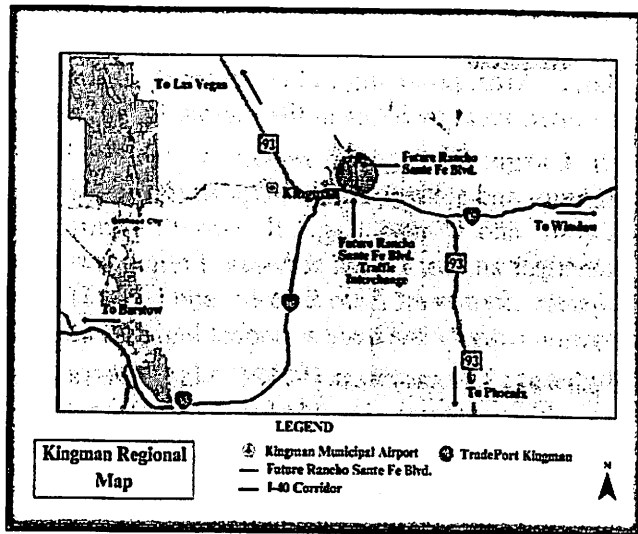
Winslow, AZ: The City of Winslow, located in Navajo County, Arizona, has a population of 9,027 people and has a growth rate of .47% annually. The population of Winslow has increased by 1.42% since the last census. The average household income in Winslow is \$53,174 with a poverty rate 5% higher at 19.27% as compared to the state. Winslow was born as a railroad hub in the late 1880's and relied on the railroad as its primary source of income. At one time, with its railroad shops and railroad district offices, Winslow was considered the most important city in northern Arizona. Following World War II Winslow had become a stop for travelers along Route 66.

Following the opening of Interstate 40, a bypass was completed which diverted traffic away from the City.

Winslow remains a crew change point for the railroad and BNSF is the largest employer, but its economic impact on the economy has dwindled. An important part of Winslow's history are the family-operated trading posts on nearby tribal lands. Over time, more Navajos and Hopis traveled to Winslow for access to shopping and many sold goods to merchants and tourists. Since the demise of the trading posts, the Interstate bypass and a dwindling railroad presence, Winslow has survived but failed to prosper.

Winslow's current economy is based on transportation, tourism, two large medical facilities, education, and retail. It is supported by I-40, State Highway 87, the BNSF Railroad, ample ground and surface water supply, an airport, and an abundant amount of land zoned for industrial, residential, and commercial development. Ranked by employment, the top 5 industries in Winslow are education, health care & social assistance, arts, entertainment, food & recreation services, public administration, retail trade, and transportation, warehousing, and utilities.

Kingman, AZ: The early roads that eventually became part of Route 66 in Kingman, Arizona, created the legacy of freight movement in northwest Arizona. As early as 1886, the US Government surveyed the area as a test bed for the viability of using camels for transporting goods and materials from the ports to the military facilities in the west. The City continued to grow throughout the rest of the 19th century which was enhanced in 1890's with a rich gold strike making Kingman a center of mining activities. Many years later, Kingman felt the effects of the demise of Route 66 but has been able to develop a strong economic foundation.



Graphic: Kingman Region Map, Source: GLDPartners

During World War 2, Kingman Army Airfield was established and today serves as a general aviation airport surrounded by a thriving manufacturing eco-system. The region's adjacent location to California and its I-40 location provides direct connectivity to the Ports of Long Beach and Los Angeles. With that said, Kingman's location has historically placed it at a geographical disadvantage from the State Capitol in Phoenix which has led to a lack of influence and understanding among Arizona officials. In spite of this, Kingman has strategically turned its locational attributes of national connectivity through I-40 and its near to California location into a strong competitive advantage.

Located in Mohave County, Arizona, Kingman has a population of 35,812 people with a growth rate of 2.9% annually. The population has increased by 8.95% since the most recent census. The average annual household income in Kingman is \$65,221 with poverty rates at 15.72% as compared to the state rate of 14.12%.

Kingman's primary manufacturing site, the Kingman Airport Industrial Park, is strategically located with access to more than 34 million people in a 350-mile radius along the main line of the Burlington Northern Santa Fe railroad with onsite service provided at the Kingman Municipal Airport. The Park is the largest and most diverse industrial park in Northern Arizona. It houses

companies that are involved in the production of high value-added, hard goods ranging in varieties such as composites, metals, plastics, and refractory materials.

Key Market Region Transportation Infrastructure Assets

The market region has significant transportation infrastructure assets that move cargo internally within California, Arizona, and New Mexico and that allow cargo movement between the States and domestic and global markets. The key transportation and logistics assets that service the I40TPC market region are:

Rail: The I40TPC Market Area is serviced by one Class One rail system, the Burlington Northern and Santa Fe Railroad (BNSF). The transcontinental BNSF railroad connects Southern California with Kansas City, Chicago, and points in the Midwest and Northeast U.S. with routes serving as land bridges to convey trade by rail between Asia and the Eastern United States. According to State freight plans, through traffic trains represent 77% and 88% of all rail traffic by weight in Arizona and New Mexico, respectively. There are several short-line rail operators operating in the Market Area, providing rail connectivity and supporting local industries. There are two domestic rail intermodal facilities in the region, BNSF located in Barstow, CA, and Albuquerque, NM.

Air Cargo: The market region is serviced by one major airport, Albuquerque International Sunport, and several smaller airports, Kingman Municipal Airport, Winslow-Lindbergh Regional Airport, and Double Eagle II Airport. Albuquerque International primarily provides domestic passenger and air freight services. Freight service is provided by DHL Express, Empire, Federal Express, Southwest Aero Service, and UPS. The remaining three regional airports support general aviation activity but have a modest logistics integrator presence.

Highway: The east/west I40TPC Market Area runs along Interstate I-40, the 3rd longest highway in the United States. The Market Area is bisected by several major Interstate Highways and major state highway routes including I-15 in Barstow with connection to Las Vegas and points north, SR 93 in Kingman, connecting to Las Vegas, I-17 connecting to Phoenix, and I-25 in Albuquerque with important connections to Denver and south to El Paso and the international border crossing.

Seaports: The I40TPC Market Area contains critical highway and rail connections to major supply chain points and cargo transportation hubs. The Southern California ports of Los Angeles and Long Beach are together the nation's busiest container port complex and primary gateway for waterborne trade between the United States and Asia. Significant amounts of cargo transit through these ports, carrying 37% of all imports and 21.7% of all exports, touching every state in the nation.

III. Accelerator Proposal

Accelerator Capabilities & Composition

The I40TPC's infrastructure requirements include a logistics-oriented investment structure anchored by transportation assets and built as an integrated clean energy-logistics-industrial development investment eco-system. Existing assets and programmed infrastructure will be embedded into the TradePort Corridor plan with the development of road and rail network assets served by a fleet of automated and clean energy vehicles and logistics facilities.

Due to the I40TPC's sheer length and its role in supporting streamlined national supply chain and logistics, an entity that breaks new ground in substance and form will be required. This proposal

creates a multi-state delivery structure to implement the system of TradePort hubs at strategic locations.

For this opportunity to become a project of national scale in support of more efficient continental logistics, distribution and export-oriented manufacturing, a highly structured business and development strategy is being created with a supporting governance structure. To accomplish this, it will require that public entities across state lines that have never worked together before function as one integrated investment system. Further, the project's objectives require that these public bodies act as partners with a range of private investors to accomplish the public objectives associated with national supply chain fluidity, corridor-wide congestion and maintenance, regional economic growth, and environmental conditions improvement. *This has not been done before and requires the creation of a highly innovative and competent implementation entity.* The I-40 TradePort Regional Infrastructure Accelerator (I40TRIA) will be this entity. The Partner Group is enthused to work with the Development Team to develop this and work with the USDOT to make this structure operational as soon as possible.

The I40TRIA's mission will be to increase the economic well-being and quality of life for the citizens of the 805-mile-long corridor region while also creating value to shipping businesses. Through strategic actions, the I40TRIA will be designed to develop interstate trade and commerce and build stronger business-government-community relationships. The value of building relationships between the three states, both in the public and private sectors, is significant to ensure that connectivity and trade will be a major cornerstone in making the I40TPC a globally competitive trade and innovation center. This work can be a platform to later expand the Corridor and extend clean energy and supply chain synergies.

The I40TPC partners are enthused to work together on this significant project and potentially with the USDOT to create an empowered delivery structure to develop the TradePort Corridor system through California and in Arizona and New Mexico. To this end, the Partner Group and Development Team have agreed to work together to define the best options presented under existing state laws (including California, Arizona, and New Mexico), and with policy and political preferences from the local partner governments to create a durable implementation structure.

This work will require considerable expertise in public finance, public-private partnerships, and the development of legal structures, combined with a keen understanding of political dynamics, public law, public policy, and private investment requirements. The Development Team brings together trusted experts in these areas who have executed successful public-private partnerships, logistics infrastructure projects, and multi-jurisdictional cross-collaborations. Importantly, the Partner Group is very well positioned to navigate the public policy and political factors, including working directly with leadership at the county and state levels.

As a start, the Development Team has preliminarily reviewed each State's underlying laws related to public-private partnerships. Each has some form of joint powers authority legislation in-place, providing some foundation for consideration regarding how a delivery structure might be shaped. Over the next four to six months, the Development Team will review all the options and review with the Partner Group. Though this will evolve, at this point the Team understands two broad option paths, but these may change over the next several months:

1. Creation of one fully integrated delivery structure that has delegated powers and authorities to work directly with state and local governments and private investors, or

2. Standing-up an overarching planning and coordinating structure that undertakes project delivery through three distinct development entities in the project areas which are already in existence.

Regional Infrastructure Accelerator Operations and Services

The role of the I40TRIA will be to deliver the business plan for the I40TPC's facilities and infrastructure, catalyze new infrastructure projects, attract private and institutional capital, coordinate innovative financing of infrastructure projects, and build a high performing and effective organization that will result in long-term job creation and other economic opportunities for I40TPC Partners.

I40TRIA Work Plan

I40TRIA Contract Administration

This project will require a highly organized system for monitoring progress, reporting and financial accounting. This project is comprised of serial and parallel task/delivery elements, and it is vital to establish a structured system between the Bernalillo County, the Partner Group and Development Team to assure a sophisticated system to manage, collaborate with and report to the USDOT. Bernalillo County's leadership is committed to the success of this project and has mobilized the full weight of its resources to support this project. As a large and sophisticated urban county government, Bernalillo County has previously demonstrated skilled capability in administering large federal grants and complex projects for County-specific and regional projects. Working amongst regional public partners is familiar and provides a strong platform for the larger corridor project.

Bernalillo County, with integrated support from the Partner Group and Development Team will provide detailed monthly and quarterly updates and annual Project Status Reports to the USDOT. The County will arrange a semi-annual Project Review Work Session with USDOT to assure that all parties are aware and involved in project progress and direction.

System Planning

The I40TPC is designed as a modern and integrated system of new transportation, clean energy, logistics and industrial development infrastructure enabled by a systematic coordination of public and private investments and logistics connectivity. Little formal interaction occurs today between many of these players and the concept of a seamless "system" cannot occur without a structured effort. With no particular entity responsible for creating such a system, the I40TPC will orchestrate such a system across the multi-state project area. In this context, there are an array of actions necessary to align various categories of public entities, private investors and operators into a common structure that makes this integrated system a reality. To assure that the project creates a durable intersection between market and infrastructure development, detailed one-on-one and matrix system interaction will be undertaken with seaports, terminal operators, ocean carriers, rail carriers, logistics services providers to gain agreement on each party's role and necessary actions to support the overall system. The objective is to ensure alignment and an understanding of the roles and participating commitments to create a port-truck-rail-TradePort system.

Market Development

Market acceptance must be precisely evaluated so as to accurately define development scale and project finance options. It is fundamental for the development coalition to ascertain the depth of the market for the various project elements within the TradePort hubs.

The Development Team will undertake detailed estimations of market acquisition and revenue generation for the range of TradePort projects, including projects in each of these categories:

- Zero emission truck charging and fueling
- Logistics/inventory management/forward deployment
- Facility location for medium and large-scale distribution and production facilities
- Truck parking
- Business services, retail and support services

This work will involve direct interaction with shippers, ocean carriers, and a variety third-party logistics companies including railroads to determine the anticipated level and timing of market acceptance, pricing levels that may be triggers for acceptance, and terms for acceptance. It will be critical to understand each market segment's needs in the short term and the expected evolution of requirements over time, including scale of need, technical requirements, etc. The Development Team will thoroughly review each segment's existing supply chain network pattern and the specific networks and planning for individual focus companies.

The Development Team will specifically evaluate how the supply chain consequences associated with the severe growth limitations in the Inland Empire region will impact company requirements for alternative solutions for both Western US market distribution and for Asia-fed inbound supply chains that are managing inventory movement through the Los Angeles region seaports for whole market US consumption. The Team will specifically review how logistics and inventory management hubs will serve multi-point consumption markets.

In undertaking this work, the Partner Group and Development Team will be highly cognizant that the I40TPC represents a segment of an overall transcontinental corridor. From an inbound cargo movement perspective, an objective will be to develop one or more intermediate point, high-efficiency, low cost *Forward Deployment Hubs* that can offer dramatic improvements to existing conditions in other locations, especially at the Inland Empire.

In this case, the I40TPC will combine inbound distribution logistics with advanced product development planning and economic competitiveness of rural locations in the Southwest US. This integrated logistics, public-private infrastructure strategy then creates the realistic proposition for these hubs to perform well as production centers. As production centers, manufacturing investment can take advantage of highly efficient business locations, with low-cost business products.

Site/Project Planning

The I40TPC system will be comprised of three project hubs in various locations across the corridor region, beginning in California and extending 805 miles into Arizona and New Mexico. The system has the advantage of having the project sites already defined by the Partner Group, including local authorities and private property interests.

Each site plan will be framed by a unique set of practical circumstances, including site size, development conditions (soils, grade, etc.), dimensions, access to utilities, access to adequate road infrastructure, etc. Appropriate customized detail planning will occur for each TradePort hub. Planning will be conducted with a particular focus that produces substantial and strategic levels of short, medium and long-term economic value for the project's public and private partners. All planning activity will be conducted alongside a well-defined Community Engagement Strategy that ensures acceptance from public regulators and nearby communities. The Development Team believes that the scope and scale of this project allow for a comprehensive approach to large-scale transportation/logistics/industrial project development.

The Development Team and its public partners have committed to developing the TradePort hub model to be a national prototype for how logistics infrastructure and industrial development are integrated to create sustainable trade/logistics hubs. The objective is to create highly desirable assets for both companies and nearby communities. This objective is born from the twin realities that:

1. While most communities desire new jobs and economic growth, many have strong concerns about real and/or perceived negative impacts associated with “industrial growth”, and,
2. Technology and corporate demand for sustainable operating platforms is accelerating the need for far more enlightened business settings than generally exists today.

The Development Team is determined to develop an integrated product package that creates a new logistics/industrial hub paradigm by redefining the how an “industrial” district is designed and functions, how it’s powered, how it’s accessed, and how it can become an attractive adjacent use to communities, including residential areas. Intentionally with the best minds in development and environmental planning, the I40TRIA will build TradePort hubs as the “industrial cities of the future”. In fact, the Team seeks to redefine how communities perceive “industrial” activity. The objective is to define highly connected and competitive places for business that are designed from the beginning as excellent neighbors and assets for a region. The success of the project in terms of preservation of environmentally sensitive areas, economic growth, and traffic reduction for an overburdened Interstate highway corridor. The I40TRIA Partner Group and Development Team wholeheartedly believes that this approach is the right thing to do from a social equity and environmental justice perspective, and that it will create tremendous levels of business and economic development value.

The planned infrastructure/project elements for TradePort development have been preliminarily established, including the development of clean energy, logistics, roads, utilities, and industrial development. As described below, the projects will be developed in phases and depending on the project, will be financed by a mixture of public and private funds. These are explained below as understood now.

A full and definitive phasing plan will be defined over the course of the first six months of the project, resulting in agreement on Phase 1 projects and timing. Within eighteen months, site plans, development timing, and full cost estimation will be fully defined and agreed for Phases 1 and 2.

Engineering

Following site planning for each of the three TradePort hubs and for Phase 1 project components, the Development Team will undertake preliminary engineering and cost estimation for projects at each hub.

With experience gained from other TradePort projects, general planning and some technical specifications will be made efficient for the I40TRIA. This work will match prescribed project infrastructure elements with specific sites to examine site dimensions and site conditions including review of soils and floodplain issues. The engineering work will also develop design development plans for internal and connecting roadway and utility plans, and all estimated capital costs.

Planning and extended engineering will be conducted by a team that is fully committed to building the projects with an emphasis on creating the model for integrated sustainable business/industrial development. All TradePorts will be developed as next-generation business centers, fully oriented to be carbon-neutral, high-efficiency centers for logistics and employment. Each project will incorporate zero-emission transportation infrastructure assets into the fabric of the project,

including a platform for supporting TradePort-to-TradePort and internal/regional cargo transportation. Additionally, the projects will embed infrastructure to support zero-emission transit infrastructure to facilitate efficient the movement of workers from regional points to and from the TradePort. The work that will occur over the next 18 months will enable the project to advance to project financing and deal structuring and delivery.

Environmental Planning

The Partner Group and Development Team along with nationally expert environmental planning partners have developed a structure that will assure an environmental planning and approval process for the project as a whole and for various components of the project. This process includes a project component-specific phasing strategy as each element of the project will have a distinct profile in terms of approval path, with clean energy elements being processed most quickly. This will allow for a project-specific approvals process that will follow, with the intention to seek approvals as quickly as possible, while allowing for a robust comment process from the community. This process will stem from the project's Community Engagement Plan which is described below.

With our environmental planning partners including Envicom and local experts, this work will include producing needed site plan documents and documentation around impacts, along with issue-specific mitigations as necessary. The Development Team will coordinate between project engineering and environmental planning teams and work directly with the local sponsoring agency (likely the County government) and State agencies. The work will include addressing all pertinent NEPA and state approvals requirements and standards.

Community Engagement

The I40TPC project is designed at its origins to address a range of public policy objectives such as environmental condition improvement, increase road safety/decrease congestion, creation of vast new levels of economic development and efficiency support to our national supply chain system. With the project's underlying public policy intentions for societal benefit, it is fundamental to ensure that the communities along the corridor and other interest groups feel enthused about and involved in the project. A project with components that are large and complex will require community involvement and participation to ensure successful project approvals and a thoughtful and durable process is required spur meaningful input and involvement from a range of community stakeholders. The Partner Group (including all of the local governments and state governments) and the Development Team are committed to undertaking an open and robust process to explain the project's intentions and strategic plan and to receive input. It is critical that the implementing body and partners understand that community input requires two-way communication. The Partner Group and the Development Team will engage special interest communities that may have previously been negatively impacted by industrial or logistics development and environmental interests so as to embed their views into the final project plan.

Partner Development

The I40TPC project is at its core a project that will require a highly integrated system of public and private investments. The I40TPC requires a coordinated approach to develop: 1) public, 2) private and 3) public-private investment projects. These investments are largely interdependent, in that some projects will be fundamental to create financial viability for other projects. Some projects are purely public in nature and responsibility, while other projects are either purely private or will require a partnership between public and private funding to assure viability.

