



MEMBERS OF THE PUBLIC MAY ATTEND VIA ZOOM BY CLICKING ON THE FOLLOWING LINK:
<https://us06web.zoom.us/j/88081040175?pwd=ejJqdEo3Q21YVmtSOjFVbkakw0RWdiZz09> 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**

**JUNE 25, 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, June 25, 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 temporary 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. PRESENTATION BY CITY ATTORNEY REGARDING CALL TO THE PUBLIC AND COUNCIL MEETING PROCEDURES**
- 5. 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.

6. MAYOR AND COUNCILMEMBERS REPORTS

- A. Current Events and Announcements
- B. Future Agenda Items

7. SCHEDULED PRESENTATIONS AND PROCLAMATIONS

- A. Presentation of Employee Service Awards
- B. Proclamation – Proclaiming June 30, 2024 as International Asteroid Day
- C. Quarterly Hospital Report Which May Include Update Regarding Little Colorado Medical Center Activities

8. STATUS REPORTS

- A. Verbal Status Report on Current City Activities by City Manager Which May Include Residential Solid Waste Services and Grants & Capital Projects Update
- B. Monthly Financial Report by Finance Director Which May Include Balances, Expenditures and Revenues in All Funds and Various Sales Tax Comparisons by Category

9. 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 Special Meeting of May 28, 2024, City Council Special Meeting of June 11, 2024 and City Council Regular Meeting of June 11, 2024 (Suzy Wetzel)
- C. Discussion and/or Action to Approve Payment for Installation of Water Line Insertion Valves (Tim Westover)
- D. Discussion and/or Action to Approve Resolution No. 1943 Adopting the City's Annual Pension Funding Policy (Margaret Dyer)
- E. Discussion and/or Action to Approve Ordinance No. 1413 Approving the Lease Agreement Between the City and the Northern Arizona Council of Governments dba Winslow Head Start Program (David Coolidge)
- F. Discussion and/or Action to Approve the Hubbell Building Lease and Tourism Promotion Agreement Between the City and the Winslow Chamber of Commerce, Inc. and Ordinance No. 1415 Approving Lease of a Portion of the Hubbell Building and the Eagle Pavilion (David Coolidge)

10. COUNCIL CONSIDERATION AND POSSIBLE ACTION

- A. Public Hearing on Proposed Increase to Water and Wastewater User Charges
- B. Approve and Adopt Ordinance No. 1414 Approving a Rate Increase for Water and Wastewater User Charges and Setting an Effective Date (Margaret Dyer)

- C. Public Hearing Regarding a Request from a Property Owner to Rezone Approximately 35.5 acres of Real Property Generally Located on the East Side of North Park Drive, 1000' north of North Road, from Commercial and Agricultural Residential Zoning Districts to a Planned Area Development (PAD) District in Accordance with Chapter 17.50 of the Winslow City Code, and to Approve a Preliminary PAD Plan of Development for the Property
- D. Discussion and/or Action Regarding Approval of Resolution No. 1946 Approving a Preliminary PAD Plan for Approximately 35.5 acres of Real Property Generally Located on the East Side of North Park Drive, 1000' north of North Road, from Commercial and Agricultural Residential Zoning Districts to a Planned Area Development (PAD) District, and Requiring a Final PAD Plan be Submitted Within Two Years to Allow for Rezoning by Ordinance (Jason Sanks)
- E. Public Hearing and Citizen Input on Final Budget for Fiscal Year 2025
- F. Public Hearing and Citizen Input on Estimated Tax Levy
- G. 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)
- H. 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)
- I. Discussion and/or Action to Approve Amendment to the Purchase and Sale Agreement Between the City of Winslow and Atlas Development Group LLC for the Purchase of 1200 Acres of City Owned Property for Industrial Development Purposes (David Coolidge/Trish Stuhan)
- J. Discussion and/or Action Regarding Cancellation of August 27, 2024 City Council Meeting

11. 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 AND COUNCIL
OF THE CITY OF WINSLOW, ARIZONA,
PROCLAIMING JUNE 30, 2024 AS
INTERNATIONAL ASTEROID DAY

WHEREAS, International Asteroid Day is a global awareness observance that aims to educate and inspire people to know more about asteroids, their part in the formation of the universe, and how they can be scientifically useful to mankind; and

WHEREAS, the observance of this day was founded in 2016 by astrophysicist Dr. Brian May and was chosen because it marks the anniversary of the Tunguska Impact of 1908; and

WHEREAS, Arizona proudly shares an important connection to this observance as the famous Meteor Crater is considered the best-preserved meteor impact crater in the world and claims title as one of the largest such craters in North America; and

WHEREAS, Meteor Crater was declared a National Natural Landmark in 1967 and since this declaration, every astronaut who has walked on the Moon has trained for their missions at Meteor Crater which shares crater composition to that of Moon's celestial body; and

WHEREAS, the discovery of Asteroid 3693 Barringer, orbiting the Sun between Mars and Jupiter discovered in 1982 by Gene and Carolyn Shoemaker, is distinctly named after Daniel Moreau Barringer who's connection to Winslow is forever linked due to his early studies of Meteor Crater; and

WHEREAS, Meteor Crater welcomes scientists from around the world distinguished in respective fields such as geology, paleontology, botany, zoology and other featured studies of the natural world in addition to more than a quarter million visitors per year; and

WHEREAS, the City of Winslow wholeheartedly welcomes all to experience the inspiring wonder of this treasured landscape and celebration of scientific importance.

NOW, THEREFORE, be it resolved, that the Mayor & City Council of the City of Winslow, do hereby proclaim June 30, 2024 as International Asteroid Day in the City of Winslow.

DATED this 25th day of June, 2024.

Mayor

ITEM 7B

CITY OF WINSLOW
MONTHLY FINANCIAL REPORT
Month Ending May 31, 2024

CITYWIDE:

Citywide revenues for the month of May were \$2,033,617 bringing the City's total year-to-date revenues to \$22,320,545.

Citywide expenditures for the month of May were \$1,781,968 bringing the City's total year-to-date expenditures to \$22,531,370.

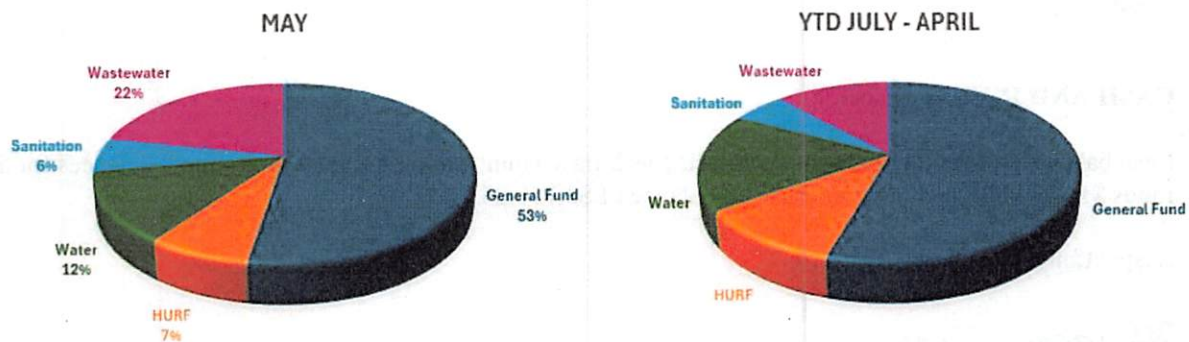
REVENUES:

- General Fund revenues for the month totaled \$934,712 bringing YTD total to \$10,253,186 or 88.34% of the budget.
- HURF revenues for the month of May totaled \$133,169 bringing YTD total to \$2,073,434 or 94.32% of the budget.

In the Enterprise Funds,

- Water revenues year to date are \$3,242,518 or 69.34% of the budget.
- Sanitation revenues year to date are \$1,022,566 or 104% of the budget.
- Wastewater revenues year to date are 2,238,515 or 65% of the budget.

REVENUES



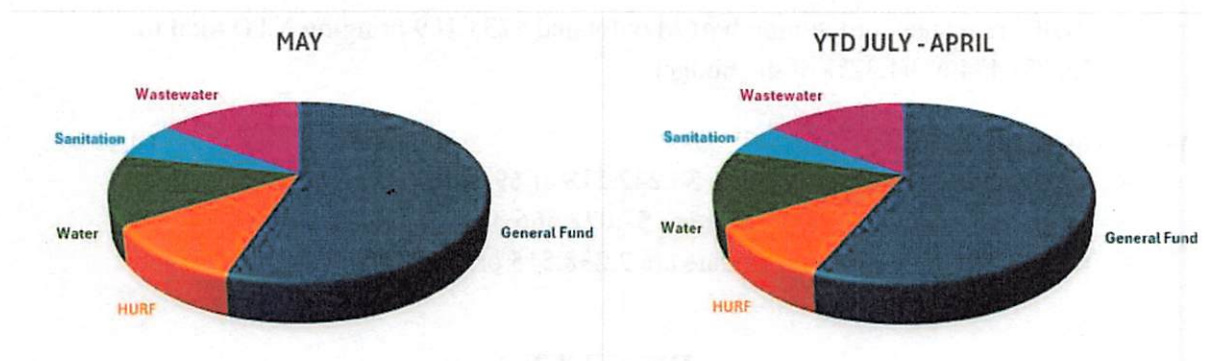
EXPENDITURES:

- General Fund expenditures for the period were \$781,021 bringing YTD total to \$10,619,846 or 88% of the budget.
- HURF expended \$154,423 for the month, bringing YTD expenditures to \$1,878,577 or 91.5% of the budget.