The I40TRIA and the Development Team will play a central role in planning the system and attracting private investment to key projects. Over the past six months, the Development Team has laid the groundwork by interfacing with a range of private operators/investors to explain the project system and receive feedback about their views of the market, the project and required from their perspective investment hurdle benchmarks. This ongoing interaction has provided strategically valuable intelligence that will be used as the project moves forward. Many companies have indicated a strong and positive view of the need for such a project system and of their interest in being a party to the project. This interest includes shippers, truck fleet operators, zero-emission and autonomous truck manufacturers, logistics companies, industrial developers, property and infrastructure investment funds, clean energy producers and network investors.

From the perspective of partner development, project progress will center around creating the foundation for putting partnerships and P3 investment deals structures in-place. Emphasis will be given to investment partners that understand the public mission of the project and are comfortable working within an integrated investment system. The investment attraction plan will focus on well-defined and economically durable projects with strong partner relationships that can be extended throughout the entire I40TPC system and then beyond that to other trade corridors.

From the private investor perspective, the I40TPC reflects an investment structure that can offer a series of advantages including the following:

- The I40TPC system can provide a standalone investment or an interdependent system of investments over a diversified market.
- A given investment is supported by a system of other investments that are designed to produce substantial value for the whole system.
- By the commitments by the public sector to the new delivery entity, private investments are supported by the power, involvement, and financial investment of public sector partners.

Investor Development

In terms of positioning the I40TPC for private investment, it will benefit from the significant progress to date by other TradePort projects. There has been significant interest demonstrated by a variety of private interests in TradePort clean energy, logistics and industrial development projects. While some of these interests will be mainly interested in a singular or regional project, some of these interests will be focused on the efficiencies of multi-location investments, or even more widely at national portfolios of investment.

With that said, the I40TPC will be significantly advantaged as it establishes relationships with investors that can support the public objectives associated with the project. The project will have going-in bona fides with investors that are focused on clean energy, logistics and industrial development infrastructure. The Partner Group and the Development Team will refine system and project planning in order to ready organized outreach to operating and risk capital infrastructure investors.

Milestones and Timeline: I-40 TradePort Regional Infrastructure Accelerator

Bernalillo County and the Partner Group recognize the importance of meeting established performance goals. The Partner Group and Development Team (and the I40TRIA) will implement a tight project management system that will include bi-weekly Project Update Review meetings, Quarterly Progress Interchange Meetings, and an Annual Meeting Review with USDOT. These meetings will include the Partner Group and Development Team leadership.

1. I40TRIA Administration

Task

Completion Date

Determine Organizational Structure Options

Month 2

Review of Options with Public and Private Partners

Month 3

Finalize and Agree TradePort Corridor/RIA Entity Structure

Month 5

Draft Legal and Governance Structure

Month 6

Formally Establish Entity

Month 7

Establish Governance Board and Committees/Policies and Procedures

Month 8

Procure Organizational Insurance

Month 9

Establish a Public-Facing Communication Mechanism (website)

Month 10

Performance Metric: Entity established and operational

Month 10

2. I40TRIA System Planning & Market Development

Task

Completion Date

Complete Logistics and System Plan

Month 4

Develop Market Development Plan

Month 6

- Zero Emission Truck Charging & Fueling
- Logistics/Inventory Management/Forward Deployment
- Facility Location for Distribution & Production Facilities
- Truck Parking
- Business Services, Retail & Support Services

Produce Project Revenue Expectations Projections

Month 8

Performance Metric: Market Development Plan completed

Month 8

3. I40TRIA Design Site-Specific Development Plans: Initial TradePort Hubs/Truck Mobility Complexes

Task

Completion Date

Community Engagement Plan

Month 1

Community Engagement

Month 2-36

Site-specific project engineering/cost estimations

Months 8-12

Environmental Approvals Plan

Month 12

Performance Metric: TradePort TMC Development Plans completed

Month 12

4. I40TRIA Financial Delivery and Financial Structuring Plan

Task

Completion Date

Portfolio Finance Structure

Month 12

Partner Development

Month 3-24

Partner Commitments

Month 12-24

P3 Deal Structure Plan

Month 18

Project Borrowing Plan

Month 18

Performance Metric: Entire Financial Structuring Plan completed

Month 24

I40TRIA Infrastructure Pipeline Overview

Project Categories

Truck Mobility Complex – Truck Mobility Complexes are 50-acre next-generation logistics assets that are a strategic combination of advanced mobility truck services, clean energy, logistics and short-term inventory management hubs. Where appropriate, the TMC's logistics function will be co-located to rail logistics assets for shipper mode switching and for equipment synergies.

TMCs are purpose-designed to be strategic hub cargo handling points for point-to-point autonomous cargo movements. Each TMC has been designed to be powered by a self-contained fully renewable solar power system. With the involvement from all the major truck manufacturers, truck fleet operators, shippers, logistic facility operators and electric utility companies, prototype designs have been developed for the I40TPC project and will be customized to site-specific at the three main Truck Mobility Complexes in Kingman, Winslow, and Albuquerque, with an operational fueling/charging hub in Barstow.

Roadworks and Utilities – TradePort developments will create roadway demand and the need for new and incrementally new highway, arterial and internal roadway improvements along with supporting utility infrastructure. These infrastructure projects will be either the direct responsibility of the TradePort development's public and private partners, or, as in the case of highway improvements, will be the responsibility of the local or state government. There may be instances where private investment supports these projects.

Solar Power Generation Hubs – In general, TradePort projects are designed from the outset to be clean environment neighbors to surrounding communities. Designed to be technology and planning-enabled future logistics/industrial hubs, Truck Mobility Complexes will be fully powered by renewable solar energy. As a target carbon neutral project, the TMCs will have their own dedicated solar installation to power the heavy-load requirements associated with the electric charging and hydrogen fueling infrastructure. This microgrid project approach will allow the TMCs to produce dependable low cost, clean power in locations that are likely not to have adequate power from the local electric utility company. As well, other activities in the TMC will enjoy access to low-cost, clean power, this improving commercial attractiveness to shippers and logistics firms that are under increasing pressure to show low/no carbon transportation solutions. The use of solar power improves the overall project economics and provides a self-contained solution for the project. With land availability, access to power and the cost of power present the opportunity, solar power will be used to power the adjacent TradePort Investment Zones via a commercial scale solar electric grid system by the development of a combination of at-grade solar field installation and a distributed TradePort rooftop solar generation system.

Truck Parking Complexes/Business Services – Each TradePort Truck Mobility Complex will require a business services facility to serve the trucking industry. Within this facility, a variety of activities will occur including: 1) retail/restaurants, 2) truck service access for traditional maintenance, and for electric, hydrogen and autonomous technical services. These services are specialized and require purpose-planned facilities and shop/technical equipment at strategic locations/intervals to serve an evolving and increasingly complex national truck fleet. Some specialized facilities (such as electric charging, retail) are in support of truck parking facilities, to support orderly solutions and safe settings for the trucking industry and for nearby communities.

Rail Infrastructure – To support multimodal cargo hub development in certain TradePort locations additional rail infrastructure will need to be developed. These improvements can include interchange/set-out track infrastructure, track set-out/switches, intermodal facilities, cargo movement equipment, and fencing/gates.

Cargo/Logistics Handling Infrastructure – TradePorts are planned to be the cleanest and most efficient logistics hubs in the world. The underlying project objective is to create uniquely competitive business settings, and it is important to reduce costs and increase logistics reliability to the fullest extent. This will include the development of transload and short-term cargo and investor management facilities within the Truck Mobility Complex. These facilities will be

operated by private logistics services partners. This heightened level of efficiency is possible by systemic planning and deployment of infrastructure that allows for access to real time cargo data and routinized pattern cargo route automation to the TradePort and within the TradePort. A highly robust secure multi-channel wireless network will be developed with telecommunications services partners to support the data transmission network and high-density cargo handling automation system.

Skills Academies – Toward enhancing Corridor systemwide and regional economic competitiveness at TradePort locations, it is fundamentally critical that education and skills development is embedded in each project. Skills centers will be developed with regional school systems and institutions of higher learning as TradePort Skills Academies that will focus on specific training for technical and non-technical jobs associated with industry targets associated for each location. Common skills focus at each TradePort Skills Academy will include green energy field operations and high-efficiency logistics system operations. Through focusing on bespoke skillsets, the Academies will collaborate with each other to support corridor-system sustainability and competitiveness.

TradePort Transit Infrastructure – Each TradePort will develop as concentrations of company investment and work activity and will generate considerable work commuting from the regional workforce shed. Especially through an enduring worker shortage environment, in supporting a higher level of increased investment attraction competitiveness it is important that each TradePort offers access to the widest range of workers possible. In keeping with the TradePort model for utilizing technology to create high-efficiency and providing clean energy solutions, each TradePort will develop a transit hub and connecting transit service to adjacent and regional residential locations. These transit systems will be undertaken as partnerships with the local public transit agency and will utilize automated and clean energy equipment to the fullest extent.

Pipeline Projects

TradePort Phase - Years 1-5

Project Description: TradePort Zero Emission Truck Infrastructure (4)

Project Sponsor: I40TRIA

Bureau Program: Build America Bureau TIFIA (debt)

Other Investment Sources:

- California Port Infrastructure Program (equity)
- Dedicated Federal (Department of Energy) clean energy funds (equity)
- Congressional earmark (equity)
- Dedicated State (California Energy Commission) clean energy funds (equity)
- Infrastructure Fund/Clean Energy Fund Private investment (JV equity)

Support Activities the RIA Would Provide: The I40TRIA will act as master developer for each Truck Mobility Complex. Though the I40TRIA will not play an operational role, it will develop site-specific development plans and create partnerships with clean energy investors and operating companies. This investment includes acquisition of land and development of clean energy truck fueling/charging infrastructure.

Project Cost: $\$12,500,000 * 4 = \$50,000,000$

Project Timeline: 2024-2028

Project Description: Arterial/Highway Road Improvements

Project Sponsor: I40TRIA

Bureau Program: Build America Bureau TIFIA (debt)

Other Investment Sources:

- California Port Infrastructure Program (equity)
- Congressional earmark (equity)
- Dedicated State (Trade Corridor) funds (equity)
- Infrastructure Fund/Clean Energy Fund Private investment (JV equity)

Support Activities the RIA Would Provide: The I40TRIA will coordinate with local and State partners for the development of a system of arterial roadways that will connect the projects to Interstate highways.

Project Cost: $\$10,000,000 * 3 = \$30,000,000$

Project Timeline: 2024-2028

Project: TradePort Road and Utility Infrastructure

Project Sponsor: I40TRIA

Bureau Program: Build America Bureau TIFIA (debt)

Other Investment Sources:

- California Port Infrastructure Program (equity)
- State STIP (equity)
- County GO Bonds (equity)
- California CERF Program (equity)

Support Activities the RIA Would Provide: The I40TRIA will design and oversee the construction of new roads and the installation of utilities within the TradePort project.

Project Cost: $\$15,000,000 * 3 = \$45,000,000$

Project Timeline: 2024-2028

Project Sponsor: TradePort Renewable Energy Power Hub

Project Sponsor: I40TRIA

Bureau Program: TIFIA (debt)

Other Investment Sources:

- Dedicated Federal (Department of Energy) clean energy funds (equity)
- Dedicated State (California Energy Commission) clean energy funds (equity)
- Dedicated State (CARB) (equity)
- Solar power developer partner (JV equity)

Support Activities the RIA Would Provide: The I40TRIA will oversee and implement the development of a corridor-wide solar/renewable energy investment plan. This will include the creation of a TradePort Corridor investment prospectus and an investment structure between clean energy partners, local interests and the I40TRIA. The I40TRIA will monitor the performance of the project to ensure operating and financial performance benchmarks are met.

Project Cost: $\$240,000,000$

Project Timeline: 2024-2028

Project Sponsor: TradePort Truck Parking Complexes/Business Services (3)

Project Sponsor: I40TRIA

Bureau Program: Build America Bureau – TIFIA (debt)

Other Investment Sources:

- California Port Infrastructure Program (equity)
- Dedicated Federal (Department of Energy) clean energy funds (equity)
- Dedicated State (California Energy Commission) clean energy funds (equity)

Support Activities the RIA Would Provide: The I40TRIA will acquire land and plan the Truck Mobility Complexes and Business Services Centers and produce a private partner solicitation to acquire investment and operating partners.

Project Cost: $\$5,000,000 * 3 = \$15,000,000$

Project Timeline: 2024-2028

Project: Rail infrastructure improvements

Project Sponsor: I40TRIA or Railroad

Bureau Program: Build America Bureau – RRIF (debt)

Other Investment Sources:

- MARAD Port Infrastructure Development Program (equity)
- Railroad investment (equity)

Support Activities the RIA Would Provide: The I40TRIA will coordinate with the BNSF and supporting short line operators regarding necessary new rail infrastructure to support business type or volume growth at each of the three main TradePort hubs.

Project Cost: $\$67,000,000$

Project Timeline: 2025-2027

Project: TradePort Logistics/Cargo Handling Infrastructure

Project Sponsor: I40TRIA and private partner(s)

Bureau Program: Build America Bureau – TIFIA (debt)

Other Investment Sources:

- California Port Infrastructure Program (equity)
- Private logistics or industrial investment partner (JV equity)

Support Activities the RIA Would Provide: The I40TRIA will work with private partners to design, coordinate, and develop strategic logistics infrastructure including building assets for transloading and short-term inventory management, and for development of an intra-TradePort data transmission and cargo handling automation system.

Project Cost: $\$12,500,000 * 3 = \$37,500,000$

Project Timeline: 2024-2028

Project: TradePort Skills Academies

Project Sponsor: I40TRIA and/or educational institution

Bureau Program: None

Other Investment Sources:

- State funding (equity)
- Boards of Education/Regional Community College System/UNM (equity)

Support Activities the RIA Would Provide: The I40TRIA will scope, plan, site and work with strategic educational institution partners to develop purpose-built training facilities.

Project Cost: $\$5,000,000 * 3 = \$15,000,000$

Project Timeline: 2024-2028

Project: TradePort Transit Infrastructure

Project Sponsor: I40TRIA and/or regional transit agency

Bureau Program: Build America Bureau – TIFIA (debt)

Other Investment Sources:

- Federal Transit Administration (equity)
- Regional Transit Agency (equity)

Support Activities the RIA Would Provide: The I40TRIA will scope, plan, site and work with the regional transit agency to develop TradePort-specific transit infrastructure.

Project Cost: \$2,500,000 * 3 = \$7,500,000

Project Timeline: 2024-2028

Total Phase 1 Projects: \$317,000,000

Total Potential TIFIA Project Pool: \$235,000,000

Total Potential RIFF Project Pool: \$ 67,000,000

TradePort Phases 2+3

Investment Period: Years 5-15

Project:

TradePort Zero Emission Truck Complexes

Arterial/Highway Road Improvements

TradePort Road and Utility Infrastructure

TradePort Renewable Energy Power Hub

TradePort Truck Parking Complexes

Rail

TradePort Logistics/Cargo Handling Infrastructure

TradePort Skills Academies

TradePort Transit Hubs

Cost:

\$ 100,000,000

\$ 125,000,000

\$ 45,000,000

\$ 240,000,000

\$ 15,000,000

TBD

\$ 35,000,000

\$ 0

\$ 10,000,000

Total Phase 2+3 Projects: \$ 760,000,000

Total Potential TIFIA Project Pool: \$ 760,000,000

Total Potential RIFF Project Pool: TBD

Total Phases 1-3 Projects: \$1,077,000,000

Total Potential TIFIA Project Pool: \$ 995,000,000

Total Potential RIFF Project Pool: \$ 67,000,000+

IV. Budget, Sources, and Uses for Full Accelerator Funds

RIA I-40 TradePort Corridor 1st Round		Year 1				Year 2				Total	% Total (line)	% Total (category)
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
System Planning		25,000	25,000	25,000	50,000	50,000	50,000	50,000	75,000	350,000	9%	9%
Market Development		20,000	20,000	20,000	40,000	50,000	50,000	50,000	50,000	300,000	8%	8%
TradePort Development and Approvals	Site/Project Planning	25,000	25,000	25,000	50,000	50,000	75,000	50,000	50,000	350,000	9%	37%
	Engineering	50,000	50,000	50,000	50,000	75,000	75,000	100,000	100,000	550,000	14%	
	Environmental Planning	25,000	25,000	25,000	25,000	50,000	50,000	50,000	50,000	300,000	8%	
	Community Engagement	20,000	20,000	30,000	30,000	30,000	30,000	30,000	30,000	220,000	6%	
Project Finance and Delivery	Partner Development	25,000	25,000	75,000	75,000	75,000	75,000	75,000	75,000	500,000	13%	40%
	Investor Development	50,000	50,000	50,000	50,000	50,000	75,000	75,000	75,000	475,000	12%	
	Entity Development/Operations	0	20,000	50,000	75,000	100,000	100,000	100,000	125,000	570,000	15%	
RIA Contract Administration		25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	200,000	5%	5%
										3,815,000	100%	

Graphic 1RIA I-40 TradePort Corridor 1st Round Budget, Source: GLDPartners

The I40TRIA Regional Infrastructure Accelerator request is for \$3,815,000 to help develop the TradePort Corridor and begin implementation of key projects over a two-year period. To date, various entities have invested \$795,000 and significant time to advance and shape the project. The following investments have been made to date: State of New Mexico (New Mexico Mobility Strategy); Bernalillo and Sandoval Counties, Atlas Investments, City of Kingman (I-40 TradePort Plan); MR-COG (Albuquerque Regional Infrastructure Assessment; and the City of Albuquerque (Airport Investment District plan).

V. Selection Criteria

Experience and Qualifications

Bernalillo County, New Mexico is applying as the lead applicant for participation in the USDOT Regional Infrastructure Accelerator (RIA) Demonstration Program for the I40TPC known as I40TRIA. Bernalillo County is the largest county in New Mexico and is the home of Albuquerque. With a population of 680,608 and a population density of 582.5 inhabitants per square mile, Bernalillo County comprises 1,160 square miles in central New Mexico, bordering Sandoval, Valencia Santa Fe, Cibola and Tarrant counties in New Mexico. A political subdivision of the State of New Mexico, the County operates under a commission form of government and currently enjoys a Standard and Poor's bond rating of AAA. This project is defined as a Corridor.

The RIA administration responsibilities are a unique fit for the Bernalillo County government which is staffed with qualified land use and transportation planners and engineers; financial professionals with experience in developing financial plans, issuing bonds for transportation and infrastructure projects and receiving and managing state and federal appropriations for transportation planning and capital funding. The County, with its AAA bond rating, has a multi-decade history of successfully developing, financing and delivering all types of infrastructure projects. The I40TRIA will be under the direction of Marcos Gonzales, Director of the Economic Development Department for Bernalillo County.

Partnerships

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments, and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public-private partnerships that help to solve national challenges. The I40TPC partners across both the public and private sectors provide an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

Business Model

The I40TRIA business model aims to capitalize on the significant West-East flow of cargo along the I-40 corridor between the Ports of Long Beach and Los Angeles and Albuquerque which is heavily trafficked. Over the past six months, preliminary work has been done to identify possible solutions and projects that are needed to maximize the potential of the region. A forensic analysis of existing supply chains and industry sectors was conducted to identify the existing market ecosystem and to determine what assets could be added to enhance and grow that ecosystem. The research determined that success could be achieved by the formation of a coalition of Arizona and New Mexico locations that together could present the market with a series of projects that could create time, cost and reliability components to not only create favorable conditions in solving supply chain issues but could also create competitive advantage for the communities on the I-40 corridor.

The resources that could be provided by an early-stage infusion of funds, from the accelerator grant, will build the internal capacity needed to set up the formal partnerships and deploy internal resources over the next six months to ready the I-40 Corridor Partners for delivery of the I40TRIA. We project that the work accomplished during the Accelerator period in 2023-2024 will enable projects to move forward with engineering and construction in the following year. Defining and establishing the specific tasks, functions, and roles for the private-public partnerships that will actualize key portions of the pipeline of projects, will ensure that the appropriate staff, technical expertise, and resources are in place to achieve operational status within 6 months of executing a cooperative agreement with the Build America Bureau.

Pipeline

Bernalillo County and the I40TRIA Development Team will manage a structured systematic approach for monitoring progress, reporting, and financial accounting for a proposed pipeline of TIFIA eligible projects. These projects include both serial and parallel tasks with delivery elements all of which have state, regional, and local support and can be assessed beginning in the Project Pipeline (page 21) of this document.

Readiness

In the first six months after the award of the RIA grant, the I40TRIA Development Team and Partner Group will begin the process of setting up the RIA. The Development Team has preliminarily reviewed California, Arizona and New Mexico's existing laws relating to public-private partnerships and each state's in-place joint powers authority legislation that will likely provide the basis for how the I40TRIA could proceed.

At this time there seem to be two options available: 1) the creation of one fully integrated delivery structure that has delegated powers and authorities to work directly with state and local governments and private investors, or 2) an overarching planning and coordinating structure that undertakes project delivery through three distinct development entities in the project areas which are already in existence. Either path is viable and will just depend upon how much authority the political jurisdictions will be willing to cede to an overarching tri-state authority.

Critically important to this discussion is that each public body associated with the three individual TradePorts is fully committed to the I40TRIA and until the governing body is in place will work on moving the pipeline projects forward. Each of the political jurisdictions has multi-decades of history in successfully developing, financing and delivering all types of infrastructure projects. In addition, the collective technical and business experience of the I40TRIA Development Team and Partner Group, combined with each public sector body's competency for delivering large

infrastructure projects, provide a solid basis for successful project fulfillment and final deployment regardless of the ultimate structure of the I40TRIA.

Underserved Communities

Existing Conditions: All I40TPC hub locations within the states of Arizona and New Mexico are considered rural communities, as defined by the USDOT. Populations in portions of these areas are also classified as Historically Disadvantaged and Areas of Persistent Poverty. These communities experience challenges and barriers imposed by economic, health, social, and

I40TPC Social Vulnerability							
County	State	Total Population	200% Poverty Line %	Unemployment %	Housing Cost Burden %	Uninsured %	Lack of Internet Access %
San Bernardino County	CA	2200000	60	56	49	58	56
Mohave County	AZ	211000	59	48	43	49	66
Yavapai County	AZ	232400	51	43	53	51	56
Cocconino County	AZ	142300	56	53	51	60	59
Navajo County	AZ	110300	71	66	28	64	79
Apache County	AZ	71700	84	46	7	80	94
McKinley County	NM	72000	81	69	23	86	87
Cibola County	NM	26800	66	60	19	60	75
Bernalillo County	NM	679000	43	49	63	43	37
Sandoval	NM	145000	34	57	43	45	33

Graphic: I-40 TradePort Corridor Social Vulnerability, Source: USDOT

The underserved areas of the I40TPC also include several federally recognized tribal nations: the Hualapai Tribe, the Hopi Tribe, the Navajo Nation, and the Laguna Pueblo.

The following information provided by the USDOT Equitable Transportation Community Explorer illustrates the need to reduce inequities across the I40TPC and the communities they affect. Scores in the graphics are ranked at 0% representing least disadvantaged to 100% considered most disadvantaged. Social vulnerability scores measure several socioeconomic indicators that directly impact the quality of life.

I40TPC Positive Provisions for Change: The I40TPC will transform the tri-state logistics system to support higher cargo movement efficiencies through new strategic logistics and mobility hubs, deployment of sustainable technologies, interconnected logistics systems, and a well-developed set of infrastructure investment partnerships with private parties.

The I40TPC will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. The US Government is encouraging industrial manufacturers to relocate production in closer proximity to Mexican and United States markets. The I40TPC will stimulate investment in industries that are evaluating reshoring options. Removing the physical barriers to access and opportunity, the I40TPC will increase mean annual household incomes within disadvantaged communities and provide an opportunity to bring modern, climate-resilient infrastructure to the TradePort sites. New or upgraded water distribution systems, wastewater infrastructure, electricity distribution infrastructure, natural gas distribution lines, and telecommunications platforms would extend to potential communities around the TradePorts helping to bridge the rural divide of access to reliable internet, electricity, water, plumbing, etc.

Self-Sustainability

The I40TRIA will be an entity that creates lasting economic value for the I40TPC and its partners, beyond the investment by USDOT. It will create value by acting as a coordinator, project manager and developer of projects and as a conduit for project financing. It is being designed to create commercial value and will receive financial compensation for its role. The I40TRIA will use its expertise, relationships, and powers to assemble an intelligent blend of public and private funding and will be supported by fees with these activities. Though the project plan calls for an initial infusion of government funds, the project is not designed to rely on continued public funding and will be self-sustaining. By leveraging its access to expertise and relationships, the project will generate revenue from private investment and its ability to secure project financing.

Risk

The I40TPC project has been methodically organized in its development planning, and the critical benchmarks for its development and project launch are well-understood by the partners. Going forward, due to the recognized high need and a consensus among community and business leaders, there is a high level of confidence in proceeding with the I40TPC plan and its key projects.

In the last six months a preliminary market analysis confirmed that there is market demand for a sophisticated series of solutions designed to deal with growing and expanding the existing I-40 corridor region as well as applying new solutions for the fundamental logistics and supply chain challenges confronting the US. The next step was the review of the proposed transportation infrastructure projects to see if they fit the new I40TRIA paradigm and if the regional Councils of Government were prioritizing the projects. As projects move toward creditworthiness assessment, the I40TRIA will have the assistance of financial advisors to assist them in their due diligence of projects to ensure that all projects meet the federal eligibility requirements; possess economic, legal and financial viability; and do not present risk to the operations of the I40TRIA.

US DOT Strategic Plan Alignment

Safety:

Existing Conditions, Kingman, AZ: Vital to regional travel and freight movement, Kingman, AZ is bisected by both the BNSF railroad and I-40. Although essential for mobility, these connections present barriers to local access and circulation. Congestion along I-40, US 93, and within the city is further complicated by a growing population. In addition, the 23-mile stretch of I-40 between Kingman and SR 93 has been identified by the Arizona Department of Transportation as a road segment with higher-than-average instances of speeding, aggressive driving, impaired driving, and a lack of seatbelt use leading to traffic deaths.

Existing Conditions, Winslow, AZ: The I-40 East Corridor is a major transportation artery for freight as well as passenger vehicular traffic, connecting major metropolitan cities in the southwestern United States and contributing to the economic success of Arizona. As indicated by the Arizona Department of Transportation, the stretch of I-40 servicing Winslow experiences a higher-than-average number of closures due to accidents, incidents, and obstructions causing freight delays and priority trade issues.

Existing Conditions, Albuquerque, NM: Considered one of the most congested corridors in Albuquerque, the I-40 and several connecting roadways hold five spots in the city's top twenty. The population of Albuquerque has doubled since 1960, however, transportation capacity has not. Urban sprawl accompanied by a densely populated urban city core has increased traffic congestion.

Associated problems and safety issues related to the increased traffic congestion include travel delays, and an increase in air pollution, traffic accidents, and health implications.

I40TPC Regionally Existing Conditions: A shortage of truck parking capacity is becoming a critical concern facing both Arizona and New Mexico. Without safe parking, truck drivers are being forced to park in unsafe locations along highway shoulders and exit/entrance ramps creating a safety hazard for both the truck driver and other motorists. Furthermore, the inability to find safe parking results in fatigued drivers and a myriad of other issues including loss of productivity, increased congestion, and higher costs for both businesses and consumers.

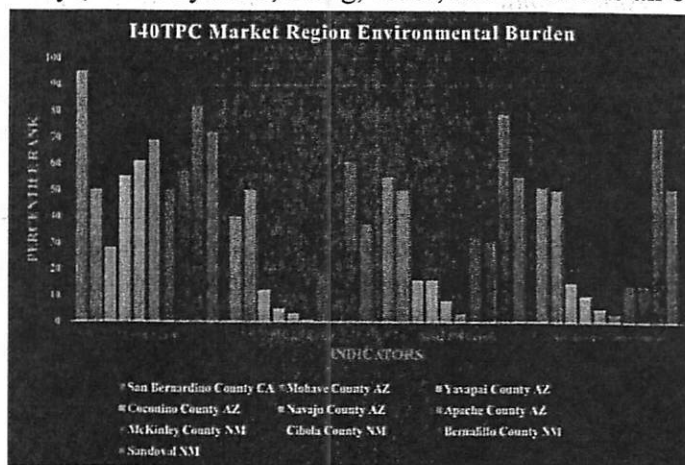
I40TPC Positive Provisions for Change: Both Arizona and New Mexico State Freight Plan Goals reflect a commitment to safety, mobility and accessibility, and visions for sustainable transportation system growth through innovation and effective management. The I-40TPC project will reduce congestion on key freight corridors by concentrating logistics activity to a centralized area with roadways designed to safely accommodate heavy-duty traffic flows. Congestion relief will also be offered through efficient ingress/egress to and from logistics/manufacturing/industrial zones for cargo-carrying trucks utilizing the I-40 corridor.

Data from the USDOT and the National Center for Statistics and Analysis indicate that 73% of fatal crashes involving large trucks occur on non-interstate roadways. Additionally, the data indicates that 55% of all fatal crashes involving large trucks occurred in rural areas. With all TradePort sites characterized as rural, the I40TPC would aim to decrease fatalities by simply moving the trucks from congested roads to newly designed roadways with infrastructure aimed at safety provision and efficiency. This benefit would support the region's effort to make I-40 safer, especially in areas where capacity is limited by the current infrastructure with cars and trucks often sharing both lanes of nearby highways and roads.

The I40TPC will also address the National shortage of truck parking with TradePorts offering a twenty-four-hour public truck parking facility at each of the I40TPC sites. The facilities will be located adjacent to the highway with parking areas designed purposefully for heavy-duty trucks, offering lighting, connectivity, charging and fueling, and amenities. By decreasing parking shortages, the I40TPC will reduce the strains of nearby communities from unauthorized parking, excessive truck movements on local roadways, roadway wear, idling, noise, and emissions all of which compound existing equity and health and safety issues.

Environmental Sustainability:

Existing Conditions: The I40TPC market region is plagued with a variety of environmental issues related to the effects of climate change exacerbated by transportation, industry, and population growth. The I40TPC rural and urban market region areas, although diverse, commonly share environmental burdens. Poor air quality often results in an increased exposure to criteria air pollutants including greenhouse gases and particulate matter. Transportation-related pollution is a major



Graphic: I40TPC Market Region Environmental Burden, Source: USDOT

contributor to declining environmental air quality conditions with important teleconnections to climate patterns nationally and globally.

As indicated in the above graphic, environmental burdens vary throughout the I40TPC market region. The included county-level data, provided by the US Department of Transportation, illustrates the severity of environmental conditions associated with far-reaching consequences to health, economic hardship, and educational outcomes. The environmental burden most commonly experienced in I40TPC market counties is elevated ozone concentrations at levels falling mainly between the 50th and 95th percentiles.

I40TPC Positive Provisions for Change: The I40TPC project is seen as a sustainable transportation network designed to benefit and protect communities by significantly reducing air pollutants and the effects of climate-changing greenhouse gases (GHGs) through its innovative platforms and embracement of sustainable technology. Through the creation of an integrated clean energy charging and fueling infrastructure system, the I40TPC reduces criteria pollutants, fuel use, and GHG emissions, the key to advancing ambitious climate, economy, and equity goals of the tri-state region (and by extension the United States).

Logistics and technology hubs will be purpose-built models for clean energy transportation. The project team recognizes that the I40TPC platform provides an extraordinarily unique opportunity to develop a system of next-generation integrated transport and industrial districts, or TradePorts. Along with the sophisticated use of autonomous technology, cargo handling equipment at the logistics facility and within the TradePort would be supported by a dedicated fleet of clean energy and autonomous vehicles, including the installation of the necessary charging and hydrogen fueling infrastructure. Additionally, this provides an opportunity to bring modern, climate-resilient infrastructure TradePort sites which would include new or upgrades to existing water distribution systems, wastewater infrastructure, solar energy infrastructure, electricity distribution infrastructure, natural gas distribution lines, and telecommunications platforms. Investments in updated systems would extend to potential communities around the TradePorts, helping to bridge the rural divide of access to reliable internet, electricity, water, plumbing, etc.

Equity and Accessibility:

Existing Conditions: The I40TPC consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. In the rural areas of the I40TPC market region, providing cost-effective mobility services is a challenge due to greater travel densities, lower population densities, and longer travel times when compared to urban areas. Those people who have access to public transit in rural areas often experience changes in frequency and speed of service. Access to reliable transportation is necessary for improved quality of life, however, many households are unable to afford the maintenance and upkeep required to keep a car in working order, often consuming up to fifty-six percent of household income according to the US Department of Housing and Urban Development. In addition, access to fuel-efficient vehicles is financially unattainable, increasing reliance on passenger vehicles with internal combustion engines.

The following information provided by the USDOT Equitable Transportation Community Explorer further illustrates the need to reduce inequities across the I40TPC and the communities they affect. Scores in the graphics are ranked at 0% representing least disadvantaged to 100%

I40TPC Transportation Equity & Accessibility							
County	State	Total Population	Total Disadvantaged Population	% of Disadvantaged Population	Transportation Access Insecurity %	Transportation Cost Burden Insecurity %	Traffic Safety Insecurity %
San Bernardino County	CA	2200000	1200000	52	67	62	58
Mohave County	AZ	211000	89900	41	79	67	49
Yavapai County	AZ	232400	45600	15	75	59	45
Coconino County	AZ	142300	45100	21	73	56	52
Navajo County	AZ	110300	57900	46	79	73	65
Apache County	AZ	71700	44100	61	92	85	84
McKinley County	NM	72000	35800	42	79	71	55
Cibola County	NM	26800	14000	44	80	56	70
Bernalillo County	NM	679000	166800	26	21	42	47
Sandoval	NM	145000	31700	26	50	31	36

Graphic: I-40 TradePort Corridor Market Region Transportation Equity and Accessibility, Source: USDOT

policies and programs that aim to address food insecurity and housing insecurity, but not transportation insecurity. A growing body of research indicates that transportation insecurity is a significant factor in persistent poverty. Those communities listed with higher transportation access scores may experience longer commute times and difficulty traveling to desired locations creating significant barriers to employment and resources. Communities with higher transportation cost burden scores spend a great deal of household income on transportation needs including vehicle maintenance, insurance, gasoline, and transit costs. Lastly, transportation safety percentages reflect communities with high levels of fatalities per 100,000 persons related to motor vehicle crashes.

I40TPC Positive Provisions for Change: Development of the I40TPC will be developed parallel to an aggressive community participation program. The I40TPC values the Kingman, Winslow, and Albuquerque communities and the workforce populations they will provide. Addressing mobility access and efficiency deficiencies, community data will be generated through a structured array of outreach and engagement strategies including town hall meetings, surveys, direct mailings, FAQ handouts, infographics, and an informational website adapted to address potential communication barriers. Outreach methods will be used to identify gaps in systemwide connectivity, improving the mobility of the I40TPC workforce and connected communities. Site-specific data will be applied by the I40TPC, in partnership with public and private stakeholders, to connect nearby communities to direct and affordable transportation options through a supported onsite TradePort Transit Center. In addition, onsite mobility options supporting intra-site transportation of the TradePort workforce will also be researched and identified based on-site location and surrounding population densities.

Innovative Technology: The I40TPC is a sustainable, innovative, and transformative project that will deliver fundamental changes to logistics, transportation planning, environmental health and sustainability, and economic competitiveness within important rural and urban areas of California, Arizona, and New Mexico. The I40TPC is being developed on a uniquely innovative platform in its design, infrastructure, and delivery. It identifies innovative approaches to enable support for the adoption of zero-emissions trucks, increased supply chain efficiency, zero-emission equipment adoption, rural development, and an increase in economic competitiveness. The I40TPC transcontinental corridor project has been envisioned as a systemic extension of the global seaports

considered most disadvantaged. Transportation insecurity occurs when people are unable to get to where they need to go to meet the needs of their daily life regularly, reliably, and safely. Nationally, there are well-established

complex in Los Angeles, representing a fundamental element of a modern national logistics supply chain connecting the busiest ports with key inland supply chain markets and technology hubs.

Innovative Technology Integration

To support both economic competitiveness and climate change initiatives, the I40TPC will employ advanced technology solutions throughout its ecosystem. This will include the use of clean and automated equipment at its logistics hubs, TradePort investment districts, and surrounding hinterland regions. This will produce meaningful cost-reduction efficiencies that will enable the larger TradePort region to compete for new trade-oriented investments supporting critical technologies and industries. The strategic use of technologies as a foundation of the I40TPC will transform United States logistics and be an extension of both the TradePort California and New Mexico TradePort projects and a model for other integrated logistics investment and technology hubs throughout the United States.

Clean truck infrastructure, high-efficiency cargo-handling equipment, renewable energy generation, and close coordination with the regional utility providers will ensure that the I40TPC will substantially impact the environmental challenges facing the region and ensure continued competitiveness over the long term as clean technology preferences increasingly drive business relocation decisions. The I40TPC development plan calls for exactly this type of technological integration into its final deliverables as exemplified by the involvement of hydrogen fuel cell and electric charging station development partners in the project execution.

Innovative Project Delivery

The I40TPC will not occur without strong leadership and an empowered delivery system that can bind public policy objectives to real-world market requirements. The I40TPC business strategy is structured to support both market needs, and a series of very aggressive public policy objectives related to climate change and environmental equity, economic development and job creation, and providing necessary infrastructure to the region's alternative fuels corridors.

Given the complexity and public-private nature of the project, it will require a well-defined business plan and an integrated delivery program. There is currently no entity that has the authority or responsibility to carry out such a project. Therefore, in the first six months after the award of the RIA grant, the I40TPC Development Team and Partner Group will begin the process of setting up the RIA. The Development Team has preliminarily reviewed California, Arizona and New Mexico's existing laws relating to public-private partnerships and each state's in-place joint powers authority legislation that will likely provide the basis for how the I40TRIA could proceed.

At this time there seem to be two options available: 1) the creation of one fully integrated delivery structure that has delegated powers and authorities to work directly with state and local governments and private investors, or 2) an overarching planning and coordinating structure that undertakes project delivery through three distinct development entities in the project areas which are already in existence. Either path is viable but will depend upon how much authority the political jurisdictions will be willing to cede to an overarching tri-state authority.