In the Enterprise Funds,

- Water expenditures year to date are \$2,429,171 or 45% of the budget.
- Sanitation expenditures year to date are \$1,086,295 or 93% of the budget.
- Wastewater expenditures year to date are \$2,781,091 or 63% of the budget.

EXPENDITURES



CASH AND INVESTMENTS:

Cash balance on May 31, 2024, in combined checking account was \$2,440,321. Investment balances for all funds \$14,712,886 including a restricted balance of \$3,750,253.

Respectfully,

Margaret Dyer

Margaret Dyer
Finance Director

CITY OF WINSLOW

Operational Budget Report

91.67% of the fiscal year has expired

01 General Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Taxes	4,271,996.93	357,429.52	4,478,617.46	4,873,567.00	394,949.54	91.90%
Total Intergovernmental revenue	3,467,552.17	410,283.13	4,049,558.74	4,417,771.00	368,212.26	91.67%
Total All Other Revenue	1,790,054.14	166,939.00	1,725,009.35	2,315,157.00	590,147.65	74.51%
Total Revenue:	9,529,603.24	934,711.65	10,253,185.55	11,606,495.00	1,353,309.45	88.34%
Expenditures:						
Total Mayor and Council	115,754.16	4,598.46	131,773.17	141,250.00	9,476.83	93.29%
Total Court	135,368.70	2,371.27	129,253.06	136,550.00	7,296.94	94.66%
Total City Manager's Office	263,659.34	30,083.01	297,358.04	535,350.00	237,991.96	55.54%
Total City Clerk	134,768.61	10,508.14	135,880.60	241,450.00	105,569.40	56.28%
Total Attorney	141,028.25	15,168.93	143,107.25	175,500.00	32,392.75	81.54%
Total Finance	456,364.98	20,793.07	372,335.20	448,950.00	76,614.80	82.93%
Total Administrative Services	272,153.28	13,435.85	229,098.89	245,100.00	16,001.11	93.47%
Total Facilities	319,653.39	17,542.32	300,988.09	402,950.00	101,961.91	74.70%
Total Non-Departmental	512,871.47	64,034.89	838,271.77	1,193,000.00	354,728.23	70.27%
Total General government	2,351,622.18	178,535.94	2,578,066.07	3,520,100.00	942,033.93	73.24%
Total Civilian	713,797.36	82,753.65	945,379.88	1,038,200.00	92,820.12	91.06%
Total Sworn Officers	3,214,307.70	257,734.89	3,676,799.53	3,756,150.00	79,350.47	97.89%
Total Code Enforcement	96,271.70	9,926.14	109,302.06	126,500.00	17,197.94	86.40%
Total Animal Control	239,150.89	25,783.54	282,962.74	289,700.00	6,737.26	97.67%
Total 207	19,463.71	0	6,538.29	93,000.00	86,461.71	7.03%
Total Police	4,282,991.36	376,198.22	5,020,982.50	5,303,550.00	282,567.50	94.67%
Total Fire	1,050,671.44	97,852.62	1,304,037.00	1,241,850.00	-62,187.00	105.01%
Total Public safety	5,333,662.80	474,050.84	6,325,019.50	6,545,400.00	220,380.50	96.63%
Total Library	245,944.39	20,661.38	287,153.38	319,255.00	32,101.62	89.94%
Total Recreation	350,653.06	23,388.82	384,183.79	371,875.00	-12,308.79	103.31%
Total Parks	704,292.79	38,739.68	541,177.65	691,590.00	150,412.35	78.25%
Total Parks, recreation, and public property	1,300,890.24	82,789.88	1,212,514.82	1,382,720.00	170,205.18	87.69%
Total Community and economic development	498,516.84	45,644.33	504,245.69	614,550.00	110,304.31	82.05%
Total Expenditures:	9,484,692.06	781,020.99	10,619,846.08	12,062,770.00	1,442,923.92	88.04%
Total Change In Net Position	44,911.18	153,690.66	-366,660.53	-456,275.00	-89,614.47	80.36%

02 Airport Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Operating income	115,844.90	3,684.00	326,991.91	2,751,000.00	2,424,008.09	11.89%
Total Operating expense	253,575.74	62,507.88	743,951.17	3,009,415.00	2,265,463.83	24.72%
Total Income or Expense	<u>-137,730.84</u>	<u>-58,823.88</u>	<u>-416,959.26</u>	<u>-258,415.00</u>	<u>158,544.26</u>	<u>161.35%</u>

03 Water Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Operating income	1,794,250.80	220,146.39	3,242,518.39	4,676,000.00	1,433,481.61	69.34%
Total Operating expense	1,923,406.74	173,908.44	2,429,170.82	5,408,401.00	2,979,230.18	44.91%
Total Income or Expense	<u>-129,155.94</u>	<u>46,237.95</u>	<u>813,347.57</u>	<u>-732,401.00</u>	<u>-1,545,748.57</u>	<u>-111.05%</u>

04 Sanitation Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Operating income	932,666.93	104,983.36	1,022,565.89	982,000.00	-40,565.89	104.13%
Total Operating expense	1,056,713.45	96,238.37	1,086,295.33	1,166,150.00	79,854.67	93.15%
Total Income or Expense	<u>-124,046.52</u>	<u>8,744.99</u>	<u>-63,729.44</u>	<u>-184,150.00</u>	<u>-120,420.56</u>	<u>34.61%</u>

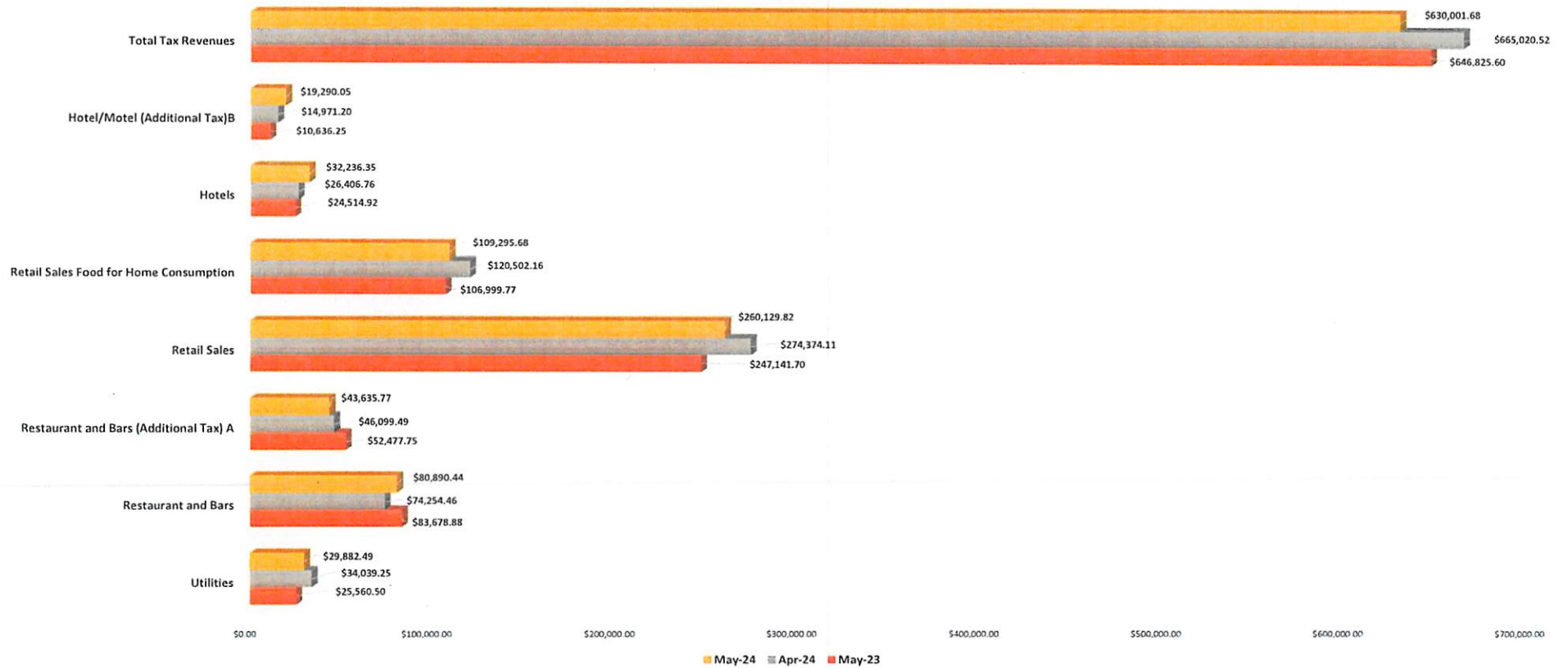
05 Wastewater Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Operating income	2,991,031.81	385,136.65	2,238,514.85	3,436,550.00	1,198,035.15	65.14%
Total Operating expense	2,874,635.32	209,771.87	2,781,090.50	4,441,088.00	1,659,997.50	62.62%
Total Income or Expense	<u>116,396.49</u>	<u>175,364.78</u>	<u>-542,575.65</u>	<u>-1,004,538.00</u>	<u>-461,962.35</u>	<u>54.01%</u>

07 Highway User Rev Fund (HURF) - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Revenue:	2,460,581.94	133,168.63	2,073,434.14	2,198,269.00	124,834.86	94.32%
Total Expenditures:	2,181,747.54	154,422.83	1,878,576.90	2,053,200.00	174,623.10	91.50%
Total Change In Net Position	<u>278,834.40</u>	<u>-21,254.20</u>	<u>194,857.24</u>	<u>145,069.00</u>	<u>-49,788.24</u>	<u>134.32%</u>

12 Fleet Maintenance Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Revenue:	171,458	18,414	240,697	156,500	-84,197	153.80%
Total Expenditures:	284,390	21,426	343,981	348,900	4,919	98.59%
Total Change In Net Position	<u>-112,932</u>	<u>-3,012</u>	<u>-103,284</u>	<u>-192,400</u>	<u>-89,116</u>	<u>53.68%</u>

13 Capital Projects Fund - 07/01/2023 to 05/31/2024	Prior YTD	Current Month	Current YTD	Annual Budget	Unearned/ Unexpended	% Earned/ Used
Total Revenue:	2,654,596.39	233,372.38	2,922,636.64	2,535,000.00	-387,636.64	115.29%
Total Expenditures:	2,987,288.71	282,671.42	2,648,458.17	5,288,890.00	2,640,431.83	50.08%
Total Change In Net Position	<u>-332,692.32</u>	<u>-49,299.04</u>	<u>274,178.47</u>	<u>-2,753,890.00</u>	<u>-3,028,068.47</u>	<u>-9.96%</u>

Tax Revenue Comparison



CITY OF WINSLOW
Check Register
All Bank Accounts - 06/09/2024 to 06/22/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ADVANCED INFO SYSTEMS	108484	16476	08/13/2024	08/13/2024	272.41	MAY 2024 UTILITY BILLS	05929.001.20.2039 - other prof service	
ADVANCED INFO SYSTEMS	108484	16476	08/13/2024	08/13/2024	272.42	MAY 2024 UTILITY BILLS	03922.001.20.2039 - other prof service	
ADVANCED INFO SYSTEMS	108484	16476	08/13/2024	08/13/2024	272.42	MAY 2024 UTILITY BILLS	04921.001.20.2039 - other prof service	
					<u>\$817.25</u>			
					\$817.25			
ALDAPE, NAUL	108524	08172024	06/20/2024	08/20/2024	50.00	POOL PARTY DEPOSIT REFUND 06/16/24	0107040 - Deposits	
					<u>\$50.00</u>			
Arizona Recreation Design	108525	24-26DS WINSL	06/20/2024	08/20/2024	46,811.28	BLEACHERS TOM HARRIS FIELD	13001.001.80.4104 - Capital - General	
					<u>\$46,811.28</u>			
ARIZONA STATE RETIREMENT SY	ACH	PR081624-221	08/20/2024	08/20/2024	57.66	Arizona State Retirement Misc	0107065 - Payroll - AZ State Retiremen	
ARIZONA STATE RETIREMENT SY	ACH	PR081624-221	08/20/2024	08/20/2024	543.74	Arizona State Retirement LTD	0107085 - Payroll - AZ State Retiremen	
ARIZONA STATE RETIREMENT SY	ACH	PR081624-221	08/20/2024	08/20/2024	2,019.68	Arizona State Retirement OT	0107065 - Payroll - AZ State Retiremen	
ARIZONA STATE RETIREMENT SY	ACH	PR081624-221	08/20/2024	08/20/2024	41,923.74	Arizona State Retirement	0107065 - Payroll - AZ State Retiremen	
					<u>\$44,544.82</u>			
					\$44,544.82			
AZ Department of Environmental Qu	108485	0000408011X	06/13/2024	08/13/2024	8,563.87	WWTP WATER QUALITY 05/03/24	05929.001.29.2907 - adeq fees	
					<u>\$8,563.87</u>			
AZ DEPARTMENT OF REVENUE	ACH	PR081624-5765	08/20/2024	08/20/2024	6,712.10	State Income Tax	0107081 - Payroll - State Withholding	
					<u>\$6,712.10</u>			
AZ DEPT. OF ECONOMIC SECURI	ACH	PR081624-21	06/20/2024	08/20/2024	538.56	Child Support AZ1	0107025 - Payable - ChildSupport/Gam	
					<u>\$538.56</u>			
AZ PUBLIC SERVICE	ACH	0332931000-08.0	06/14/2024	08/14/2024	6,360.93	CITY ST LTS 05/10/24 - 08/11/24	07871.055.21.2050 - utilities	
					<u>\$6,360.93</u>			
AZ STATE PRISON-WINSLOW	108486	W015619240805	08/13/2024	08/13/2024	76.50	WINSLOW INMATE LABOR 05/04/24 - 05/17/24	01825.001.20.2040 - non-professional	
					<u>\$76.50</u>			
BARTON, TANYA	108487	08102024	06/13/2024	06/13/2024	50.00	GSH DEPOSIT REFUND 06/08/24	0107040 - Deposits	
					<u>\$50.00</u>			
BEGAY, TASHA	108488	08102024	06/13/2024	06/13/2024	50.00	POOL PARTY DEPOSIT REFUND 06/08/24	0107040 - Deposits	
					<u>\$50.00</u>			
BELBECK, TIMOTHY W.	108489	Refund: 8182002	06/12/2024	06/13/2024	77.31	Refund: 8182002 - BELBECK, TIMOTHY W.	0308043 - Accounts Receivable	
					<u>\$77.31</u>			
BELL RECYCLERS	108490	7677	08/13/2024	08/13/2024	7.64	MAY.2024 TANK RENTAL	01830.022.20.2039 - other prof.service	
					<u>\$7.64</u>			
BERT, THOMPSON	108526	08172024	06/20/2024	06/20/2024	500.00	JAMS BAND 06/29/24	01820.036.29.2995 - special events	
					<u>\$500.00</u>			
BROWN & BROWN LAW OFFICES	108527	ADJ-LCR-3951	08/20/2024	08/20/2024	21,326.39	WATER ADJUDICATION-MAY 2024	03922.001.20.2039 - other prof service	
					<u>\$21,326.39</u>			
CALIFORNIA STATE	ACH	PR081624-5766	06/20/2024	08/20/2024	427.85	Child Support CA1	0107025 - Payable - ChildSupport/Gam	
					<u>\$427.85</u>			

ITEM 9A

CITY OF WINSLOW
Check Register
All Bank Accounts - 06/09/2024 to 06/22/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
CANDELARIA, THOMAS	108522	08032024	08/06/2024	08/14/2024	100.00	HUBBLE DEPOSIT REFUND 05/25/24	0107040 - Deposits	
					\$100.00			
CANO, ERNEST	108528	08172024	08/20/2024	08/20/2024	600.00	JAM BAND 08/22/24	01820.036.29.2995 - special events	
					\$600.00			
CASEY'S	108491	FACILITIES MAY	08/13/2024	08/13/2024	7.98	FACILITIES MAY 2024	01825.040.50.3299 - other supplies	
CASEY'S	108491	FACILITIES MAY	08/13/2024	08/13/2024	23.18	FACILITIES MAY 2024	01825.032.50.3299 - other supplies	
CASEY'S	108491	FACILITIES MAY	08/13/2024	08/13/2024	98.42	FACILITIES MAY 2024	01825.001.50.3299 - other supplies	
CASEY'S	108491	FACILITIES MAY	08/13/2024	08/13/2024	103.95	FACILITIES MAY 2024	01825.040.50.3100 - small tools/minor	
CASEY'S	108491	FACILITIES MAY	08/13/2024	08/13/2024	179.09	FACILITIES MAY 2024	01830.022.50.3299 - other supplies	
CASEY'S	108491	FACILITIES MAY	08/13/2024	08/13/2024	399.01	FACILITIES MAY 2024	21836.001.50.3299 - Operating Supplie	
CASEY'S	108491	PARKS MAY 202	08/13/2024	08/13/2024	21.44	PARKS MAY 2024	01825.032.50.3100 - small tools/minor	
CASEY'S	108491	PARKS MAY 202	08/13/2024	08/13/2024	98.60	PARKS MAY 2024	01825.040.50.3299 - other supplies	
CASEY'S	108491	PARKS MAY 202	08/13/2024	08/13/2024	182.68	PARKS MAY 2024	01825.032.50.3299 - other supplies	
CASEY'S	108491	PARKS MAY 202	08/13/2024	08/13/2024	204.57	PARKS MAY 2024	01825.001.50.3100 - small tools/minor	
CASEY'S	108491	PARKS MAY 202	08/13/2024	08/13/2024	223.40	PARKS MAY 2024	01825.032.20.2041 - General repairs	
CASEY'S	108491	PARKS MAY 202	08/13/2024	08/13/2024	519.32	PARKS MAY 2024	01825.001.50.3299 - other supplies	
CASEY'S	108491	ROADSIDE MAY	08/13/2024	08/13/2024	98.91	ROADSIDE MAY 2024	07871.018.50.3100 - small tools/minor	
CASEY'S	108491	ROADSIDE MAY	08/13/2024	08/13/2024	208.83	ROADSIDE MAY 2024	07871.018.50.3299 - other supplies	
CASEY'S	108491	STREETS MAY 2	08/13/2024	08/13/2024	64.47	STREETS MAY 2024	07871.055.50.3100 - small tools/minor	
CASEY'S	108491	STREETS MAY 2	08/13/2024	08/13/2024	993.08	STREETS MAY 2024	07871.055.50.3299 - other supplies	
CASEY'S	108491	WATER MAY 202	08/13/2024	08/13/2024	229.90	WATER MAY 2024	03922.001.50.3299 - other supplies	
CASEY'S	108491	WATER MAY 202	08/13/2024	08/13/2024	354.07	WATER MAY 2024	03922.001.50.3100 - small tools/minor	
CASEY'S	108491	WW MAY 2024	08/13/2024	08/13/2024	37.49	WW MAY 2024	05929.001.50.3299 - other supplies	
					\$4,042.35			
					\$4,042.35			
CHATWIN, REESE	108529	087988	08/20/2024	08/20/2024	186.00	WINDOW AND SCREEN CLEANING GSH	01830.022.20.2039 - other prof.service	
					\$186.00			
CHATWIN, SHANE	108492	655563	08/13/2024	08/13/2024	140.00	4 CYLINDERS MASTER KEY SERVICE CALL	01825.001.20.2039 - other prof. service	
					\$140.00			
CITY OF WINSLOW	108493	1001233-MEGO	08/13/2024	08/13/2024	72.89	UTILITY ASSISTANCE 08/10/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108493	11294002-ALVAR	08/13/2024	08/13/2024	31.89	UTILITY ASSISTANCE 08/10/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108493	2152003-WILLIA	08/13/2024	08/13/2024	8.05	UTILITY ASSISTANCE 08/10/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108493	2598001-FLORE	08/13/2024	08/13/2024	102.17	UTILITY ASSISTANCE 08/10/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	108493	2616001-GOMEZ	08/13/2024	08/13/2024	53.71	UTILITY ASSISTANCE 08/10/24	2107306 - Utility Assistance ARPA Fun	
					\$268.71			
CITY OF WINSLOW	108530	08182024	08/20/2024	08/20/2024	5,540.34	UTILITY ASSISTANCE 08/18/24	2107306 - Utility Assistance ARPA Fun	
CITY OF WINSLOW	ACH	MAY 2024	08/14/2024	08/14/2024	76.84	CITY WIDE WATER BILL - MAY 2024	21835.401.21.2050 - utilities	
CITY OF WINSLOW	ACH	MAY 2024	08/14/2024	08/14/2024	177.14	CITY WIDE WATER BILL - MAY 2024	02900.001.21.2050 - utilities	
CITY OF WINSLOW	ACH	MAY 2024	08/14/2024	08/14/2024	322.42	CITY WIDE WATER BILL - MAY 2024	05929.001.21.2050 - utilities	
CITY OF WINSLOW	ACH	MAY 2024	08/14/2024	08/14/2024	2,071.59	CITY WIDE WATER BILL - MAY 2024	07871.055.21.2050 - utilities	
CITY OF WINSLOW	ACH	MAY 2024	08/14/2024	08/14/2024	18,594.57	CITY WIDE WATER BILL - MAY 2024	01888.001.21.2050 - utilities	
					\$19,242.56			
					\$25,051.61			
DAVID SETALLA	108494	2914	08/13/2024	08/13/2024	815.00	AIRPORT PAINTING (ADD-ON FINAL)	02900.001.80.4100 - Land & Buildings	
					\$815.00			
EMS, FRONT LINE	108531	Refund: 1001269	08/18/2024	06/20/2024	81.90	Refund: 1001269 - EMS, FRONT LINE	0306043 - Accounts Receivable	
					\$81.90			