Innovative Financing

The I40TRIA will consider funding programs that emphasize the importance of inclusion and equity while improving the safety, efficiency, resiliency, and capacity of goods movement to, from, and through the States of California, Arizona, and New Mexico. Application of innovative and traditional financing strategies and concepts derived from public and private sectors by the I40TRIA will achieve the reduction of greenhouse gases and air pollution, improved public health

and economic development of historically disadvantaged communities, and the modernization and transition of the current freight system to one composed of zero-emission freight transportation.

Lastly, the I40TRIA will coordinate a comprehensive project investment plan that will include public, public/private, and private projects. Many of the projects within the investment plan will be interdependent, so there is a high need for a structured delivery strategy that orchestrates public and private investments. The I40TRIA will be given the tools to play a leadership role in delivering hundreds of millions of dollars of project infrastructure, including the ability to access public financing markets, solicit private resources, and package public and private resources.

State of Good Repair:

There is a critical need for a more effective goods movement system for the I-40 corridor of California, Arizona, and New Mexico. The current methods used to transport goods between the Ports of Long Beach and Los Angeles to points east are highly inefficient and unstable, resulting in increased costs, environmental burdens, and supply chain delays. The I-40 corridor is a major economic lifeline route for the Eastern United States transporting technological, industrial, commercial, and agricultural goods and services. I-40 carries between 10-25,000+ trucks per day based on geographic location. Development of the I40TPC system within the states of California, Arizona, and New Mexico will reduce congestion and improve the efficiency of goods movement throughout the market region. The reduction in congestion will have several benefits including:

Improvement of the safety of the highway: The I40TPC project will reduce congestion on key freight corridors by concentrating logistics activity to a centralized logistics area with roadways designed to safely accommodate heavy-duty traffic flows. Congestion relief will also be offered through efficient ingress/egress to and from logistics/manufacturing/industrial zones for cargo-carrying trucks utilizing the I-40 corridor. Decongesting these routes will improve the flow of traffic. Improved flow of traffic will in turn improve the safety of the road by reducing the number of road crashes witnessed in rural areas. This benefit would support the region's effort to make I-40 safer, especially in areas where capacity is limited by the current infrastructure with cars and trucks often sharing both lanes of nearby highways and roads.

By addressing the National truck parking shortage, the I40TPC will offer twenty-four-hour public truck parking facilities at each of the I-40 TradePort sites. The facilities will be located adjacent to the highway with parking areas designed purposefully for heavy-duty trucks, offering lighting, connectivity, charging and fueling, and amenities. Decreasing parking shortages, the I40TPC will reduce the inability for drivers to locate safe parking resulting in fatigue, loss of productivity, increased congestion, and higher costs for both businesses and consumers. Increased parking availability will also relieve nearby communities from the strains of unauthorized parking, excessive truck movements on local roadways, roadway wear, idling, noise, and emissions all of which compound existing equity and health and safety issues.

Creation of new infrastructure in remote communities that will be maintained in a state of good repair: The I40TPC is a public-private partnership project. Apart from ensuring that the project improves road conditions, the P3 will ensure that the new infrastructure is maintained in a state of good repair. The infrastructure would also support new job creation. This project will attract community-needed utilities including sewer, water, electricity, etc. thereby improving the living standards of the community within the project area.

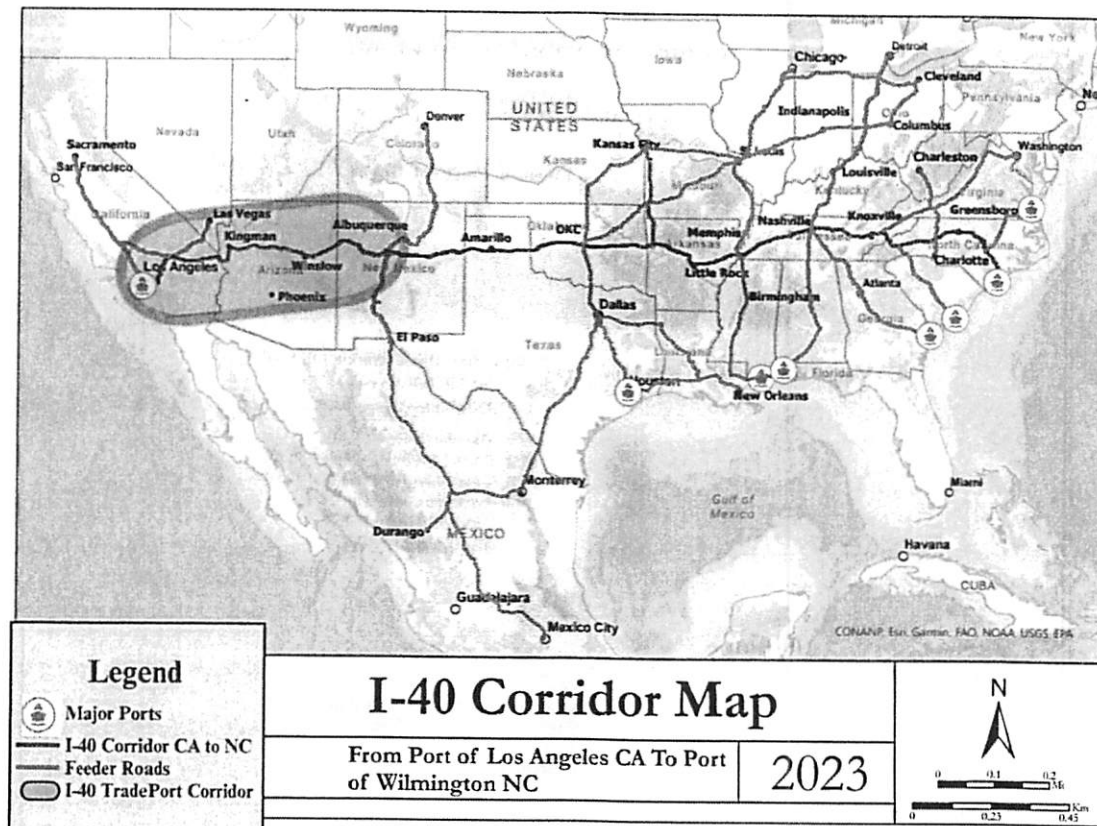
*Regional Infrastructure Accelerators Program
Grant Proposal*

I-40 TradePort Corridor

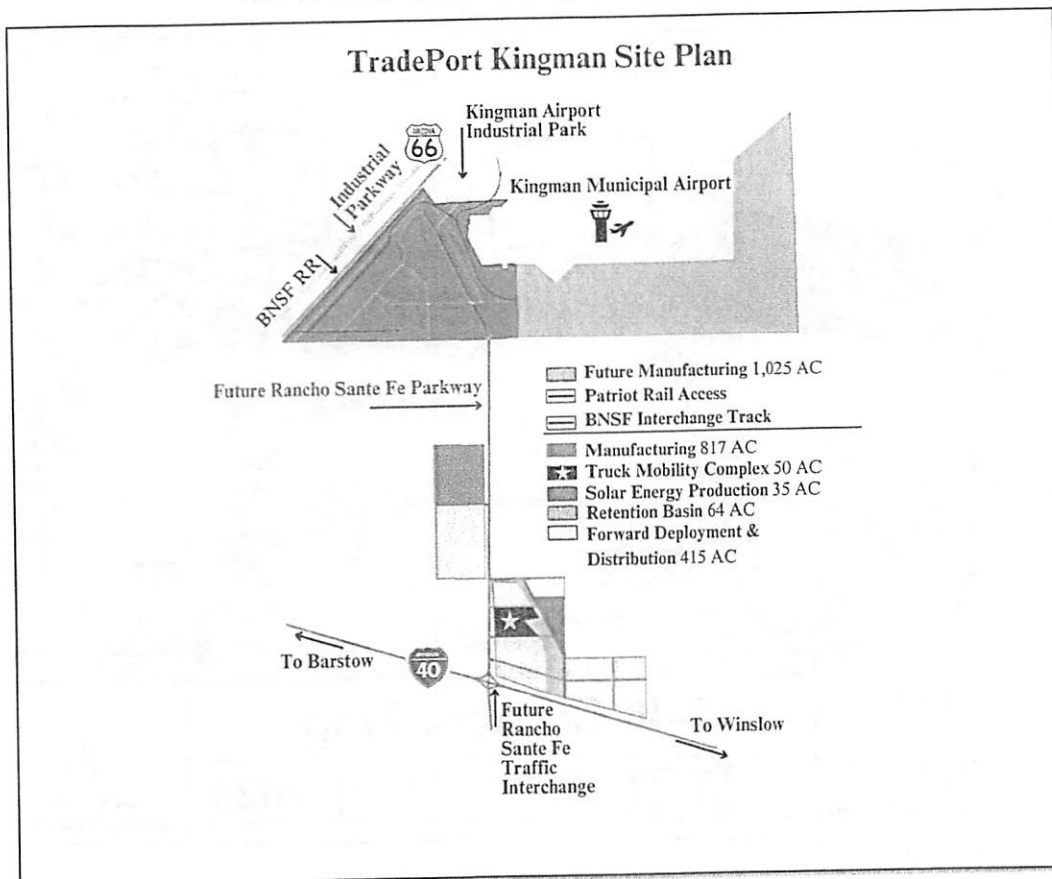
Maps & Graphics

May 2023

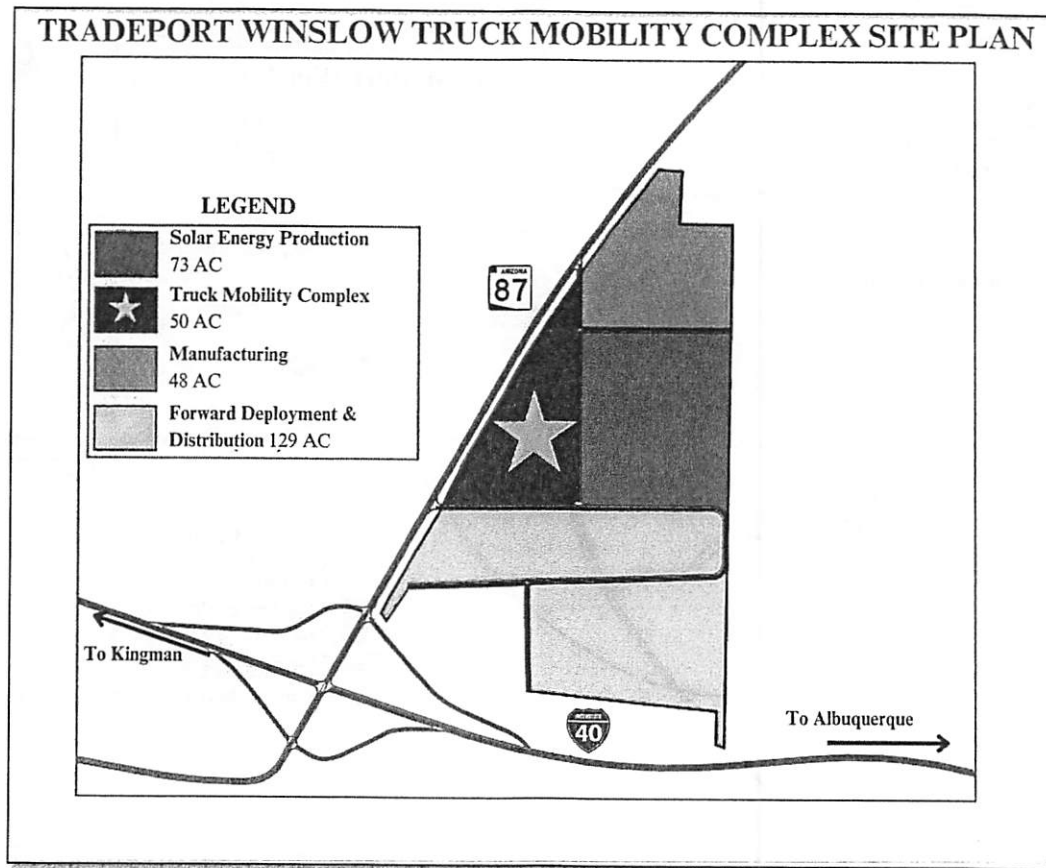
I-40 TradePort Corridor, Source: GLDPartners



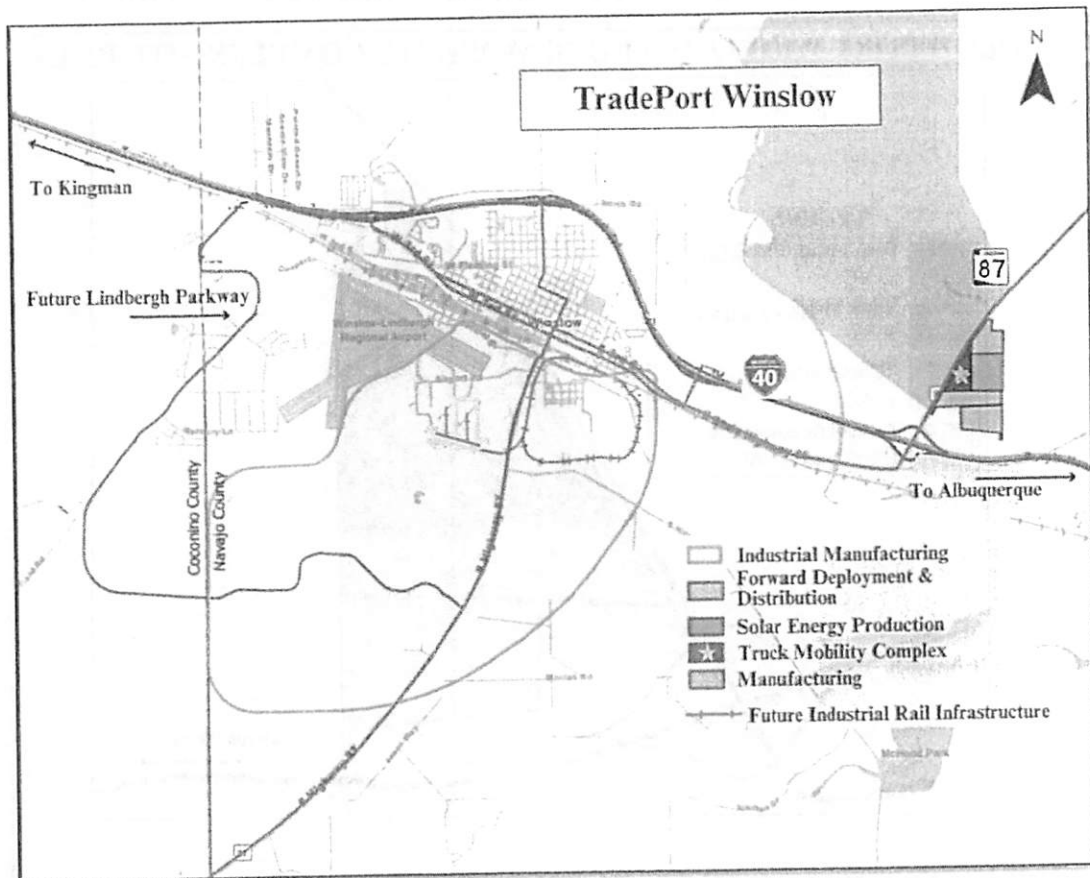
TradePort Kingman Site Plan, Source: GLDPartners



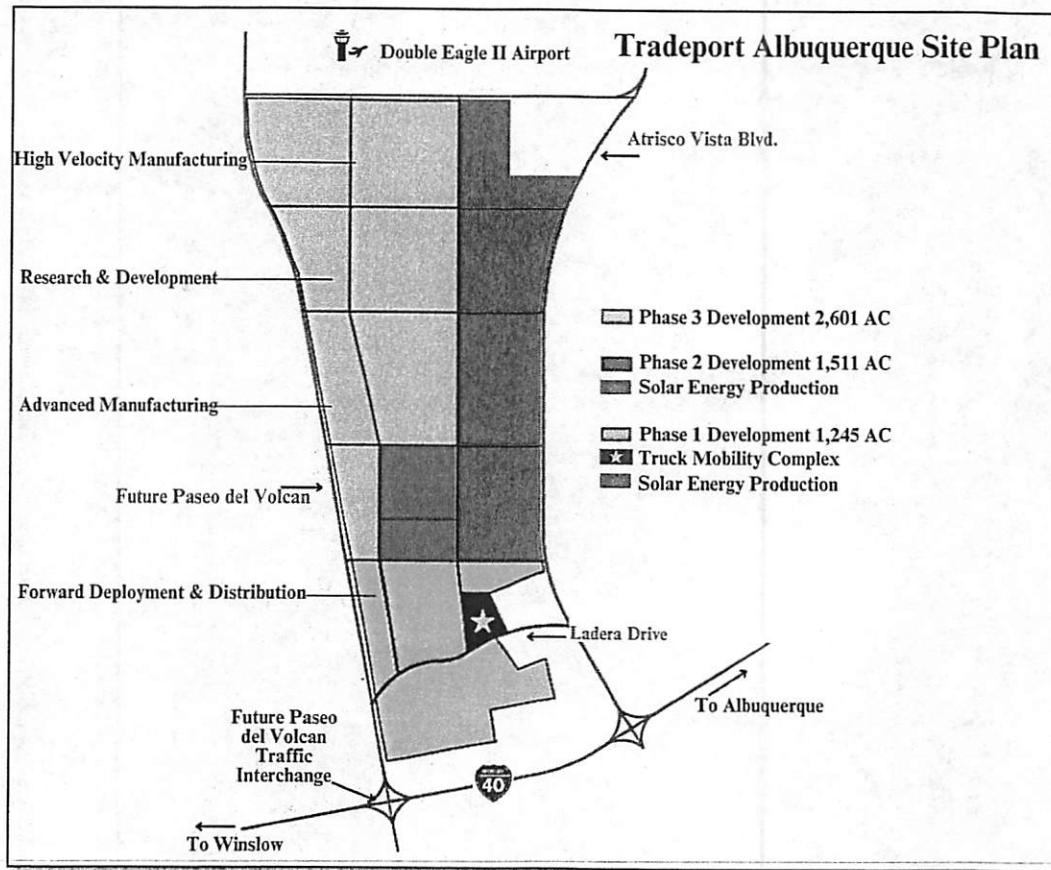
TradePort Winslow Truck Mobility Complex Site Plan, Source: GLDPartners



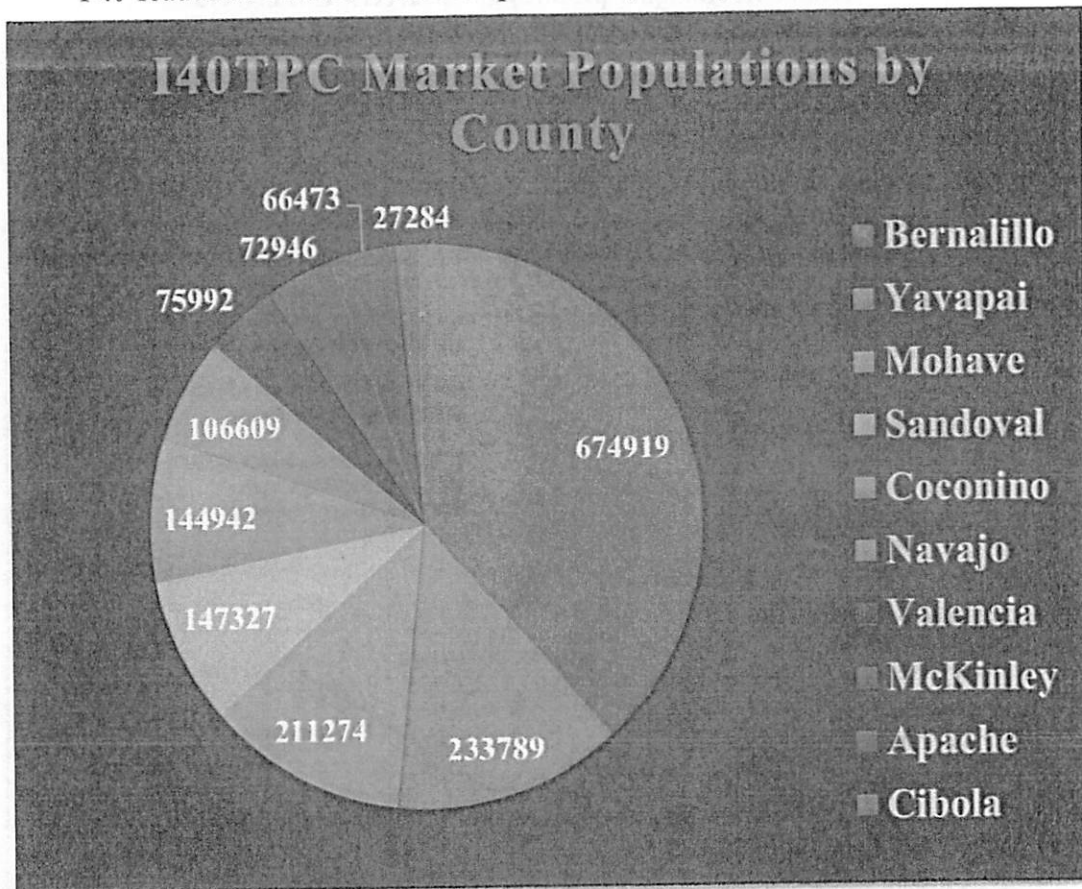
TradePort Winslow, Source: GLDPartners



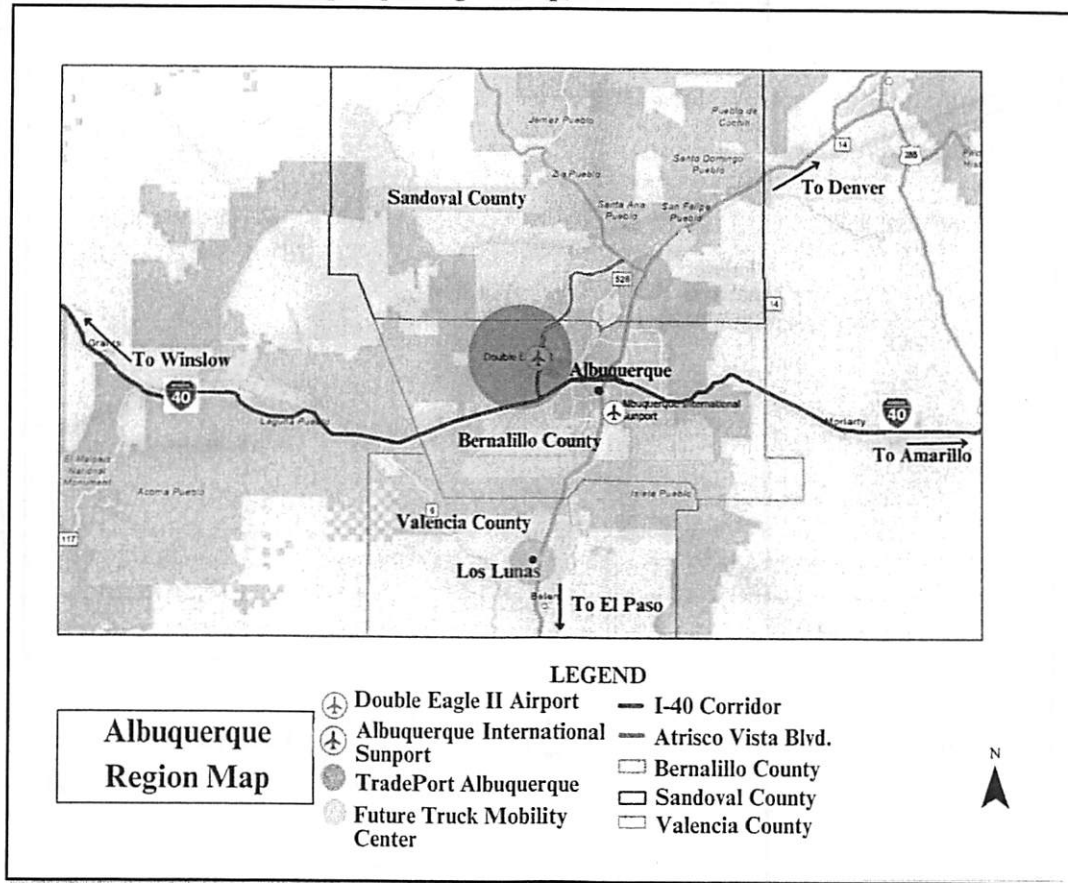
TradePort Albuquerque Site Plan, Source: GLDPartners



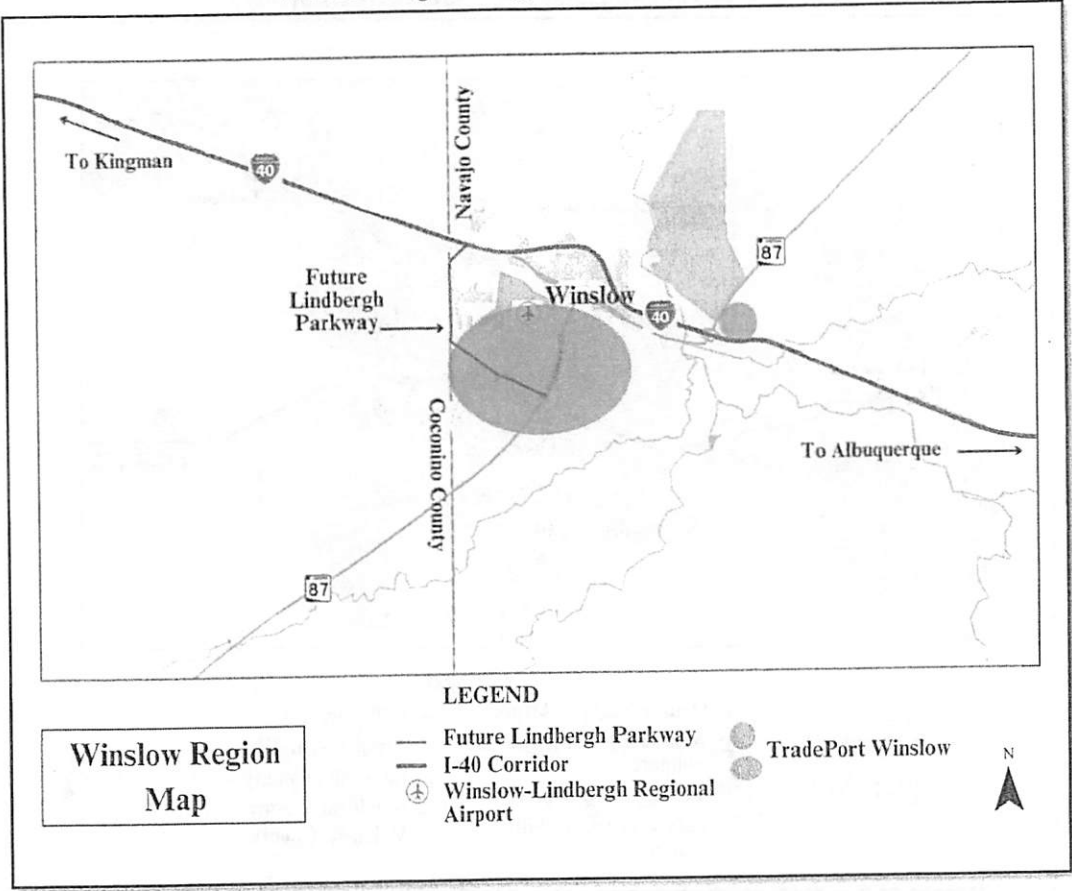
I-40 TradePort Corridor Market Populations by County, Source: GLDPartners



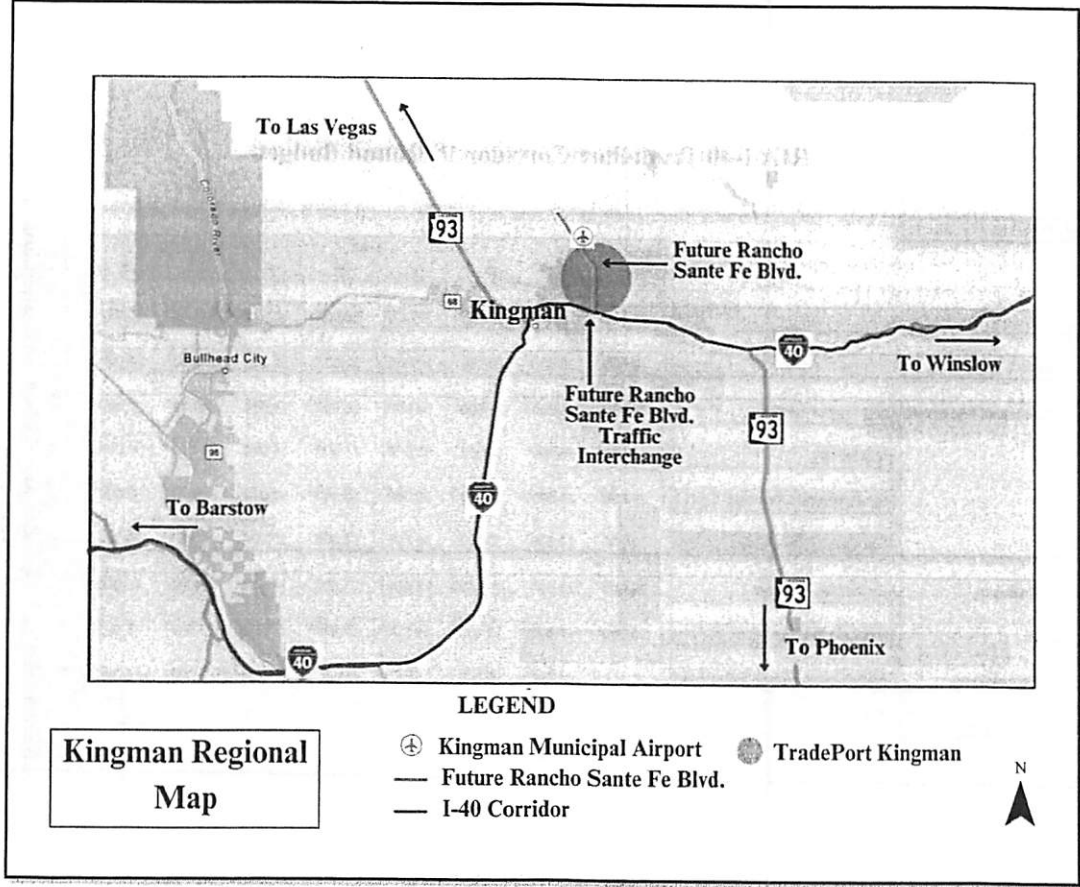
Albuquerque Region Map, Source: GLDPartners



Winslow Region Map, Source: GLDPartners



Kingman Region Map, Source: GLDPartners



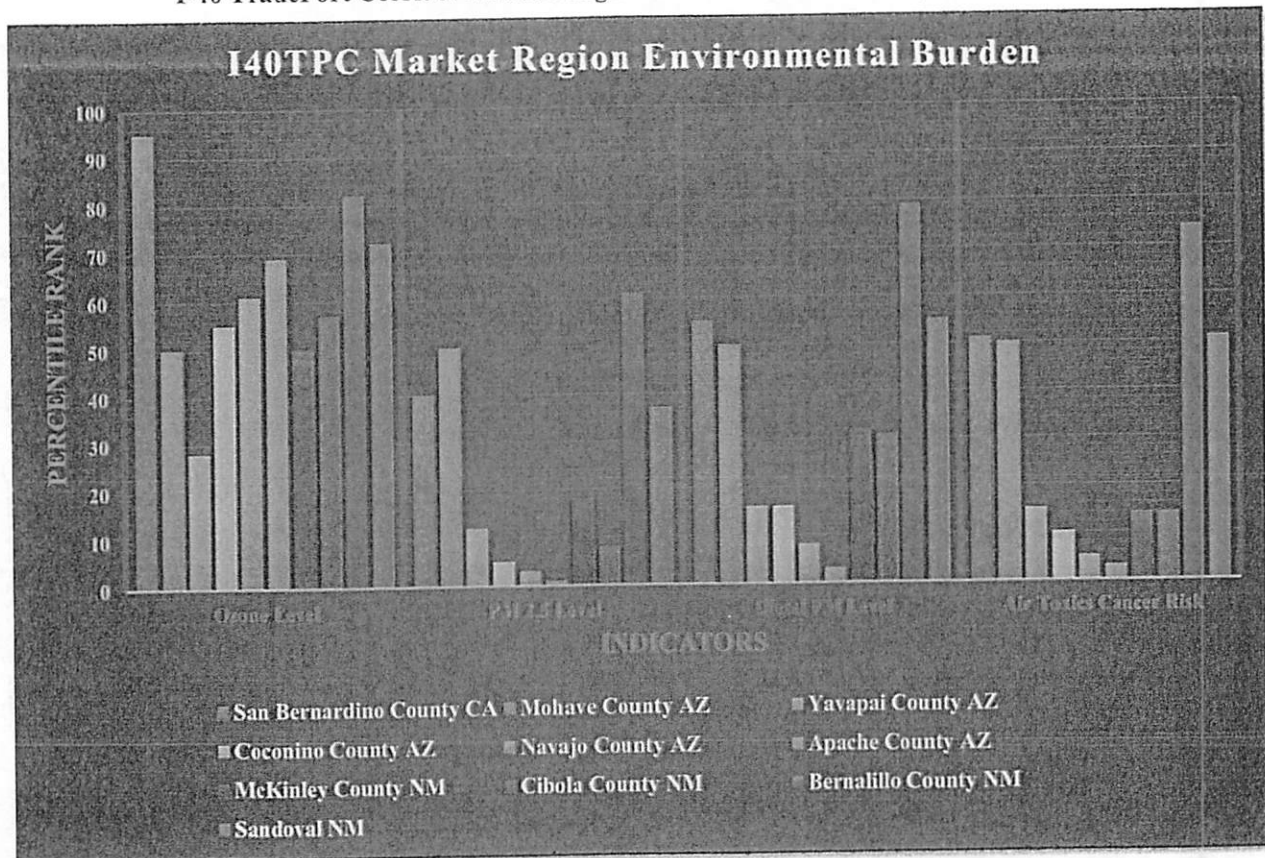
RIA I-40 TradePort Corridor 1st Round Budget

RIA I-40 TradePort Corridor 1st Round		Year 1				Year 2				Total	% Total (line)	% Total (category)
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
System Planning		25,000	25,000	25,000	50,000	50,000	50,000	50,000	75,000	350,000	9%	9%
Market Development		20,000	20,000	20,000	40,000	50,000	50,000	50,000	50,000	300,000	8%	8%
TradePort Development and Approvals	Site/Project Planning	25,000	25,000	25,000	50,000	50,000	75,000	50,000	50,000	350,000	9%	37%
	Engineering	50,000	50,000	50,000	50,000	75,000	75,000	100,000	100,000	550,000	14%	
	Environmental Planning	25,000	25,000	25,000	25,000	50,000	50,000	50,000	50,000	300,000	8%	
	Community Engagement	20,000	20,000	30,000	30,000	30,000	30,000	30,000	30,000	220,000	6%	
Project Finance and Delivery	Partner Development	25,000	25,000	75,000	75,000	75,000	75,000	75,000	75,000	500,000	13%	40%
	Investor Development	50,000	50,000	50,000	50,000	50,000	75,000	75,000	75,000	475,000	12%	
	Entity Development/Operations	0	20,000	50,000	75,000	100,000	100,000	100,000	125,000	570,000	15%	
RIA Contract Administration		25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000	200,000	5%	5%
										3,815,000	100%	

I-40 TradePort Corridor Social Vulnerability, Source: USDOT

I40TPC Social Vulnerability							
County	State	Total Population	200% Poverty Line %	Unemployment %	Housing Cost Burden %	Uninsured %	Lack of Internet Access %
San Bernardino County	CA	2200000	60	56	49	58	56
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Coconino County	AZ	142300	56	53	51	60	59
Navajo County	AZ	110300	71	66	28	64	79
Apache County	AZ	71700	84	46	7	80	94
McKinley County	NM	72000	81	69	23	86	87
Cibola County	NM	26800	66	60	19	60	75
Bernalillo County	NM	679000	43	49	63	43	37
Sandoval	NM	145000	34	57	43	45	33

I-40 TradePort Corridor Market Region Environmental Burden, Source: USDOT



I-40 TradePort Corridor Market Region Transportation Equity and Accessibility, Source: USDOT

I40TPC Transportation Equity & Accessibility							
County	State	Total Population	Total Disadvantaged Population	% of Disadvantaged Population	Transportation Access Insecurity %	Transportation Cost Burden Insecurity %	Traffic Safety Insecurity %
San Bernardino County	CA	2200000	1200000	52	67	62	58
Mohave County	AZ	211000	89900	41	79	67	49
Yavapai County	AZ	232400	45600	15	75	59	45
Coconino County	AZ	142300	45100	21	73	56	52
Navajo County	AZ	110300	57900	46	79	73	65
Apache County	AZ	71700	44100	61	92	85	84
McKinley County	NM	72000	35800	42	79	71	55
Cibola County	NM	26800	14000	44	80	56	70
Bernalillo County	NM	679000	166800	26	21	42	47
Sandoval	NM	145000	31700	26	50	31	36

*Regional Infrastructure Accelerators Program
Grant Proposal*

I-40 TradePort Corridor

Letters of Support

May 2023

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United States Senate
WASHINGTON, DC 20510

May 2, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

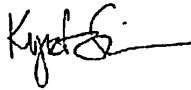
We write regarding the City of Kingman's application for the Department of Transportation's (DOT) Build America Bureau (BAB) Regional Infrastructure Accelerators grant program. Funding will allow the City of Kingman and its regional partners to design the I-40 TradePort Corridor (Corridor) project, a national strategic initiative supporting increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness along the I-40/BNSF Railway logistics corridor.

The City of Kingman is working in conjunction with a variety of public and private partners to develop the I-40 TradePort Corridor, a large-scale project that connects our busiest seaports with key inland supply chain markets. Comprised of series of strategic TradePort hubs that will function as an integrated logistics and investment system, the Corridor will operate as a quadrimodal project creating seamless connections between ocean, rail, highway, and air transportation. More specifically, the Corridor will function as an extension of the Ports of Los Angeles/Long Beach.

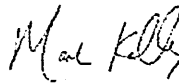
The Corridor project will particularly impact rural and Tribal regions through large-scale job creation and revenue streams for struggling local governments. The project will focus on environmentally sustainability and the creation of career paths to the region.