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EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	75.00	EXTERMINATING SERVICES - MAY.24	03922.001.20.2039 - other prof service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	79.00	EXTERMINATING SERVICES - MAY.24	01850.125.20.2039 - other prof.service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	93.00	EXTERMINATING SERVICES - MAY.24	01819.001.20.2039 - other prof.service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	146.00	EXTERMINATING SERVICES - MAY.24	01850.034.20.2039 - other prof.service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	158.00	EXTERMINATING SERVICES - MAY.24	05929.001.20.2039 - other prof service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	165.00	EXTERMINATING SERVICES - MAY.24	01860.001.20.2039 - other prof.service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	214.00	EXTERMINATING SERVICES - MAY.24	01830.022.20.2039 - other prof.service	
EXTERMINATING SPECIALIST	108495	53024	06/13/2024	06/13/2024	359.00	EXTERMINATING SERVICES - MAY.24	01825.001.20.2039 - other prof. service	
					\$1,289.00			
					\$1,289.00			
FITCHETT JACK	108496	06112024	06/13/2024	06/13/2024	442.05	TRAVEL REIMBURSEMENT 05/19/24 - 05/22/24	01836.061.25.2151 - travel/lodging/me	
					\$442.05			
GONZALES, ALICIA	108532	06172024	06/20/2024	06/20/2024	50.00	POOL PARTY DEPOSIT REFUND	0107040 - Deposits	
					\$50.00			
GONZALES, FELICIA	108533	06182024	06/20/2024	06/20/2024	240.00	TRAVEL REIMBURSEMENT 06/24/24 - 07/21/24	07871.055.25.2151 - travel/lodging/me	
					\$240.00			
GONZALEZ, FRANCISCO	108534	621	06/20/2024	06/20/2024	14.00	COURT RESTITUTION REFUND	0107011 - Court Fees and Fines Payab	
					\$14.00			
GRICOL, LACY	108497	061222024 LG	06/13/2024	06/13/2024	1,000.00	HIRING BONUS PAYOUT	01850.001.01.1001 - salaries	
					\$1,000.00			
GUILLORY, BRANDON W	108535	620	06/20/2024	06/20/2024	268.00	COURT RESTITUTION REFUND	0107011 - Court Fees and Fines Payab	
					\$268.00			
GWR LLC	108498	06/01/24	06/13/2024	06/13/2024	200.00	PORTABLE TOILETS - AIRPORT	02900.001.20.2039 - other prof service	
GWR LLC	108498	06102024	06/13/2024	06/13/2024	200.00	NEW CITY OFFICE - MAY 2024	13001.001.60.4100 - Capital - Building I	
GWR LLC	108498	1	06/13/2024	06/13/2024	200.00	FARMERS MARKET 06/01/24	01836.061.20.2039 - other prof.service	
GWR LLC	108498	DOWNTOWN - 0	06/13/2024	06/13/2024	400.00	PORTABLE TOILETS - DOWNTOWN	01888.001.20.2039 - other prof.service	
GWR LLC	108498	ROUTE 66 - 06/0	06/13/2024	06/13/2024	400.00	PORTABLE TOILETS - ROUTE 66	01888.001.20.2039 - other prof.service	
GWR LLC	108498	TOM HARRIS FI	06/13/2024	06/13/2024	400.00	PORTABLE TOILETS - TOM HARRIS FIELD	01825.001.20.2039 - other prof. service	
GWR LLC	108498	TRANSFER STA	06/13/2024	06/13/2024	200.00	PORTABLE TOILETS - TRANSFER STATION	04921.001.20.2039 - other prof service	
					\$2,000.00			
					\$2,000.00			
HORN, NOLAN	108499	05032024	06/13/2024	06/13/2024	50.71	REIMBURSEMENT ON PURCHASE 05/03/24	01860.001.20.2039 - other prof.service	
HORN, NOLAN	108499	05032024	06/13/2024	06/13/2024	52.53	REIMBURSEMENT ON PURCHASE 05/03/24	01860.001.20.2039 - other prof.service	
					\$103.24			
					\$103.24			
HSA BANK	ACH	PR060224-5769	06/06/2024	06/09/2024	557.71	HSA EF	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR060224-5769	06/06/2024	06/09/2024	716.08	HSA ES	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR060224-5769	06/06/2024	06/09/2024	1,781.51	HSA EC	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR060224-5769	06/06/2024	06/09/2024	1,973.00	HSA EE	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR061624-5769	06/20/2024	06/20/2024	557.71	HSA EF	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR061624-5769	06/20/2024	06/20/2024	716.08	HSA ES	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR061624-5769	06/20/2024	06/20/2024	1,989.09	HSA EC	0107082 - Payroll- Health Savings Acct	
HSA BANK	ACH	PR061624-5769	06/20/2024	06/20/2024	2,111.64	HSA EE	0107082 - Payroll- Health Savings Acct	
					\$10,362.78			
					\$10,362.78			