The I-40 TradePort Corridor project will promote large-scale job creation, increase the deployment of clean energy vehicles, provide congestion relief for regional roadways, and increase overall supply chain efficiency. In accordance with all existing agency rules, regulations, and ethical guidelines, we respectfully ask that you give this proposal full and fair consideration as you make this important funding decision. Thank you for your consideration.

Sincerely,



Kyrsten Sinema
United States Senator



Mark Kelly
United States Senator

CONGRESS OF THE UNITED STATES

DELEGATION OFFICE
STATE OF NEW MEXICO
HART SENATE OFFICE BUILDING
WASHINGTON, D.C. 20510

May 17, 2023

Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

Members of the New Mexico Congressional Delegation write in support of the grant application submitted by Bernalillo County for their Regional Infrastructure Accelerator (RIA) Program application as funded by the U.S. Department of Transportation (DOT). This grant, DOTBAB01062023, will develop a nationally significant state-of-the-art clean energy logistics-industrial development project along the I-40/BNSF railroad corridor.

Bernalillo County has an estimated 674,393 residents and is home to Albuquerque, the largest city in New Mexico.¹ It is also home to the Albuquerque International Sunport and transportation corridors such as the I-40 and I-25 highways, and the BNSF Railway.

If awarded, Bernalillo County in partnership with Sandoval County in addition to regional and state governments, will develop an I-40 TradePort Corridor. This project aims to increase seamless connections between ocean, rail, highway, and air transportation by functioning as an extension of the ports in California and Arizona. The TradePort Corridor will integrate the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub.

¹ <https://www.census.gov/quickfacts/bernalillocountynewmexico>

With the TradePort Corridor located along the I-40/BNSF, the project provides a unique opportunity to create a new economic ecosystem that attracts new infrastructure, private investments, and jobs.² In addition, creating clean energy technology and infrastructure for the TradePort Corridor will also reduce the current sizable carbon footprint from a system that relies on all-diesel trucks.³

Members of the New Mexico Congressional Delegation proudly support the application submitted by Bernalillo County regarding their RIA Program application as funded by DOT, and we request that you give their application thorough consideration within your agency's guidelines.

Sincerely,

/s/ Martin Heinrich
United States Senator

/s/ Teresa Leger Fernández
United States Representative

/s/ Ben Ray Lujan
United States Senator

/s/ Gabe Vasquez
United States Representative

² <http://www.bnsf.com/ship-with-bnsf/maps-and-shipping-locations/index.page>

³ <https://railroads.dot.gov/rail-network-development/environment/rail-climate-considerations>

PAUL A. GOSAR, D.D.S.
Ninth District, Arizona

2057 Rayburn House Office Building
Washington, D.C. 20515
(202) 225-2315

1300 South Litchfield Road, Suite 115-H
Goodyear, Arizona 85338
(623) 707-0530

WWW.GOSAR.HOUSE.GOV



Congress of the United States
House of Representatives
Washington, DC 20515

COMMITTEE ON NATURAL RESOURCES
Subcommittees
Chairman, Oversight and Investigations
Energy and Mineral Resources

**COMMITTEE ON
OVERSIGHT AND ACCOUNTABILITY**
Subcommittees
Health Care and Financial Services
National Security, the Border and
Foreign Affairs

May 8, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Buttigieg:

I write in support of the I-40 TradePort Corridor business plan and the proposal for the designation as a U.S. Department of Transportation Regional Infrastructure Accelerator project. This proposal is submitted by a partnership of public and private entities that will provide national benefit with an 800-mile-long development corridor in three states.

The proposal includes the submitting public entities of City of Kingman (AZ), City of Winslow (AZ), State of Arizona, Bernalillo County (NM), Sandoval County (NM), the State of New Mexico, Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public stakeholders, there is a long and wide roster of supporting partners from key transportation and infrastructure sectors.

This coalition of partners has agreed to work together to develop a nationally significant state of the art innovative energy focused development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that aim to solve our national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the New Mexico TradePort project along the I-10 corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, innovative energy equipment adoption, rural development, and economic competitiveness. This system of collaboration creates a strong foundation from which to deliver a transformational project that is of national consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system

that connects our busiest seaports with key inland supply chain markets. This corridor will essentially function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo efficiency throughout our country to which our nation may benefit from.

Beyond the logistical benefits this project will achieve, the economic benefits will directly impact the lives of many Americans by providing large scale employment opportunities across multiple states. Many of the areas that will see the most significant economic benefit are the Tribal communities of Northern Arizona and Northern New Mexico as well as many rural communities that have not experienced the benefits of a competitive economic environment.

As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options and those sectors looking to build a strong American economy.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a U.S. Department of Transportation Regional Accelerator will advance the project to delivery and includes development of:

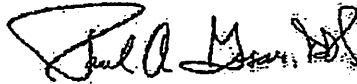
- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

The I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the U.S. Department of Transportation by creating a pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment to develop innovative energy and logistical solutions that benefits our entire country.

I appreciate the Build America Bureau's and the U.S. Department of Transportation's review and consideration of this project. Please adhere to all rules, policies and regulations when addressing this request.

If you need additional information or have questions, please feel free to contact my Legislative Director, Rory.Burke@mail.house.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul A. Gosar". The signature is stylized with a large, sweeping initial "P" and a distinct "G" at the end.

Paul A. Gosar, D.D.S.
Member of Congress

CC: City of Kingman
310 N. 4th Street
Kingman, AZ 86401

19 May, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The Tech Engagement Office of the Air Force Research Lab in New Mexico (AFRL-NM) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The I-40 TradePort Corridor partners across both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort along the I-10 Corridor. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher levels of cargo throughput efficiency at our busiest seaports, and therefore support a more stable national supply chain system.

This I-40 transcontinental corridor project directly leverages the TradePort California project as it expands and extends operating and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development, and economic competitiveness. The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a USDOT Regional Infrastructure Accelerator and a delivery partnership with the Build American Bureau.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a

quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

AFRL-NM appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Gabriel Mounce, USSF
Director, Tech Engagement Office
Air Force Research Lab-New Mexico



Sandia National Laboratories

Operated for the United States Department of Energy
by National Technology and Engineering
Solutions of Sandia, LLC.

David J Kistin
Technology and Economic Development

Phone: (505) 205-3598
Email: dkistin@sandia.gov

April 28, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Re: Letter of Support for the I-40 TradePort Corridor

Dr. Secretary Buttigieg,

On behalf of Sandia National Laboratories (Sandia), I am writing to express my support of the I-40 TradePort Corridor business plan and the proposal for designation as a USDoT Regional Infrastructure Accelerator project. This structured collaboration model aims to set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The design of this project represents an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness.

Sandia National Laboratories is a government-owned-contractor-operated facility operated by National Technology & Engineering Solutions of Sandia, LLC (NTESS) for the U.S. Department of Energy (DOE)/National Nuclear Security Administration (NNSA) under Management and Operating (M&O) Contract DE-NA0003525. Providing Sandia's services to Bernalillo County or any other Non-Federal Entity is subject to DOE review and approval in accordance with DOE policies and regulations. These services may be acquired under a bilateral contract with Sandia.

I believe that the I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues, and I offer Bernalillo County our full support on this proposal. If I may be of any further assistance, please do not hesitate to contact my office.

Sincerely,

David J Kistin
(505) 205-3598
dkistin@sandia.gov



Exceptional Service in the National Interest





May 23, 2023

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Support for the I-40 TradePort Corridor and proposed designation as a U.S. Department of Transportation Regional Infrastructure Accelerator project

Dear Secretary Buttigieg,

As a top regional commerce and economic driver, the Indian Pueblo Cultural Center supports the collaborative effort to establish an I-40 Trade Corridor. We stand behind the coalition's goals to create a business plan for the purpose of developing a nationally significant, state-of-the-art, clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This diverse, multi-state coalition composed of public and private as well as rural and urban entities is strategically positioned to build a logical and comprehensive plan that will a.) meet the infrastructure needs of critical cross-country ports, b.) attract further private investment and new revenue streams, and c.) contribute to a region of the country that is emerging as a strategic hub for manufacturing businesses, clean energy, and large-scale production.

The Indian Pueblo Cultural Center, owned by the 19 Pueblos of New Mexico and located in the heart of the metro area, understands the need to improve upon the transportation system in consistent and efficient ways so that the current needs of both rural and urban areas are met. Upgrades to transportation logistics and infrastructure will positively impact the national supply chain and bring economic prosperity to communities all along the trade route.

Should you have any questions regarding the Indian Pueblo Cultural Center's support of this critical project please don't hesitate to contact me.

Sincerely,

Michael Canfield
President & CEO
mcanfield@indianpueblo.com
505-212-7037

Acoma
Cochiti
Isleta
Jemez
Laguna
Nambé
Ohkay Owingeh
Picuris
Pojoaque
Sandia
San Felipe
San Ildefonso
Santa Ana
Santa Clara
Santo Domingo
Taos
Tesuque
Zia
Zuni

2401 12th St. NW
Albuquerque, NM 87104
866-855-7902
IndianPueblo.org



May 8th, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Tamaya Ventures strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The **I-40 TradePort Corridor** partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The **I-40 TradePort Corridor** will be comprised of a series of strategic purpose-built TradePort hubs that will function

1

as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughput efficiency.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

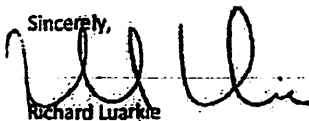
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Tamaya Ventures appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Richard Luarkie
President/CEO



May 25, 2023

The Honorable Pete Buttigieg
Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

I write to offer my strong support for the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The I-40 TradePort Corridor partners across both the public and private sectors provide an extraordinarily strong foundation from which to deliver a transformational project.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort along the I-10 Corridor. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher levels of cargo throughput efficiency at our busiest seaports, and therefore support a more stable national supply chain system.

This I-40 transcontinental corridor project directly leverages the TradePort California project as it expands and extends operating and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development, and economic competitiveness. The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a USDOT Regional Infrastructure Accelerator and a delivery partnership with the Build American Bureau.

100 North 7th Avenue, Suite 400
Phoenix, Arizona 85007
602.845.1200 • 800.542.5684
azcommerce.com

ARIZONA COMMERCE AUTHORITY



The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure,
- Project engineering specifications and a public-private delivery plan for each project,
- Site-specific logistics asset and clean energy project specifications,
- Detailed environmental improvement plan, and
- Community-level integration plan, including job training specifications and integration with educational training partners.

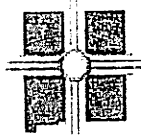
On behalf of the Arizona Commerce Authority, I strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

I appreciate the Build America Bureau's and the US Department of Transportation's consideration of this project. Please do not hesitate to reach out to me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Watson", with a stylized flourish at the end.

Sandra Watson
President & CEO
Arizona Commerce Authority



New Mexico DEPARTMENT OF
TRANSPORTATION
SUSTAINING THE FUTURE

May 26th, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The New Mexico Department of Transportation (NMDOT) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10-Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation.

**Michelle Lujan
Grisham**
Governor

Ricky Serna
Cabinet Secretary

Commissioners

Jennifer Sandoval
Commissioner, Vice-Chairman
District 1

Gary Tonjes
Commissioner
District 2

Hilma E. Chynoweth
Commissioner
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

General Office

P.O. Box 1149

Santa Fe, NM 87504

The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options. Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

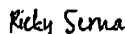
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- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

The New Mexico Department of Transportation (NMDOT) appreciates the Build America Bureau's and the U.S. Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

DocuSigned by:

 Ricky Serna

Ricky Serna, Secretary

New Mexico Department of Transportation

**EDD**ECONOMIC
DEVELOPMENT
DEPARTMENTMichelle Lujan Grisham • Governor
Alicia J. Keyes • Cabinet Secretary

May 15, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The New Mexico Economic Development Department writes in support of the grant application submitted by Bernalillo County to the Build America Bureau, USDOT Regional Infrastructure Accelerator Program, which proposes to develop a state-of-the-art clean energy logistics industrial development project along the I-40/BNSF railroad corridor.

Bernalillo County in partnership with Sandoval County and other state, regional and private stakeholders, proposes to develop an I-40 Trade Port Corridor which would create a strategic supply chain hub by extending the connections between the ports in California and Arizona and integrating modern logistics infrastructure and clean energy technologies through public-private partnerships. This unique and integrated approach has the potential to directly impact large-scale job creation in rural and Native American regions and increase overall supply chain efficiency, as well as attract new infrastructure and investment throughout the I-40 Trade Port Corridor.

The New Mexico Economic Development Department believes that the I-40 TradePort Corridor project will enhance its ongoing efforts to diversify the economy of New Mexico, support clean energy, and create jobs for our citizens. For these reasons, we request that you consider approval of the application submitted by Bernalillo County for their Rural Infrastructure Accelerator Program.

Sincerely,

Mark Roper
Division Director
Economic Development Department



May 18, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The New Mexico Trade Alliance strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The **I-40 TradePort Corridor** partners across both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The design of this project intersects at the San Pedro seaports complex in Southern California and with **TradePort California** and the **NM TradePort** along the I-10 Corridor. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher levels of cargo throughput efficiency at our busiest seaports, and therefore support a more stable national supply chain system. This I-40 transcontinental corridor project directly leverages the **TradePort California** project as it expands and extends operating and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development,

and economic competitiveness. The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a USDOT Regional Infrastructure Accelerator and a delivery partnership with the Build American Bureau.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

New Mexico Trade Alliance appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

A handwritten signature in black ink, appearing to be 'Randy Trask', written over a horizontal line.

Randy Trask
President
New Mexico Trade Alliance
505.231.0677



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Karen Bass Board of Harbor Commissioners Eugene D. Seroka	Mayor, City of Los Angeles Edward R. Renwick Vice President Executive Director	Diane L. Middleton Commissioner	Michael Muñoz Commissioner	Lucille Roybal-Allard Commissioner	Leo Williams Commissioner
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May 15, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

RE: I-40 TRADEPORT CORRIDOR BUSINESS PLAN

On behalf of the Port of Los Angeles (POLA), I write to express our support for the *I-40 TradePort Corridor* business plan and the proposal for designation as a U.S. Department of Transportation (USDOT) Regional Infrastructure Accelerator (RIA) project.

The project is designed to serve at the intersection between the San Pedro Bay Ports Complex in Southern California, TradePort California, and the New Mexico TradePort along the I-10 Corridor. Once build, it has the potential to operate as a systemic extension of the global seaports complex here in Los Angeles and will represent a fundamental element of a modern national logistics system that connects our busiest maritime gateways with key inland supply chain markets.

The I-40 TradePort Corridor is among the busiest freight corridors in the U.S. and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the nation. The project will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. This is a multimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation.

Designation as a USDOT RIA will help advance the project to delivery. We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and USDOT by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

POLA appreciates the Build America Bureau and the USDOT's consideration of this project and is pleased to submit this letter of support.

Sincerely,

EUGENE D. SEROKA
Executive Director

EDS:DL:AS:mrl



ECONOMIC/WORKFORCE
DEVELOPMENT

Teri Drew
Regional Director

May 16, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The Northern Arizona Council of Governments-Economic Development Council (NACOG-EDC) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

The Northern Arizona Council of Governments (NACOG), Economic Development District (EDD) spans four counties (47,786 square miles) covering 40% of Arizona's land area. The political jurisdictions within the region include 24 incorporated communities, nine Indian Tribes (i.e., Navajo Nation, Hopi Nation, White Mountain Apache, Zuni, Havasupai, Hualapai, Camp Verde Yavapai-Apache Nation and Prescott Yavapai Nation, and a small portion of a Kaibab-Paiute reservation), as well as Apache, Coconino, Navajo, and Yavapai Counties. *The NACOG-EDD vision is an economically diverse regional collaborative that is proactive in its efforts to ensure economic resiliency and quality job opportunities for all to thrive and prosper.*

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughput efficiency.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

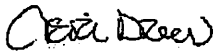
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

NACOG-EDC appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Teri Drew
NACOG Regional Director

TD/to

 COCONINO
COUNTY ARIZONA
BOARD OF SUPERVISORS
Patrice M. Horstman
District 1
Chair

April 19, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Coconino County of Arizona, strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

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The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The

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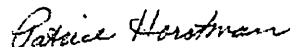
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Coconino County of Arizona, appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Please reach out with any questions.

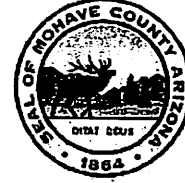


Sincerely,

Patrice Horstman
Chair, District 1 Supervisor
Coconino County Board of Supervisors

MOHAVE COUNTY BOARD of SUPERVISORS

P.O. Box 7000
700 West Beale Street
Kingman, Arizona 86402-7000
Telephone (928) 753-0722 Cell (928) 279-9010
Website -- www.mohavecounty.us



Chairman Travis J. Lingenfelter - Mohave County Supervisor District 1
Marianne Salemi - District 1 Manager

April 13, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

RE: I-40 TradePort Letter of Support

Dear Secretary Buttigieg,

Chairman Travis Lingenfelter strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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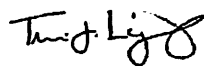
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Chairman Travis Lingenfelter appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Travis J. Lingenfelter
County Supervisor-District 1
Mohave County Board of Supervisor Chairman



MOHAVE COUNTY
ECONOMIC DEVELOPMENT & TOURISM

MOHAVE COUNTY

ECONOMIC DEVELOPMENT & TOURISM



Mailing Address: P. O. Box 7000, Kingman, Arizona 86402-7000
3250 E. Kino Avenue, Kingman, Arizona 86401

Tamir Ursenbach
Economic Development Director

www.mohavedevelopment.org
www.mohavecounty.org

Sam Eilers
County Administrator

April, 12, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Mohave County Economic and Tourism office strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10- Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau.

Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will

utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Mohave County Economic Development and Tourism appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Tami Ursenbach
928-757-0960

Mohave County Economic Development and Tourism



City of Kingman

310 NORTH FOURTH STREET • KINGMAN • ARIZONA • 86401 • 928.753.5561
WWW.CITYOFKINGMAN.GOV

May 2, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The City of Kingman strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

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WWW.CITYOFKINGMAN.GOV

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We strongly believe that the **I-40 TradePort Corridor** project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.



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WWW.CITYOFKINGMAN.GOV

The City of Kingman, AZ, appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Ron Foggin

City Manager





City of Kingman

Kingman Municipal Airport, 7000 Flighline Drive, Kingman, AZ 86401

April 21, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Kingman Municipal Airport strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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City of Kingman

Kingman Municipal Airport, 7000 Flightline Drive, Kingman, AZ 86401

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City of Kingman

Kingman Municipal Airport, 7000 Flightline Drive, Kingman, AZ 86401

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Kingman Municipal Airport appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

W. Douglas Breckenridge
Airport General Manager
City of Kingman Municipal Airport



April 12, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Mohave Community College, located in Mohave County with the main campus in Kingman, Arizona, strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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Mohave County
Community College
District Office
1971 Jagerman Ave.
Kingman, AZ 86409

Bullhead City Campus
3400 Highway 95
Bullhead City, AZ 86442

Lake Havasu City Campus
1977 Acema Blvd. West
Lake Havasu City, AZ 86403

Neal Campus - Kingman
1971 Jagerman Ave.
Kingman, AZ 86409

North Mohave Campus
480 S. Central
Colorado City, AZ 86021

www.mohave.edu
1.866.664.2832

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

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The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

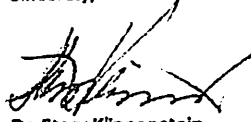
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Mohave Community College appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Dr. Stacy Klippenstein

President of Mohave Community College

Attachment to I-40 TradePort Corridor Letter of Support

Entity

Port of Los Angeles
Port of Long Beach
BNSF Railroad
Senator Martin Heinrich
Senator Ben Ray Lujan
Senator Mark Kelly
Senator Kristin Sinema
Congressman Eli Crane
Congressman Paul Gosar
Congresswoman Melanie Stansbury
Congressman Gabe Vasquez
Congresswoman Teresa Leger Fernandez
Arizona Commerce Authority
Arizona Department of Transportation
New Mexico Economic Development Dept.
New Mexico Department of Transportation
Governor, New Mexico
Governor, Arizona
New Mexico Trade Alliance
Bernalillo County
Sandoval County
Village of Los Lunas
City of Winslow
City of Kingman
Coconino County
Mohave County
Mohave Community College
Navajo County

Sector

Load center seaport
Load center seaport
National railroad operator
Congress
Congress
Congress
Congress
Congress
Congress
Congress
Congress
Congress
State economic development entity
State transportation agency
State economic development agency
State transportation agency
State Government
State Government
Economic development organization
County government
County government
Local government
Local government
Local government
County government
County government
Regional Community College System
County government

Kingman Unified School District #20

SUPERINTENDENT
Dr. Gretchen Dörner

3033 MacDonald Ave
Kingman, AZ 86401
Phone: (928) 753-5678
Fax: (928) 753-6910

ASSISTANT SUPERINTENDENT
Mrs. Jeri Wolsey

April 20, 2023,

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Kingman Unified School District strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the

Kingman Unified School District #20

SUPERINTENDENT
Dr. Gretchen Dentler

3033 MacDonald Ave
Kingman, AZ 86401
Phone: (928) 753-5678
Fax: (928) 753-6910

ASSISTANT SUPERINTENDENT
Mrs. Jeri Wolsey

United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

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Kingman Unified School District #20

SUPERINTENDENT
Dr. Gretchen Dornier

3033 MacDonald Ave
Kingman, AZ 86401
Phone: (928) 753-5678
Fax: (928) 753-6910

ASSISTANT SUPERINTENDENT
Mrs. Jeri Wolsey

Kingman Unified School District#20 appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Gretchen Dornier

Gretchen Dornier, Ed. D
Superintendent, KUSD#20

Attachment to I-40 TradePort Corridor Letter of Support

Entity

Port of Los Angeles
Port of Long Beach
BNSF Railroad
Senator Martin Heinrich
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Arizona Commerce Authority
Arizona Department of Transportation
New Mexico Economic Development Dept.
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Governor, New Mexico
Governor, Arizona
New Mexico Trade Alliance
Bernalillo County
Sandoval County
Village of Los Lunas
City of Winslow
City of Kingman
Coconino County
Mohave County
Navajo County

Sector

Load center seaport
Load center seaport
National railroad operator
Congress
Congress
Congress
Congress
Congress
Congress
Congress
Congress
Congress
Congress
State economic development entity
State transportation agency
State economic development agency
State transportation agency
State Government
State Government
Economic development organization
County government
County government
Local government
Local government
Local government
County government
County government
County government

1235 S. Radonzo Center Dr.
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928-329-4248 FAX
1-800-782-1886
www.WACOG.com



208 North 4th Street
Kingman, AZ 86401
928-753-6247
928-753-7038 FAX

Strengthening Communities, Empowering People

May 18, 2023

The Honorable Peter P.M. Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Interstate 40 TradePort Corridor

Dear Secretary Buttigieg,

The Western Arizona Council of Governments strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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Serving La Paz County, Mohave County, Yuma County, Town of Parker, Town of Wellton, City of Somerton, City of San Luis, City of Yuma, City of Lake Havasu, City of Kingman, City of Bullhead, Town of Colorado City, Town of Quartzsite

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928-753-7038 FAX

Strengthening Communities, Empowering People

The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The **I-40 TradePort Corridor** will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The **I-40 TradePort Corridor** investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The **I-40 TradePort Corridor** will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The **TradePort** project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the **I-40 TradePort Corridor's** infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

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928-782-1886
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208 North 4th Street
Kingman, AZ 86401
928-753-6247
928-753-7038 FAX

Strengthening Communities, Empowering People

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

The Western Arizona Council of Governments appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

If you have any further questions, please feel free to contact me at any time.

Sincerely,

Roland Hulse,

WACOG Transportation Program Manager

Mayor
Roberta W. Cano

(928) 289-2422



Discover Winslow-A City in Motion

Council Members
Peter Cake
Samantha Crisp
Jim MacLean
Darcey McKee
Melissa Nelson
Daniel T. Tafoya

April 25, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The City of Winslow, Arizona strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los

City Hall ~ 21 Williamson Avenue ~ Winslow, Arizona 86047 ~ (928) 289-2422
www.winslowaz.gov

Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

The City of Winslow appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,


Mayor Roberta Cano

CC: File

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www.winslowaz.gov



Northland Pioneer College
Office of the President

EXPANDING MINDS • TRANSFORMING LIVES

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Northland Pioneer College (NPC) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

NPC is a Native American Serving Non-Tribal Institution (NASNTI) and one of the geographically largest districts in the country covering two of the poorest, most rural, and most diverse counties in the country. This project will impact the three tribal nations we serve, and communities significantly impacted by planned coal plant closures. Our vision at NPC is to connect students with living wage jobs and positively impact the economy of the region. I cannot think of a project that has more potential to help us do that.

Along with the other partners, I believe the I-40 TradePort Corridor will be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build America Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in our rural and Native American region, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency. NPC appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Chato Hazelbaker, Ed.D
President

P.O. Box 610,
Holbrook, AZ 86025-0610 P: 928.524.7418 | F:
928.524.7419 | chato.hazelbaker@npc.edu

County Manager's Office

415 Silver Ave. SW, 8th Floor
Albuquerque, New Mexico 87102
Office: 505-468-7000
manager@bemco.gov
www.bemco.gov



April 25, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Bernalillo County strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of

County Commissioners

Barbara Baca, Chair, District 1 • Adriann Barboa, Vice-Chair, District 3
Steven Michael Quezada, District 2 • Walt Benson, District 4 • Eric C. Olivas, District 5

Elected Officials

Damian R. Lara, Assessor • Linda Stover, Clerk • Cristy J. Carbón-Gaul, Probate Judge
John D. Allen, Sheriff • Nancy M. Bearce, Treasurer

County Manager
Julie Morgas Baca

partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

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The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

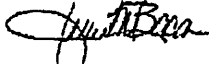
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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Bernalillo County appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Julie Morgas Baca
Bernalillo County Manager

SANDOVAL COUNTY
STATE OF NEW MEXICO

April 24, 2023



DAVID J. HEIL
Chairman, District 4

MICHAEL MEEK
Vice Chairman, District 3

KATHERINE A. BRUCH
District 1

JAY C. BLOCK
District 2

JOSHUA JONES
District 5

LINDA P. GALLEGOS
Assessor

ANNE BRADY-ROMERO
Clerk

EDWARD W. LOVATO
Probate Judge

JESSE JAMES CASAUS
Sheriff

JENNIFER TAYLOR
Treasurer

WAYNE A. JOHNSON
County Manager

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Sandoval County, (New Mexico) strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The **I-40 TradePort Corridor** partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The **I-40 TradePort Corridor** will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The **I-40 TradePort Corridor** investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business

partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

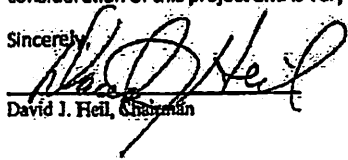
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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Sandoval County appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,


David J. Heil, Chairman


Wayne Johnson, County Manager



May 5, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Sandoval Economic Alliance strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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SEA-NM.com | info@SEA-NM.com | 505.891.4305
1201 Rio Rancho Blvd, Suite C • Rio Rancho, NM 87124

system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

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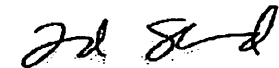
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Sandoval Economic Alliance appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Sandoval Economic Alliance



Fred Shepherd, President & CEO

800-451-2933 or 505-105-3777 | info@abq.org | 225 Third St. NE, Suite 1000, Albuquerque, NM 87102



April 28, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

As the President & CEO for the Albuquerque Regional Economic Alliance, a 501c3 public charity serving the greater Albuquerque regional MSA, I am pleased to share our strong support for the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project.

This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

In addition, this business plan aligns closely with the regionally developed AREA 1.0 Economic Development Strategic Plan, approved by our Board of Directors in 2021 and

Albuquerque Regional Economic Alliance

Albuquerque Regional Economic Alliance

00-451-293 or 505-377-0634 info@abq.org | 201 Third St NW Albuquerque, NM 87102

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

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AREA appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Danielle Casey, CECD, EDFP
President & CEO

Albuquerque Regional Economic Alliance



Matthew B. Geisel
City Manager

May 18, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The City of Rio Rancho is writing in support of the I-40 TradePort Corridor plan and proposal for USDOT Regional Infrastructure Accelerator designation. The unique public-private partnership between entity Bernalillo County (NM), along with the State of New Mexico, the State of Arizona, Sandoval County (NM), the City of Winslow (AZ), the City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments provides an opportunity for both local and national impact over an 800-mile-long corridor in three states.

This plan to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor has gained support from key sectors, including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development. The I-40 TradePort Corridor is the busiest freight corridor in the US. It is a critical supply chain route connecting the busiest seaports complex in North America to markets across the United States. These projects represent an integrated approach supporting increased supply chain efficiency, adoption of clean energy equipment, rural development, and economic competitiveness.

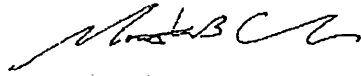
The Corridor consists of many urban and rural communities over a three-state region, including Rio Rancho. Many communities along this corridor are seeing high levels of unemployment and poverty and have not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for local governments. The project will support advancements in social justice advancements through a specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production closer to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

The I-40 Trade Port Corridor project will benefit communities like Rio Rancho and others across the region. We strongly support this proposed partnership with the Build America Bureau and the US Department of Transportation. This will create a new pipeline of projects utilizing Build America's financing programs, which will be fundamental to the project's success.

Moreover, the partnership with the Build America Bureau will assist the project in leveraging and combining strategic public investment with private investment across the clean energy, logistics, and industrial development asset classes.

The City of Rio Rancho appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is happy to submit this letter of support.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew B. Geisel", written in a cursive style.

Matthew B. Geisel
City Manager



Small Community • Big Possibilities



COMMUNITY DEVELOPMENT DEPARTMENT

April 28, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

The Village of Los Lunas strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants of this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California, TradePort California, and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors proves an extraordinarily strong foundation from which to deliver a transformational project that is of national and regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership

CHARLES GRIEGO
MAYOR

GINO ROMERO
COUNCILOR

JAMES T. RUNYON
COUNCILOR

CRUZ MUÑOZ
COUNCILOR

CHRISTOPHER S. ORTIZ
COUNCILOR

GREGORY D. MARTIN
VILLAGE ADMINISTRATOR



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COMMUNITY DEVELOPMENT DEPARTMENT

with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaport complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. This is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment Plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Port of Los Angeles/Long Beach and will facilitate higher levels of cargo efficiently.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways, and increased supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. This project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDoT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure.

CHARLES GRIEGO
MAYOR

GINO ROMERO
COUNCILOR

JAMES T. RUNYON
COUNCILOR

CRUZ MUÑOZ
COUNCILOR

CHRISTOPHER S. ORTIZ
COUNCILOR

GREGORY D. MARTIN
VILLAGE ADMINISTRATOR



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COMMUNITY DEVELOPMENT DEPARTMENT

- Project engineering specifications and a public-private delivery plan for each project.
- Site-specific logistics asset and clean energy project specification.
- Detailed environmental improvement plan.
- Community-level integration plan, including job training specifications and integration with educational training partners.

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic investment with private investment across the clean energy, logistics and industrial development asset classes.

The Village of Los Lunas appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is pleased to submit this letter of support.

Sincerely,

Charles Griego
Village of Los Lunas Mayor

CHARLES GRIEGO
MAYOR

GINO ROMERO
COUNCILOR

JAMES T. RUNYON
COUNCILOR

CRUZ MUÑOZ
COUNCILOR

CHRISTOPHER S. ORTIZ
COUNCILOR

GREGORY D. MARTIN
VILLAGE ADMINISTRATOR



4201 Crestview SE
Rio Rancho, NM 87124
(505)892-1533 RRRCC.org

May 11, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 205

Dear Secretary Buttigieg,

The Rio Rancho Regional Chamber of Commerce strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughput efficiency.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

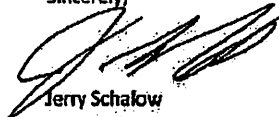
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
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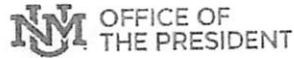
We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

The Rio Rancho Regional Chamber of Commerce appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Jerry Schalow
President & CEO



May 8, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

The University of New Mexico (UNM) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter. This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefited by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

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The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

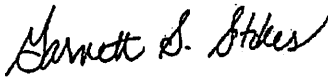
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
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- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

UNM appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Garnett S. Stokes
President



500 Lase Road NE
Rio Rancho, NM 87124
P 505 896 0667
F 505 896 0662

May 1, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

Rio Rancho Public Schools strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that consists of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The **I-40 TradePort Corridor** partners believe that this large-scale project would be significantly benefited by designation as a Regional Accelerator and a delivery partnership with the Build America Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project

will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The **I-40 TradePort Corridor** will consist of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The **I-40 TradePort Corridor** investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will efficiently facilitate higher levels of cargo throughout.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The **I-40 TradePort Corridor** will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and it's clear focus on purpose built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

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500 Luser Road NE
Rio Rancho, NM 87124
P 505.896.0667
F 505.896.0662

- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the **I-40 TradePort Corridor** project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Rio Rancho Public Schools has not been immune to supply chain struggles. As we look at building new schools, acquiring new technology and ensuring our schools have the supplies necessary to operate, we see great value in supporting the **I-40 TradePort Corridor** and improving supply chain timeliness and efficiency. In addition, the opportunity for large-scale job creation helps provide jobs for our New Mexico families and students who have graduated and are entering the workforce.

Rio Rancho Public Schools appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Dr. V. Sue Cleveland,
Superintendent of Schools

April 24, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary, Buttigieg,

UniSource Energy strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

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The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

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extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

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The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

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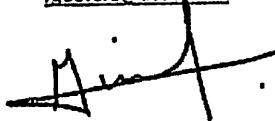
UniSource Energy appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Roberto Guevara

Director of Operations

rguevara@uesaz.com



Public Service Company of New Mexico
Corporate Headquarters
Albuquerque, NM 87158-0605
www.pnmresources.com
Phone: 505.241.0649

Julia Rowley
Vice President, Chief Customer Officer



April 24, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Public Service Company of New Mexico (PNM) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

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The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los

Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

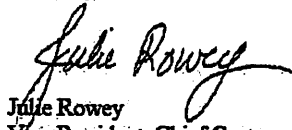
We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be

Secretary Pete Buttigieg
US Department of Transportation
April 24, 2023
Page 3

fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

PNM appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

A handwritten signature in black ink, appearing to read "Julie Rowey", written in a cursive style.

Julie Rowey
Vice President, Chief Customer Officer

May 4, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Plug Power strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The I-40 TradePort Corridor partners across both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort along the I-10 Corridor. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher levels of cargo throughput efficiency at our busiest seaports, and therefore support a more stable national supply chain system.

This I-40 transcontinental corridor project directly leverages the TradePort California project as it expands and extends operating and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development, and economic competitiveness. The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a USDOT Regional Infrastructure Accelerator and a delivery partnership with the Build American Bureau.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between

ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

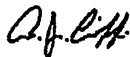
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Plug Power appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Al Cioffi
Vice President Sales and Business Development



May 30, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

TeraWatt Infrastructure, Inc. (TeraWatt) supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. TeraWatt is a real estate owner and project developer of large scale electric vehicle charging infrastructure for commercial fleets, including for medium- and heavy- duty vehicles. TeraWatt has future plans to charging infrastructure within the I-40 TradePort Corridor, consistent with the vision of the initiative.

This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles and infrastructure, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The **I-40 TradePort Corridor** will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment.

TeraWatt appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

David Schlosberg

TeraWatt Infrastructure, Inc.

VP, Energy & Utilities

NIKOLA.

May 9, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Nikola Corporation ("Nikola") strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The **I-40 TradePort Corridor** partners across both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The design of this project intersects at the San Pedro seaports complex in Southern California and with **TradePort California** and the **NM TradePort** along the I-10 Corridor. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher levels of cargo throughput efficiency at our busiest seaports, and therefore support a more stable national supply chain system.

This I-40 transcontinental corridor project directly leverages the **TradePort California** project as it expands and extends operating and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development, and economic competitiveness. The **I-40 TradePort Corridor** partners believe that this large-scale project would be significantly benefitted by designation as a USDOT Regional Infrastructure Accelerator and a delivery partnership with the Build American Bureau. The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States.

NIKOLA.

The **I-40 TradePort Corridor** will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The **I-40 TradePort Corridor** investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The **I-40 TradePort Corridor** will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets.

The **TradePort** project will stimulate investment in industries evaluating reshoring options. Work is currently underway to develop the **I-40 TradePort Corridor's** infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
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- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the **I-40 TradePort Corridor** project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes. Nikola appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Alana Langdon
Head of Government Affairs and Global Policy
Nikola Corporation
alana.langdon@nikolamotor.com

May 15, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

CRST – The Transportation Solution strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of

government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

CRST appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Chad LaGrange

Chad LaGrange
CRST
Chief Commercial Officer

May 25, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Ruan Transportation Management Systems strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The **I-40 TradePort Corridor** partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The **I-40 TradePort Corridor** will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The **I-40 TradePort Corridor** investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of

government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations; the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
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- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Ruan Transportation Management Systems appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Eleke Ukpabi

Eleke Ukpabi

Vice President of Engineering & Strategy
Ruan Transportation Management Systems
666 Grand Avenue, Suite 3200
Des Moines IA 50309

Attachment to I-40 TradePort Corridor Letter of Support

<u>Entity</u>	<u>Sector</u>
Port of Los Angeles	Load center seaport
Port of Long Beach	Load center seaport
BNSF Railroad	National railroad operator
Senator Martin Heinrich	Congress
Senator Ben Ray Lujan	Congress
Senator Mark Kelly	Congress
Senator Kristin Sinema	Congress
Congressman Eli Crahe	Congress
Congressman Paul Gosar	Congress
Congresswoman Melanie Stansbury	Congress
Congressman Gabe Vasquez	Congress
Congresswoman Teresa Leger Fernandez	Congress
Arizona Commerce Authority	State economic development entity
Arizona Department of Transportation	State transportation agency
New Mexico Economic Development Dept.	State economic development agency
New Mexico Department of Transportation	State transportation agency
Governor, New Mexico	State Government
Governor, Arizona	State Government
New Mexico Trade Alliance	Economic development organization
Bernalillo County	County government
Sandoval County	County government
Village of Los Lunas	Local government
City of Winslow	Local government
City of Kingman	Local government
Coconino County	County government
Mohave County	County government
Navajo County	County government
Navajo Nation	Native American Nation
Hopi Nation	Native American Nation
New Mexico Rail Park	Industrial development
Public Service New Mexico	Electric utility
Arizona Public Service	Electric utility



ATTORNEYS AT LAW

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34th Floor
Los Angeles, CA 90017
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Fredric W. Kessler
D 213.612.7829
fkessler@nossaman.com

Refer To File # -

May 4, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Re: I-40 TradePort Corridor

Dear Secretary Buttigieg,

Nossaman LLP is a leading infrastructure law firm with offices in California, Texas, Washington, Arizona and the District of Columbia and is nationally respected and recognized as a leading authority on major transportation project development utilizing such tools as public-private partnerships.