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HUBER TECHNOLOGY, INC.	108500	CD10026886	08/13/2024	06/13/2024	9,330.00	Repairs and Service Work	05929.001.23.2092 - treatment plant m	
					\$9,330.00			
IML SECURITY SUPPLY	108501	4108797	08/13/2024	06/13/2024	402.91	RESTROOM LOCKS	01825.001.50.3299 - other supplies	
IML SECURITY SUPPLY	108538	4117124	06/20/2024	06/20/2024	144.17	LOCKS FOR PARKS DEPT	01825.001.50.3299 - other supplies	
					\$547.08			
INTEGRATED SOUND & SECURIT	108502	039735	06/13/2024	06/13/2024	590.00	MAINTENANCE - CIT HALL PANEL	01888.001.20.2039 - other prof.service	
					\$590.00			
INTERNAL REVENUE SERVICE	ACH	PR081624-5764	06/20/2024	06/20/2024	8,926.06	Medicare Tax	0107063 - Payroll - FICA	
INTERNAL REVENUE SERVICE	ACH	PR081624-5764	06/20/2024	06/20/2024	17,730.76	Federal Income Tax	0107060 - Payroll - Federal Withholding	
INTERNAL REVENUE SERVICE	ACH	PR081624-5764	06/20/2024	06/20/2024	34,300.60	Social Security Tax	0107063 - Payroll - FICA	
					\$60,957.42			
					\$60,957.42			
JAMON, JEF	108503	1	06/13/2024	06/13/2024	200.00	DEMONSTRATION MYCOLOGY AND ACTIVITY	01836.061.20.2039 - other prof.service	
					\$200.00			
JOHN, DOVENA	108504	06102024	06/13/2024	06/13/2024	50.00	GSH DEPOSIT REFUND 06/07/24	0107040 - Deposits	
					\$50.00			
LASHOMB, LAURIE	108505	05302024	06/13/2024	06/13/2024	353.05	TRAVEL REIMBURSEMENT 05/30/24 - 05/31/24	01836.061.25.2151 - travel/lodging/me	
LASHOMB, LAURIE	108505	06032024	06/13/2024	06/13/2024	216.15	TRAVEL REIMBURSEMENT 05/23/24 - 05/24/24	01836.061.25.2151 - travel/lodging/me	
LASHOMB, LAURIE	108505	1 - 06/07/24	06/13/2024	06/13/2024	16.41	CONTAINERS FOR MYCOLOGY	01836.061.50.3299 - other supplies	
LASHOMB, LAURIE	108505	1 - 06/10/24	06/13/2024	06/13/2024	179.01	CONSIGNMENT PRODUCE	01836.061.50.3299 - other supplies	
LASHOMB, LAURIE	108505	1 06/16/24	06/13/2024	06/13/2024	153.94	DRINKS/STRAPS/CANOPY WEIGHTS	01836.061.50.3299 - other supplies	
					\$918.56			
					\$918.56			
LEONARD, EVA	108506	Refund: 1001624	06/11/2024	06/13/2024	122.92	Refund: 1001624 - LEONARD, EVA	0306043 - Accounts Receivable	
					\$122.92			
LESTER, LENFORD	108537	06172024	06/20/2024	06/20/2024	50.00	GSH DEPOSIT REFUND 05/15/24	0107040 - Deposits	
					\$50.00			
LITTLE COLORADO MEDICAL CEN	EFT	QTR 2	06/13/2024	06/13/2024	82,947.65	LCMC TPT Share	0107205 - LCMC PAYABLE	
					\$82,947.65			
LOWRY, STEVE	108507	06152024	06/13/2024	06/13/2024	400.00	JUNE 2024 EVENING JAMS BAND 06/15/24	01820.036.29.2995 - special events	
					\$400.00			
LUAS, REANNA	108508	06102024	06/13/2024	06/13/2024	50.00	GSH DEPOSIT REFUND 06/09/24	0107040 - Deposits	
					\$50.00			
MISSION LINEN SUPPLY	108538	5211462668	06/20/2024	06/20/2024	141.60	FACILITY FLOOR MATS 04/24/24	01830.022.20.2039 - other prof.service	
MISSION LINEN SUPPLY	108538	521422468	06/20/2024	06/20/2024	44.13	FACILITY FLOOR MATS 04/17/24	01830.022.20.2039 - other prof.service	
MISSION LINEN SUPPLY	108538	521422469	06/20/2024	06/20/2024	141.60	FACILITY FLOOR MATS 04/17/24	01830.022.20.2039 - other prof.service	
MISSION LINEN SUPPLY	108538	521462667	06/20/2024	06/20/2024	44.13	FACILITY FLOOR MATS 04/24/24	01830.022.20.2039 - other prof.service	
MISSION LINEN SUPPLY	108538	521507890	06/20/2024	06/20/2024	44.13	FACILITY FLOOR MATS 05/01/24	01830.022.20.2039 - other prof.service	
MISSION LINEN SUPPLY	108538	521507891	06/20/2024	06/20/2024	141.60	FACILITY FLOOR MATS 05/01/24	01830.022.20.2039 - other prof.service	
MISSION LINEN SUPPLY	108538	LATE CHARGE	06/20/2024	06/20/2024	3.86	LATE CHARGE 05/31/24	01830.022.20.2039 - other prof.service	
					\$561.05			
					\$561.05			

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MOHAVE ENVIRONMENTAL LAB	108539	115260	06/20/2024	06/20/2024	350.00	TESTING SERVICES - COLILERT	03922.001.20.2010 - testing services	
					\$350.00			
MONTOYA, EDWARD	108509	06102024	06/13/2024	06/13/2024	50.00	POOL PARTY DEPOSIT REFUND 06/09/24	0107040 - Deposits	
					\$50.00			
MOUNTAIN WEST TANK RESOUR	108540	182	06/20/2024	06/20/2024	16,900.00	Tank inspect & clean per quote	03922.001.80.4104 - capital - non-struc	
					\$16,900.00			
N.A.E. GENERAL CONTRACTING	108510	2914	06/13/2024	06/13/2024	13,927.25	FINAL BILL - APS LINE EXTENSION AIRPORT RE	02900.001.80.4100 - Land & Buildings	
					\$13,927.25			
NATIONWIDE ASRS 457	ACH	PR061624-6120	06/20/2024	06/20/2024	1,580.00	Nationwide ASRS 457	0107090 - Payroll - Deferred Comp	
					\$1,580.00			
NATIONWIDE ASRS ROTH	ACH	PR061624-6122	06/20/2024	06/20/2024	180.00	Nationwide ASRS Roth	0107090 - Payroll - Deferred Comp	
					\$180.00			
NATIONWIDE RETIREMENT SOLU	ACH	PR061624-6126	06/20/2024	06/20/2024	937.72	PSPRS FD T3 DCH	0107068 - Payroll - PSPRS Fire	
NATIONWIDE RETIREMENT SOLU	ACH	PR061624-6126	06/20/2024	06/20/2024	1,009.48	PSPRS FD T2 DCH	0107068 - Payroll - PSPRS Fire	
					\$1,947.20			
NATIONWIDE WINSLOW 457	ACH	PR061624-6121	06/20/2024	06/20/2024	1,669.00	Nationwide Winslow 457	0107090 - Payroll - Deferred Comp	
					\$1,669.00			
NATIONWIDE WINSLOW ROTH	ACH	PR061624-6123	06/20/2024	06/20/2024	125.00	Nationwide Winslow Roth	0107090 - Payroll - Deferred Comp	
					\$125.00			
PAYNE, JACKIE	108511	06102024	06/13/2024	06/13/2024	50.00	POOL PARTY DEPOSIT 06/08/24	0107040 - Deposits	
					\$50.00			
PHOENIX PUMPS, INC.	108541	3055457	06/20/2024	06/20/2024	8,097.04	NEW PUMPS FOR NOVA FILTERS	05929.001.23.2092 - treatment plant m	
					\$8,097.04			
Pierce Coleman PLLC	108542	28497	06/20/2024	06/20/2024	35.00	ATLAS DEVELOPMENT AGREEMENT - MAY 202	01807.001.20.2039 - other prof.service	
Pierce Coleman PLLC	108542	28498	06/20/2024	06/20/2024	14,500.00	CITY ATTORNEY MAY 2024	01807.001.20.2039 - other prof.service	
					\$14,535.00			
					\$14,535.00			
REDCROSS-SMITH, TANYA	108543	06172024	06/20/2024	06/20/2024	2,400.00	PLOT REFUND	0109022 - Cemetery Revenue	
					\$2,400.00			
RIGGS, RACHELLE	108512	06102024	06/13/2024	06/13/2024	130.00	GSH DEPOSIT REFUND 06/21/24	0107040 - Deposits	
					\$130.00			
RODRIGUEZ, VALENCINA	108544	06172024	06/20/2024	06/20/2024	50.00	POOL PARTY DEPOSIT REFUND 06/15/24	0107040 - Deposits	
					\$50.00			
SCOTT ANIMAL HOSPITAL	108513	77163	06/13/2024	06/13/2024	2,310.70	VETERINARY SERVICES MAY 2024	01850.125.20.2039 - other prof.service	
					\$2,310.70			
SECURITY BENEFIT	ACH	PR061624-5768	06/20/2024	06/20/2024	95.00	Security Benefit 457	0107090 - Payroll - Deferred Comp	
					\$95.00			
Sharp Electronics, Corporation (SIIC	108545	SH837650	06/20/2024	06/20/2024	435.12	CITY HALL COPIER - 06/01/24 - 06/30/24	01888.001.29.2082 - Annual Support/W	
					\$435.12			