Nossaman takes this opportunity to express its strong support for the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. The **I-40 TradePort Corridor** is a nationally strategic project that will be developed over an 800-mile-long corridor in three states. It is further described in the appendix to this letter.

I-40 TradePort Corridor Sponsors

The proposal is submitted by a unique, strategic combination of public and private entities. Direct participants working together on this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The **I-40 TradePort Corridor** partners across public and private sectors provide a broad and strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

Synergistic Benefits

The design of this project intersects at the seaports complex in Los Angeles and Long Beach, California and with TradePort California and the NM TradePort along the I-10 Corridor. Developed as a systemic extension of these major seaports, the project will be a fundamental

element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher cargo throughput efficiency at these seaports, and therefore support a more stable national supply chain system.

The I-40 TradePort Corridor directly leverages the TradePort California project as it expands and extends operations and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development, and economic competitiveness.

Essential Impetus from USDOT Support

The partners believe that the I-40 TradePort Corridor would significantly benefit from designation as a USDOT Regional Infrastructure Accelerator.

Work is currently underway to develop the I-40 TradePort Corridor's Infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance project realization through support of at least the following development efforts:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project component
- Site-specific logistics asset and clean energy project specifications
- Environmental review under NEPA and equivalent state laws
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

The partners likewise believe that the I-40 TradePort Corridor project can benefit from a close collaboration with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America Bureau's financing programs. The use of these programs will be fundamental to the project's success. Moreover, financial assistance from the Build America Bureau will assist the project to leverage strategic state and local public investment and private investment across the clean energy, logistics and industrial development asset classes.

Nossaman appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Fredric W. Kessler
Nossaman LLP

May 24, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

KDP Manager, LLC (Kingman Development Partners) strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM, Albuquerque), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of public and private partners, there is a long and wide roster of supporting partners from key sectors including seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, Native American tribal governments and economic development.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges. The I-40 TradePort Corridor partners across both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort along the I-10 Corridor. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets. Development of this project will facilitate higher levels of cargo throughput efficiency at our busiest seaports, and therefore support a more stable national supply chain system.

This I-40 transcontinental corridor project directly leverages the TradePort California project as it expands and extends operating and investment (truck, rail, clean energy and industrial investment) over an even more significant market area. Together, these projects represent an integrated approach to support increased supply chain efficiency, zero emission equipment adoption, rural development, and economic competitiveness. The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a USDOT Regional Infrastructure Accelerator and a delivery partnership with the Build American Bureau.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a

quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor Investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub.

The project will directly impact a range of national, state and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including job training specifications and integration with educational training partners

We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

KDP Manager, LLC appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,


Nicholas Jacobitz
KDP Manager, LLC



May 1, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Enchantment Land Certified Development Company strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter. This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build America Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

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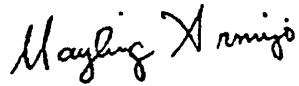
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that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Enchantment Land Certified Development Company appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

A handwritten signature in black ink, reading "Mayling Armijo". The signature is fluid and cursive, with the first name "Mayling" and last name "Armijo" clearly distinguishable.

Mayling Armijo
Executive Director
marmijo@elcdc.com
505-200-0468



May 22, 2023

The Honorable Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Support for the I-40 Trade Port Corridor and proposed designation as a U.S. Department of Transportation Regional Infrastructure Accelerator project

Dear Secretary Buttigieg,

On behalf of Intel, I am writing to express the company's support for the I-40 Trade Port Corridor business plan and the proposal for designation as a U.S. Department of Transportation (DoT) Regional Infrastructure Accelerator project. In particular, this multi-state public-private partnership would help to create a state-of-the-art clean energy, logistics and industrial development project along the I-40/BNSF logistics corridor.

As you are aware, Intel recently announced a \$3.5 billion investment to modernize campus facilities that will support the company's advanced 3D manufacturing and packaging technology and create an additional 700 permanent jobs for the site. We anticipate that the I-40 Trade Port Corridor project plan would support supply chain efficiencies and greater people mobility for the domestic semiconductor manufacturing sector. Additionally, it would enhance the State of New Mexico's economy by fostering an environment to expand industries and create high-quality jobs. To that end, we are hopeful that Federal participation will further these efforts.

Intel has operated as a member of the New Mexico business community for more than 40 years. We appreciate and support this collaborative, forward-thinking approach to solving national challenges. Thank you for your consideration and I invite you to reach out should you have any questions or concerns regarding Intel or our support of this project proposal.

Very sincerely,

A handwritten signature in black ink, appearing to read "Allen Thompson", followed by a horizontal line and the number "15".

Allen Thompson
Vice President
U.S. Government Relations

Intel Corporation, 1155 F. Street, NW, Washington, DC 20004
email allen.thompson@intel.com office 202.251.0144



4/12/2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Laron LLC strongly supports the I-40 TradePort Corridor business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government and economic development) including those organizations listed in an attachment to this letter.

This broad system of partners has agreed to work together to develop a nationally significant state-of-the-art clean energy-logistics-industrial development project along the I-40/BNSF logistics corridor. This structured collaboration model can set a standard for systemic, multi-state public private partnerships that help to solve national challenges.

The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The I-40 TradePort Corridor partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The I-40 TradePort Corridor is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The I-40 TradePort Corridor will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway and air transportation. The I-40 TradePort Corridor investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughout efficiency.

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The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create a new economic ecosystem that creates dramatic improvements for high-quality jobs and new revenues for struggling local governments. The project will produce dramatic social justice advancements by its specific and dedicated focus on environmentally sustainable operations, the creation of new-to-the-region career paths, and its clear focus on purpose-built investment in a master-planned environment. As changes in the USMCA take effect, industrial manufacturers are encouraged to relocate industrial production in closer proximity to Mexican and United States markets. The TradePort project will stimulate investment in industries evaluating reshoring options.

Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Laron LLC appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Laron Director of Operations

Brandon Vest

Attachment to I-40 TradePort Corridor Letter of Support

<u>Entity</u>	<u>Sector</u>
Port of Los Angeles	Load center seaport
Port of Long Beach	Load center seaport
BNSF Railroad	National railroad operator
Senator Martin Heinrich	Congress
Senator Ben Ray Lujan	Congress
Senator Mark Kelly	Congress
Senator Kristin Sinema	Congress
Congressman Eli Crane	Congress
Congressman Paul Gosar	Congress
Congresswoman Melanie Stansbury	Congress
Congressman Gabe Vasquez	Congress
Congresswoman Teresa Leger Fernandez	Congress
Arizona Commerce Authority	State economic development entity
Arizona Department of Transportation	State transportation agency
New Mexico Economic Development Dept.	State economic development agency
New Mexico Department of Transportation	State transportation agency
Governor, New Mexico	State Government
Governor, Arizona	State Government
New Mexico Trade Alliance	Economic development organization
Bernalillo County	County government
Sandoval County	County government
Village of Los Lunas	Local government
City of Winslow	Local government
City of Kingman	Local government
Coconino County	County government
Mohave County	County government
Navajo County	County government
Navajo Nation	Native American Nation
Hopi Nation	Native American Nation
New Mexico Rail Park	Industrial development
Public Service New Mexico	Electric utility
Arizona Public Service	Electric utility



Wagner Equipment Co.
18000 Smith Road
Aurora, CO 80011
303.739.3000 – Phone
303.739.3191 – Fax
www.wagnerequipment.com

May 4, 2023

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary Buttigieg,

Wagner Equipment Co. strongly supports the **I-40 TradePort Corridor** business plan and the proposal for designation as a USDOT Regional Infrastructure Accelerator project. This proposal is submitted by a unique partnership structure that is comprised of a tactical combination of public and private entities for a nationally strategic project that will be developed over an 800-mile-long corridor in three states.

Direct participants to this proposal include the submitting public entity Bernalillo County (NM), along with the State of New Mexico, State of Arizona, Sandoval County (NM), City of Winslow (AZ), City of Kingman (AZ), Global Logistics Development Partners and Atlas Global Investments. Beyond this core list of partners, there is a long and wide roster of supporting partners from key sectors (seaports, rail, utilities, clean energy, education, truck fleet operators, truck manufacturers, local government, and economic development) including those organizations listed in an attachment to this letter.

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The design of this project intersects at the San Pedro seaports complex in Southern California and with TradePort California and the NM TradePort project along the I-10 Corridor. Together, these projects represent an integrated approach to support increased supply chain efficiency, clean energy equipment adoption, rural development, and economic competitiveness. This system of partners in both the public and private sectors provides an extraordinarily strong foundation from which to deliver a transformational project that is of national and super-regional consequence.

The **I-40 TradePort Corridor** partners believe that this large-scale project would be significantly benefitted by designation as a Regional Accelerator and a delivery partnership with the Build American Bureau. Developed as a systemic extension of the global seaports complex in Los Angeles, the project will represent a fundamental element of a modern national logistics system that connects our busiest seaports with key inland supply chain markets.

The **I-40 TradePort Corridor** is the busiest freight corridor in the US and is an extraordinarily important supply chain route connecting the busiest seaports complex in North America to markets across the United States. The **I-40 TradePort Corridor** will be comprised of a series of strategic purpose-built TradePort hubs that will function as an integrated logistics and investment system. The project is a quadrimodal project with a purpose-built logistics asset that increases seamless connections between ocean, rail, highway, and air transportation. The **I-40 TradePort Corridor** investment plan integrates the development of modern logistics infrastructure and clean energy technologies, and a myriad of government-business partnerships into a strategic supply chain

hub. This Corridor will function as an extension of the Ports of Los Angeles/Long Beach and will facilitate higher levels of cargo throughput efficiency.

The project will directly impact a range of national, state, and regional public objectives, including large-scale job creation especially in rural and Native American regions, deployment of clean energy transportation vehicles, congestion relief for regional roadways and increased overall supply chain efficiency.

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We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental to the project's success. Moreover, the partnership with the Build America Bureau will assist the project to leverage and combine strategic public investment with private investment across the clean energy, logistics and industrial development asset classes.

Wagner Equipment Co. appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,



Brian Rothe
Vice President Power Systems
Wagner Equipment Co.
brothe@wagnerequipment.com
303-885-7701 c

**AGREEMENT BETWEEN
THE COUNTY OF BERNALILLO AND CITY OF WINSLOW**

THIS AGREEMENT is made and entered into upon the date of the last signature below, by and between the County of Bernalillo, ("County"), a political subdivision of the State of New Mexico, and the City of Winslow "(City), a political subdivision of the State of Arizona, the County is organized and existing under the laws of the State of New Mexico. The City is organized and existing under the laws of the State of Arizona.

RECITALS

The purpose of this Agreement is to provide terms on which the City will provide funding for the contribution to the I40 Trade Port Corridor Federal Lobbyist Services with the HROD Inc. dba MMO Partners (the "Project") by joining with the County as a Corridor Partner to maintain compliance with the USDOT Regional Infrastructure Accelerator ("RIA") Grant.

WHEREAS, the County and the City entered into a Memorandum of Understanding (MOU) CCN 2023-0886 dated November 14, 2023, to work jointly to develop the "I-40 Trade Port Corridor" with the support of the RIA Program funded by the U.S. Department of Transportation's ("USDOT") Build America Bureau; and

WHEREAS, the County and HROD Inc. dba MMO Partners entered into an agreement CCN 2024-0330 dated May 15, 2024 to provide the County with legislative services, grant monitoring and federal presentation. The City of Winslow has agreed to contribute funding to HROD Inc. dba MMO for the services identified in CCN 2024-0330.

WHEREAS, the City of Winslow is authorized by A.R.S §§ 11-951 et seq. to enter into this Agreement to provide for the maximum amount of protection for public health, safety and welfare of its residents;

NOW THEREFORE, the Parties hereto do mutually agree as follows:

ARTICLE I – RESPONSIBILITES

- A. Scope of Project. The County or its contractor(s) shall undertake and shall be responsible for all aspects of the Project and the County shall arrange for the performance of all work related to the completion of the Project in a satisfactory and proper manner in accordance CCN 2024-0330 dated May 15, 2024.
- B. Consideration
 - 1. The City of Winslow will grant to the County, the City's contribution for the express purpose of funding for the costs of the Project.
 - 2. The County shall expend the City's contribution exclusively for the services identified in CCN 2024-0330 as associated with the project.

ARTICLE II - TERM OF THIS AGREEMENT

This Agreement shall commence on the date the execution hereof by the last party to execute and shall continue in effect until terminated as provided herein.

ARTICLE III – PROJECT FUNDING AND RECORD KEEPING

- A. Upon execution of this Agreement, the City shall issue the County seventy-five thousand Dollars (\$75,000), which amount includes any applicable gross receipts taxes and which shall constitute full and complete fulfillment of the City's financial commitments under this Agreement.
- B. The County shall maintain detailed records which indicate the expenditure incurred for the Project for a period of three (3) years. These records shall be subject to inspection by the City.
- C. The County shall provide records as the City may require, these records include, statements, quarterly reports, data, and information, as the City of Winslow may request pertaining to matters covered by this Agreement. The parties acknowledge that the County is a government entity and subject to the New Mexico Inspection of Public Records Act, Section 14-2-1 et. Seq., NMSA 1978. The City is a government entity and subject to the Arizona Inspection of Public Records Act, Section 39-101 et Seq. (the "Acts") Notwithstanding anything contained herein to the contrary, neither party shall be responsible to the other party for any disclosure of confidential information, pursuant to the Acts or pursuant to either party's public records act laws, rules, regulations, instructions, or other legal requirement.
- D. The County shall notify the City promptly upon completion of the Project. Following the completion of the Project, The County shall render a true and correct accounting of all costs and expenses and/or provide all accounts, vouchers, records, and data related to the City Contribution to the I40 Trade Port Corridor Federal Legislative Services, based on criteria of success outlined in the contract scope of work between Bernalillo County/ I40TPC and MMO Partners.
- E. The City shall, at its own expense, have the right to audit all documents and billings at a reasonable time upon request. The right to make such an audit shall not be unreasonably withheld.

ARTICLE IV – TERMINATION AND CONFLICT OF INTEREST

This agreement may be terminated by either of the Parties hereto upon written notice delivered to the other party by at least one hundred and eighty (180) days prior to the intended date of termination. By such termination neither party may nullify obligations already incurred for the performance or failure to perform to the date of termination.

This Agreement is subject to cancellation pursuant to A.R.S. § 38-511.

ARTICLE VI – NOTICES

Notice shall be provided to:

Bernalillo County through its County Manager at:
County Manager, 415 Silver Ave. SW, Floor 8, Albuquerque, New Mexico 87102

The City of Winslow through its City Manager at:
City Manager, 21 N. Williamson Avenue, Winslow, AZ 86047

ARTICLE VII – DISCRIMINATION PROHIBITED

In performing the obligations required hereunder, the Parties shall not discriminate against any person on the basis of race, color, religion, gender, sexual preference, sexual orientation, national origin or ancestry, age, physical handicap, or disability as defined in the Americans with Disabilities Act of 1990, as now enacted, or hereafter amended.

ARTICLE VIII – ADA COMPLIANCE

In performing the obligations required hereunder, the Parties agree to meet all the requirements of the Americans with Disabilities Act of 1990, and all applicable rules and regulations, which are imposed directly on the Parties.

ARTICLE IX – APPROPRIATIONS

The terms of this Agreement are contingent upon sufficient appropriations and authorizations being made by The County and the City of Winslow for the performance of this Agreement. If sufficient appropriations and authorizations are not made, this Agreement shall terminate upon written notice being given. The County's or the City of Winslow's decision as to whether sufficient appropriations and authorizations are made shall be final and shall be accepted by the other Party.

ARTICLE X – RELEASE

Final payment of all amounts due under this Agreement releases the City of Winslow and their officers and employees from all liabilities, claims and obligations whatsoever arising from or under this Agreement. The County agrees not to purport to bind the City of Winslow to any obligation not assumed herein, without express written authority from the Village of Los Lunas, and then only within the strict limits of that written authority.

ARTICLE XI – APPLICABLE LAW

This Agreement shall be governed by the laws of the State of New Mexico. The venue shall be Bernalillo County, New Mexico. Neither party shall be responsible for liability incurred as a result of the other party's acts or omissions in connection with this agreement.

ARTICLE XII – NEW MEXICO TORT CLAIMS ACT

No provision of this Agreement establishes any waiver of immunity for alleged tortious conduct of any employee of any Party arising from the performance of this Agreement apart from that set forth in the New Mexico Tort Claims Act, NMSA 1978, Section 41-4-1, et seq.

ARTICLE XII – COMPLIANCE WITH LAWS

The terms of this Intergovernmental Agreement, and the performance of all duties and obligations herein, shall conform with, and shall not be interpreted in a manner so as to contravene any state, local or federal statutes, regulations, rules, or ordinances.

ARTICLE XIII – ADMENDMENTS

This Agreement shall not be altered, changed, or amended except in writing as executed by the City Mayor and the County Manager. Any effected changes or amendments shall also be accompanied by applicable revised attachments to this Agreement. No oral understandings or agreements not incorporated herein, and no alterations or variations to the terms of this Agreement, shall be binding on either of the parties.

XIV – FORCE MAJEURE

Neither the City nor the County shall be liable for failure to perform its obligations under this Agreement due to causes beyond its control and without its fault or negligence which would render such performance impossible or hazardous. Such causes include, but are not restricted to, acts of God or the public enemy, acts of state or federal governments, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, unusually severe weather, and defaults of subcontractors due to any of the above (hereinafter "Force Majeure Event"). If a Force Majeure Event causes any failure to perform, the party relying on the Force Majeure Event shall promptly inform the other party in writing of such event, indicating the expected duration thereof and the period for which suspension in performance is requested. The Parties shall consult with each other in good faith with respect to modification of this Agreement to reflect such suspension or other changes (if any) desired as a result thereof.

ARTICLE XVI – APPROVAL REQUIRED

This Agreement shall not become effective or binding until approved and executed by the City Mayor and the County Manager.

ARTICLE XVII – ELECTRONIC SIGNATURES

The Parties agree that this Agreement may be electronically signed and that the electronic signatures appearing on the Agreement are the same as handwritten signatures for the purposes of validity, enforceability, and admissibility.

SIGNATURES ON NEXT PAGE

IN WITNESS WHEREOF, The City and the County have executed this Agreement upon the date of the last signature below.

CITY OF WINSLOW

COUNTY OF BERNALILLO:

Approved By:

David Coolidge
City Manager

Julie Morgas Baca
County Manager

Date: _____

Date: _____

Approved as to form:

Approved as to form:

City Attorney

County Legal