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SMITH, CORRINA	108546	Refund: 1718200	06/18/2024	06/20/2024	108.30	Refund: 17182001 - SMITH, CORRINA	0306043 - Accounts Receivable	
					\$108.30			
SPENCER, CALAYCIA	108547	06172024	06/20/2024	06/20/2024	50.00	POOL PARTY DEPOSIT 06/16/24	0107040 - Deposits	
					\$50.00			
STAPLES, INC	108548	6004815726	06/20/2024	06/20/2024	1,638.39	MESA 6.4 CU FT BURGLARY COMBO	01810.020.50.3100 - small tools/minor	
STAPLES, INC	108548	6004858381	06/20/2024	06/20/2024	9.99	HANDLING FEE NON TAXABLE	01810.020.50.3100 - small tools/minor	
					\$1,648.38			
					\$1,648.38			
STATE OF AZ	ACH	MAY.2024	06/13/2024	06/13/2024	-101.23	MAY 2024 WATER BILLS	0309151 - Miscellaneous	
STATE OF AZ	ACH	MAY.2024	06/13/2024	06/13/2024	17,045.94	MAY 2024 WATER BILLS	0307055 - State Sales Tax Payable	
					\$16,944.71			
					\$16,944.71			
TAHA, MADISYN	108549	06172024	06/20/2024	06/20/2024	50.00	GSH DEPOSIT REFUND 05/16/24	0107040 - Deposits	
					\$50.00			
THE TRIBUNE	108514	1171	06/13/2024	06/13/2024	39.00	PUBLIC SURPLUS AUCTION PUBLICATION	12940.065.20.2039 - other prof.service	
					\$39.00			
THOMSON REUTERS	108515	850264893	06/13/2024	06/13/2024	261.21	SOFTWARE SUBSCRIPTION CHARGES	01850.034.23.2082 - Annual Support/W	
					\$261.21			
U.S. BANK	EFT	June 2024	06/18/2024	06/18/2024	852.50	Water bond payment	03922.001.26.2201 - bond interest	
U.S. BANK	EFT	June 2024	06/18/2024	06/18/2024	9,416.67	Water bond payment	03922.001.26.2200 - bond principal	
					\$10,069.17			
					\$10,069.17			
UNIFIRST	108516	3380054610	06/13/2024	06/13/2024	28.24	PARKS & FACILITIES FLOOR MATS 06/10/24	01830.022.20.2039 - other prof.service	
UNIFIRST	108516	3380054675	06/13/2024	06/13/2024	27.15	PARKS & FACILITIES FLOOR MATS 06/10/24	01825.001.20.2039 - other prof. service	
					\$55.39			
					\$55.39			
UNISOURCE ENERGY SERVICES-	ACH	06042024	06/10/2024	06/10/2024	4,571.95	COW INVOICES 06/04/24	01888.001.21.2050 - utilities	
					\$4,571.95			
USPS	108521	06042024	06/13/2024	06/13/2024	500.00	POSTAGE - JUNE 2024	03922.001.50.3005 - postage	
USPS	108521	06042024	06/13/2024	06/13/2024	500.00	POSTAGE - JUNE 2024	04921.001.50.3005 - postage	
USPS	108521	06042024	06/13/2024	06/13/2024	500.00	POSTAGE - JUNE 2024	05929.001.50.3005 - postage	
					\$1,500.00			
					\$1,500.00			
WASTE MANAGEMENT	ACH	06032024	06/10/2024	06/10/2024	270.49	30-00094-83007 05/01/24 - 05/31/24	13001.001.80.4100 - Capital - Building I	
WASTE MANAGEMENT	ACH	06032024	06/10/2024	06/10/2024	5,097.47	3-78421-05001 05/01/24 - 05/31/24	04921.001.22.2068 - Transfer Station T	
WASTE MANAGEMENT	ACH	06032024	06/10/2024	06/10/2024	5,459.79	3-78013-15003 - 05/01/24 - 05/31/24	04921.001.22.2067 - Transfer Station P	
WASTE MANAGEMENT	ACH	06032024	06/10/2024	06/10/2024	7,681.60	4-85992-95004 05/01/24 - 05/31/24	05929.001.22.2065 - Sludge Pick Up	
WASTE MANAGEMENT	ACH	06032024	06/10/2024	06/10/2024	8,191.29	3-78421-05001 05/01/24 - 05/31/24	05929.001.22.2067 - Sludge Tonnage	
					\$26,700.64			
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	75.14	FLT/FUEL MAY.2024	04921.001.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	134.25	FLT/FUEL MAY.2024	01835.060.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	233.47	FLT/FUEL MAY.2024	08818.001.50.3062 - fuel/oil	

CITY OF WINSLOW
Check Register
All Bank Accounts - 06/09/2024 to 06/22/2024

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	299.27	FLT/FUEL MAY.2024	01888.001.50.3062 - fuel / oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	348.26	FLT/FUEL MAY.2024	01850.125.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	390.20	FLT/FUEL MAY.2024	21835.401.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	413.02	FLT/FUEL MAY.2024	01830.022.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	446.01	FLT/FUEL MAY.2024	12940.065.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	534.08	FLT/FUEL MAY.2024	01850.083.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	609.18	FLT/FUEL MAY.2024	01825.032.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	903.50	FLT/FUEL MAY.2024	07871.055.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	1,000.83	FLT/FUEL MAY.2024	07871.018.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	1,141.18	FLT/FUEL MAY.2024	01825.001.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	1,208.00	FLT/FUEL MAY.2024	05929.001.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	1,570.61	FLT/FUEL MAY.2024	03922.001.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	1,745.00	FLT/FUEL MAY.2024	01860.001.50.3062 - fuel/oil	
WEX BANK	ACH	97408212	06/13/2024	06/13/2024	7,328.08	FLT/FUEL MAY.2024	01850.034.50.3062 - fuel/oil	
					<u>\$18,380.08</u>			
					<u>\$18,380.08</u>			
WINSLOW CHAMBER OF COMME	108517	06102024	08/13/2024	06/13/2024	19,290.05	BED TAX MAY 2024	0107206 - Bed Taxc Payable	
WINSLOW CHAMBER OF COMME	108523	2024 FIREWORK	06/14/2024	06/14/2024	5,000.00	2024 FIREWORK SHOW	01801.001.29.2995 - special events	
					<u>\$24,290.05</u>			
WINSLOW FORD	108518	17	06/13/2024	06/13/2024	46.89	MAY.2024 CAR WASH SERVICES	03922.001.20.2039 - other prof service	
WINSLOW FORD	108518	17	06/13/2024	06/13/2024	62.52	MAY.2024 CAR WASH SERVICES	05929.001.20.2039 - other prof service	
WINSLOW FORD	108518	17	06/13/2024	06/13/2024	78.15	MAY.2024 CAR WASH SERVICES	07871.055.20.2039 - other prof.service	
WINSLOW FORD	108518	17	06/13/2024	06/13/2024	812.44	MAY.2024 CAR WASH SERVICES	01888.001.20.2039 - other prof.service	
					<u>\$1,000.00</u>			
					<u>\$1,000.00</u>			
WINSLOW READY MIX INC.	108550	W2024-119	06/20/2024	06/20/2024	1,309.06	3RD & APACHE AVESIDEWALK REPAIR	07871.534.80.4201 - sidewalks/curbs/g	
WINSLOW READY MIX INC.	108550	W2024-120	06/20/2024	06/20/2024	756.58	SHED FOR FARMERS MARKET	21836.001.50.3299 - Operating Supplie	
					<u>\$2,065.64</u>			
					<u>\$2,065.64</u>			
WINSLOW SWEETLAND COMMUN	108519	06082024	06/13/2024	06/13/2024	200.00	MAGIC BEAN PLANTING PRESENTATION	01836.061.20.2039 - other prof.service	
					<u>\$200.00</u>			
WINSLOW TRUCK STOP TRUCK W	108551	Refund: 1001522	06/14/2024	06/20/2024	422.82	Refund: 1001522 - WINSLOW TRUCK STOP TRUC	0306043 - Accounts Receivable	
					<u>\$422.82</u>			
WINSLOW UNIFIED SCHOOL DIST	108520	06122024	06/13/2024	06/13/2024	375.00	FLYERS FOR I-40 TRADEPORT CORRIDOR PUBL	01836.061.50.3299 - other supplies	
					<u>\$375.00</u>			
					<u>\$513,988.76</u>			

Minutes of the special meeting of the Winslow City Council held on May 28, 2024 at 5:00 P.M. in the main hall of the Winslow Visitor's Center, 523 West Second Street, Winslow, Arizona.

MEMBERS PRESENT:

Mayor Cano, Councilmember Cake, Councilmember MacLean, Councilmember McKee (via Zoom until arriving at 5:32 p.m.), Councilmember Nelson, Councilmember Tafoya

MEMBERS ABSENT:

Councilmember Crisp

STAFF:

David Coolidge City Manager, Trish Stuhan City Attorney, Suzy Wetzel City Clerk, Franklin Caldwell Police Chief, Michael Duran Fire Chief, Tim Westover Public Works Director, Jack Fitchett Economic Development Director, Jason Sanks Zoning Hearing Officer/Planning Consultant

Mayor Cano called the meeting to order. The Pledge was given and a moment of silence was observed. Roll call was taken and Councilmembers Cake, Crisp and Nelson were absent. Motion: Moved by Mayor Cano, seconded by Councilmember Tafoya, to excuse the absent members. Motion passed unanimously with Mayor Cano and Councilmembers MacLean, McKee and Tafoya voting yes. Councilmember Cake arrived at 5:28 p.m. and Councilmember Nelson arrived at 5:41 p.m.

INTRODUCTION TO GENERAL PLAN UPDATE

The Zoning Hearing Officer briefly commented on previous meetings that have been held regarding the General Plan Update and stated that the format of tonight's meeting will be the same as the Open House held on March 26th with the meeting being recessed to give the public an opportunity to review and ask questions about the maps.

The Zoning Hearing Officer explained that the General Plan provides a long term vision for the city's future and is used as a tool for the public, the Council, developers and other agencies, as well as a guide for public and private decision making. The Zoning Hearing Officer also provided a scheduling update for adoption of the General Plan that includes possible action at the June 10th Zoning Hearing to recommend to the City Council that they support adoption of the plan at a date not yet determined.

The Zoning Hearing Officer highlighted the following updates and concerns from previous meetings and discussed how they were addressed:

- Alternative methods of transportation for the downtown area; continue to support and allow street closures for special events; continue to consider traffic calming; accommodate recreational vehicles in and around downtown.
- Additional retail on the west and east end of town.
- Add commercial land use north of prison;
- Encourage more small businesses and elderly care facilities in Southside and Coopertown (will be addressed in Zoning Code rewrite).
- Consider creation of new zoning district to accommodate small lots in historic downtown area.
- Quality housing in and around Southside; housing around industrial development; protecting land uses in and around Southside from industrial development; no change to map directly south of Southside or east side of State Route 87.
- Consider different types of commercial as the city grows.

The Zoning Hearing Officer added that special language was added throughout the General Plan for protection of the aquifer, air quality and other environmental resource conservation and to protect the quality of life in Winslow.

After stating that the biggest change to go over tonight is the Land Use Map, the Zoning Hearing Officer discussed the changes to the map in detail that were shown on a copy of the map that was displayed on the screen. The Zoning Hearing Officer stated that there were no significant changes to the Streets Classification Map or the City-Owned Parcel Map since the March meeting but explained that the City Parks & Trails map was updated and will be available for review when the meeting is recessed.

Prior to the meeting being recessed, the Zoning Hearing Officer clarified that there is still time to incorporate changes to the General Plan prior to the June 10th Zoning Hearing. The public can email staff or the Zoning Hearing Officer with additional comments or inclusions over the next two weeks. There will also be additional time to add changes prior to adoption by the City Council.

The meeting was recessed at 5:35 p.m. The meeting reconvened at 6:25 p.m.

COUNCIL DISCUSSION OF LAND USE MAP FOR GENERAL PLAN

No discussion took place under this item.

ADJOURNMENT

Motion: Moved by Councilmember Cake, seconded by Councilmember Nelson, to adjourn at 6:25 p.m. Motion passed unanimously with Mayor Cano and Councilmembers Cake, MacLean, McKee, Nelson and Tafoya voting yes.

Mayor

Attest:

City Clerk

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the work session of the Winslow City Council held on May 28, 2024 at 5:00 P.M. I further certify that the meeting was duly called and that a quorum was present.

Dated this 25th day of *June*, 2024.

Suzy Wetzel
City Clerk

Minutes of the special meeting of the Winslow City Council held on June 11, 2024 at 4:30 P.M. in the main hall of the Winslow Visitor's Center, 523 West Second Street, Winslow, Arizona.

MEMBERS PRESENT:

Mayor Cano, Councilmember Cake, Councilmember Crisp, Councilmember MacLean, Councilmember McKee (via Zoom until arriving at 5:30 p.m.), Councilmember Tafoya

MEMBERS ABSENT:

Councilmember Nelson

STAFF:

David Coolidge City Manager, Suzy Wetzel City Clerk, Trish Stuhan City Attorney, David Brown Water Rights Attorney, Tim Westover Public Works Director

Mayor Cano called the meeting to order. The Pledge was given and the Invocation was offered by Councilmember MacLean. Roll call was taken and Councilmember Nelson was absent. Motion: Moved by Mayor Cano, seconded by Councilmember Crisp, to excuse the absent member. Motion passed unanimously with Mayor Cano and Councilmembers Cake, Crisp, MacLean, McKee and Tafoya voting yes.

MOTION TO ADJOURN TO EXECUTIVE SESSION

Prior to the following motion being made, Mayor Cano stated that the executive session is for discussion and direction regarding the Water Right Settlement Agreement related to the Little Colorado River Adjudication involvement with the LCR Coalition and any other legal issues regarding the city's water supply:

Motion: Moved by Councilmember MacLean, seconded by Councilmember Cake, to move into executive session. Motion passed unanimously with Mayor Cano and Councilmembers Cake, Crisp, MacLean, McKee and Tafoya voting yes.

MOTION TO ADJOURN TO EXECUTIVE SESSION

- A. An executive session pursuant to A.R.S. § 38-431.03(A)(3), (4) & (6) for discussion or consultation for legal advice with the attorney or attorneys of the public body for legal advice; to consider its position and instruct its attorneys regarding contemplated litigation or settlement discussions conducted

in order to avoid or resolve litigation; or negotiations with members of a tribal council for discussion and direction to counsel regarding the Little Colorado River (LCR) Adjudication (Apache County Superior Court – *In Re: The General Adjudication of All Rights to Use Water in the Little Colorado River System and Source* (CV 6417, CV 6417-200, CV 6417-201, CV 6417-202, CV 6417-300, CV 6417-400), involvement with the LCR Coalition and any other legal issues regarding the City's water supply

**DISCUSSION OR POSSIBLE ACTION TO APPROVE THE
NORTHEASTERN ARIZONA INDIAN WATER RIGHT SETTLEMENT
AGREEMENT**

After returning from executive session, Mayor Cano stated that this item will come back for action at a future meeting.

ADJOURNMENT

Motion: Moved by Mayor Cano, seconded by Councilmember Cake, to adjourn at 6:15 p.m. Motion passed unanimously with Mayor Cano and Councilmembers Cake, Crisp, McKee, MacLean and Tafoya voting yes.

Mayor

Attest:

City Clerk

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the special meeting of the Winslow City Council held on June 11, 2024 at 4:30 P.M. I further certify that the meeting was duly called and that a quorum was present.

Dated this 25th day of *June*, 2024.

Suzy Wetzel
City Clerk

Minutes of the regular meeting of the Winslow City Council held on April 23, 2024 at 6:30 P.M. in the main hall of the Winslow Visitor's Center, 523 West Second Street, Winslow, Arizona.

MEMBERS PRESENT:

Mayor Cano, Councilmember Crisp, Councilmember MacLean,
Councilmember McKee, Councilmember Tafoya

MEMBERS ABSENT:

Councilmember Cake, Councilmember Nelson

STAFF:

David Coolidge City Manager, Trish Stuhan City Attorney, Suzy Wetzel City Clerk, Margaret Dyer Finance Director, Tim Westover Public Works Director, Franklin Caldwell Police Chief, Michael Duran Fire Chief

Mayor Cano called the meeting to order. The Pledge was given and the Invocation was offered by Pastor Randy Therio of the Multiply Church. Roll call was taken and Councilmembers Cake and Nelson were absent. Motion: Moved by Councilmember Crisp, seconded by Councilmember Tafoya, to excuse Councilmembers Cake and Nelson. Motion passed unanimously with Mayor Cano and Councilmembers Crisp, MacLean, McKee and Tafoya voting yes.

CALL TO THE PUBLIC

Julia Sells spoke regarding the General Plan process and requested that the same process be followed with development projects. Ms. Sells also referred to comments made by Councilmember McKee at the last meeting and asked if there will be an opportunity to bring ideas forward to the Council.

Heather Pruett referenced the challenge initiated by Councilmember McKee at the May 28th City Council meeting and discussed her recommendations that were included in a letter that she provided to the Council.

Ann Schmidt spoke regarding the massive size of the Corridor Development Agreement and challenged the Council to let the public know if they have read and understand it. Ms. Schmidt also spoke regarding the corridor project.

Theresa Del Mar inquired about when the Council will make a decision regarding the Planning & Zoning Commission.

David Alexander commented on previous announcements related to the GLD Partners Open House and stated that more information is needed regarding Mr. Wasserman and his firm.

Mayor Cano responded to comments made as follows:

- Staff was directed to schedule a meeting with Julia Sells and the Economic Development Director
- Thanked Heather Pruett for her suggestions
- Staff is in the process of finalizing the GLD Partners Open House
- A final decision regarding the Planning & Zoning Commission will be made soon

MAYOR AND COUNCILMEMBERS REPORTS

A. Current Events and Announcements

Councilmember Crisp announced details regarding the following items:

- Start of Friday night farmers market on July 5th
- Rotary/St. Mary's food distribution on June 20th
- Borderland Produce distribution information for June & July
- Too Broke for Sturgis Motorcycle Rally June 20th – 23rd
- ADOT lane restrictions on I-40 east of Holbrook
- Friends of the Library Annual Meeting on June 12th
- Garden Tour on August 18th
- Pride Weekend events on June 28th & 29th

Councilmember McKee provided information regarding the following items:

- Taste of Winslow on June 21st
- NPC food giveaway on June 12th
- July 4th fireworks show
- June Jams events at Route 66 Plaza

Councilmember McKee also spoke regarding her recent visit and tour of the Animal Care Facility and encouraged donations of small swimming pools and water troughs for the outside dog pens.

Councilmember MacLean announced information related to both the City Clean-Up Day on June 22nd and the Clear Creek Clean-Up Day on July 13th.

Councilmember Tafoya announced that an Electric Dance Party will be held at the Route 66 Plaza on June 13th.

After providing details regarding the Route 66 Standing Horse Pow Wow on June 29th - 30th, Mayor Cano commented on a recent meeting held with Senator Kelly in St. Johns.

B. Future Agenda Items

Mayor Cano briefly discussed the Historic Preservation Commission's Birthplace Cabin project and requested that an update from the commission be included on a future agenda. Councilmember Crisp commented on an email that she recently received from Local First regarding a historical preservation grant.

SCHEDULED PRESENTATIONS AND PROCLAMATIONS

A. Quarterly Northland Pioneer College (NPC) Report Which May Include Update on the 2025-2030 Strategic Planning Process, Fall 2024 Programs, Scholarship Opportunities and Little Colorado Campus Activities

Betsyann Wilson, Executive Director of NPC Friends & Family, provided information regarding the following items:

- Scholarships awarded for the 2024 Fall semester and free tuition being offered for summer classes
- Scholarship opportunities still available for the Fall semester
- Update regarding Five Year Strategic Plan
- Resignation of Dr. Chato Hazelbaker, appointment of Interim President Michael Solomonson and recruitment process for a new president
- Upgrades to the Kayenta facility utilizing Arizona Commerce Authority grant funds
- Details of new programs being offered in the Fall

At the conclusion of her report, Ms. Wilson responded to questions and comments from the Council.

STATUS REPORTS

A. Verbal Status Report on Current City Activities by City Manager Which May Include BEAD Challenge Update

After providing background information regarding the Broadband Equity Access & Deployment (BEAD) program that will provide affordable broadband/high speed internet to residents in Navajo County, the City Manager discussed results of the challenge process that wrapped up in Arizona on May 14th.

The City Manager also provided details regarding the following items:

- Clean-Up Day on June 22nd
- School to Work Program that began on June 3rd
- Update regarding submitted CDS earmark requests
- I-40 TradePort Q&A sessions scheduled for June 18th

With regard to the I-40 TradePort sessions, Mayor Cano stated that she would like for the Council to hand deliver flyers throughout the community.

B. Monthly Financial Report by Finance Director Which May Include Balances, Expenditures and Revenues in All Funds and Various Sales Tax Comparisons by Category

The Finance Director highlighted information from her written report for the month of April including revenues and expenditures for all city funds and cash and investment balances. The Finance Director also discussed major expenditures that occurred during the month of April including pool renovations and new city hall renovations.

C. Quarterly Report by Fire Chief Which May Include Professional Development and Community Involvement

The Fire Chief explained that the Winslow Fire Department is an “all hazards fire department” which means they are dispatched to not only structure fires and hazmat incidents, but also to medical emergencies, motor vehicle accidents, water rescue and recovery, power lines down and public lift assists.

As part of the department’s professional development, the Fire Chief reported that the fire department and police dispatch division are cross training which has resulted in improved radio communications between both departments. Additional professional development programs included live fire training, hose training, dive training for rescue and recovery and the Firefighter & Hazmat Program class.

In conclusion, the Fire Chief announced that Navajo County, as well as the city, have enacted Stage 1 fire restrictions. Councilmember

McKee thanked the chief for being a hands-on chief and Mayor Cano thanked the Fire Chief for his leadership.

CONSENT CALENDAR

Councilmember McKee requested that Item F be pulled for discussion. Motion: Moved by Mayor Cano, seconded by Councilmember Tafoya, to approve the Consent Calendar as presented minus Item F. Motion passed unanimously with Mayor Cano and Councilmembers Crisp, MacLean, McKee and Tafoya voting yes.

- A. Discussion and/or Action to Approve the Check Register**
- B. Discussion and/or Action to Approve Minutes of the City Council Executive Session of May 14, 2024, City Council Regular Meeting of May 14, 2024 and City Council Regular Meeting of May 28, 2024**
- C. Discussion and/or Action to Approve One Year Extension of Broker Real Estate Commission Agreement with Charles Tupper of West USA Realty, Inc.**
- D. Discussion and/or Action to Award Bid for Solid Waste Collection and Disposal Services, Authorize Staff to Negotiate Terms of Contract with Waste Management and Authorize City Manager to Execute in Final Form Approved by the City Attorney**
- E. Discussion and/or Action to Approve Resolution No. 1942 Approving the Amendments to the Rural Arizona Group Health Trust Agreement and Declaration of Trust Dated July 1, 2012**
- F. Discussion and/or Action to Approve Ordinance No. 1412 Amending Schedules 1 - Administration Fees, 3 – Building Permit Fees, 4 - Community Services Fees, 5 - Development Services Fees, 7 - Library Charges & Fees, Zoning, 8 – Police Department Fees, 10 – Zoning and 12 – Animal Care Facility Fees of Ordinance No. 637, Schedule of Rates, Fees and Charges**

Councilmember McKee explained that she pulled this item to further discuss the Funeral Escort Fees in Section 8-3. There was discussion regarding the proposed fee and it was the consensus of the Council that they did not feel it is a necessary or appropriate fee. The City Manager stated that staff can work with local providers to establish a program so that the police department is made aware of funerals ahead of time.

The City Manager responded to questions from Councilmember Crisp regarding the Transportation System Use License Fee shown in Section

5-23. The Public Works Director and the City Manager also provided additional information regarding the Sidewalk Repair Fee and the Curb and Gutter Repair Fee shown in Section 5-11.

Motion: Moved by Councilmember MacLean, seconded by Mayor Cano, to approve Ordinance No. 1412 amending those schedules but deleting Section 8-3, Funeral Escort Fees. Motion passed unanimously with Mayor Cano and Councilmembers Crisp, MacLean, McKee and Tafoya voting yes.

COUNCIL CONSIDERATION AND POSSIBLE ACTION

A. Discussion and/or Action to Approve Appropriation to the 2024 Fireworks Show (David Coolidge)

After the City Manager advised that there is currently a balance of \$7,000 in the Special Events Account, the following motion was made:

Motion: Moved by Councilmember MacLean, seconded by Mayor Cano, to donate \$5,000 to the Winslow fireworks fund. Motion passed unanimously with Mayor Cano and Councilmembers Crisp, MacLean, McKee and Tafoya voting yes.

ADJOURNMENT

Motion: Moved by Councilmember McKee, seconded by Mayor Cano, to adjourn at 7:58 p.m. Motion passed unanimously with Mayor Cano and Councilmembers Crisp, MacLean, McKee and Tafoya voting yes.

Mayor

Attest:

City Clerk

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the regular meeting of the Winslow City Council held on June 11, 2024 at 6:30 P.M. I further certify that the meeting was duly called and that a quorum was present.

Dated this 25th day of *June*, 2024.

Suzy Wetzel
City Clerk

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: June 25, 2024
TO: Honorable Mayor and City Council
FROM: Public Works Director
SUBJECT: Approve Payment for the Installation of Water Line Insertion Valves

RECOMMENDED MOTION

That Mayor and City Council, by motion, approve the payment in the amount of \$54,496.14, to Pipeline Services, Inc., for the installation of water line insertion valves.

DISCUSSION

In order to safely perform needed maintenance and other repairs on the city's water storage tanks, the water mains supplying the community with water from these tanks must be shut down. Installing insertion valves will allow staff system control and access eliminating injury and massive service disruptions.

IMPACT ON BUDGET

Funds are budgeted in account 03.922.001.70.4009.

Respectfully submitted,

Tim Westover

Tim Westover
Public Works Director

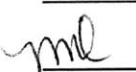
Reviewed by:

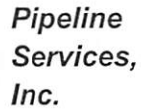
City Manager

City Attorney

Finance Director







Wet Taps · Installations · Backflow Preventer Testing · Linestops

Cell 928-587-5359

[illegible]

NOTES: Above pricing does not include any, excavation, permits and shoring if required. Slurry or Concrete is needed under the valves for support. Thust blocking done by contractor.

By Bruce Martell

RESOLUTION NO. 1943

**A RESOLUTION OF THE MAYOR AND COUNCIL OF THE
CITY OF WINSLOW, ARIZONA, ADOPTING THE CITY'S
ANNUAL PENSION FUNDING POLICY**

WHEREAS, the Fifty-Third Legislature, during the 2018 Second Regular Session, adopted House Bill 2097, which requires the City of Winslow (the "City") to annually adopt a pension funding policy for public safety employees participating in the Public Safety Personnel Retirement System (PSPRS") who were hired before July 1, 2017; and

WHEREAS, the Mayor and Council of the City of Winslow (the "City Council") desires to annually evaluate the Pension Funding Policy to determine the amount to be contributed beyond the City's annual required contribution in order to continually reduce the amount of the City's unfunded liability until the funding ratio of 100% is achieved.

**NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND 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 Annual Pension Funding Policy is hereby adopted in substantially the form attached hereto as Exhibit A and incorporated herein by reference.

SECTION 3. 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 Mayor and Council of the City of Winslow, Arizona, this 25th day of June, 2024.

Mayor

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

**EXHIBIT A
TO
RESOLUTION NO. 1943**

[Pension Funding Policy]

See following pages.

City of Winslow

Public Safety Personnel Retirement System

Pension Funding Policy

The intent of this policy is to clearly communicate the Council's pension funding objectives and its commitment to our employees and the sound financial management of the City and to comply with new statutory requirements of Laws 2018, Chapter 112.

Several terms are used throughout this policy:

Unfunded Actuarial Accrued Liability (UAAL) – Is the difference between trust assets and the estimated future cost of pensions earned by employees. This UAAL results from actual results (interest earnings, member mortality, disability rates, etc.) being different from the assumptions used in previous actuarial valuations.

Annual Required Contribution (ARC) – Is the annual amount required to pay into the pension funds, as determined through annual actuarial valuations. It is comprised of two primary components: normal pension cost – which is the estimated cost of pension benefits earned by employees in the current year; and, amortization of UAAL – which is the cost needed to cover the unfunded portion of pensions earned by employees in previous years. The UAAL is collected over a period of time referred to as the amortization period. The ARC is a percentage of the current payroll.

Funded Ratio – Is a ratio of fund assets to actuarial accrued liability. The higher the ratio the better funded the pension is with 100% being fully funded.

Intergenerational equity – Ensures that no generation is burdened by substantially more or less pension costs than past or future generations.

The City's police and fire employees who are regularly assigned hazardous duty participate in the Public Safety Personnel Retirement System (PSPRS).

Public Safety Personnel Retirement System (PSPRS)

PSPRS is administered as an agent multiple-employer pension plan. An agent multiple-employer plan has two main functions: 1) to commingle assets of all plans under its administration, thus achieving economy of scale for more cost efficient investments, and invest those assets for the benefit of all members under its administration and 2) serve as the statewide uniform administrator for the distribution of benefits.

Under an agent multiple-employer plan each agency participating in the plan has an individual trust fund reflecting that agencies' assets and liabilities. Under this plan all contributions are deposited to and distributions are made from that fund's assets, each fund has its own funded ratio and contribution rate, and each fund has a unique annual actuarial valuation. The City of Winslow has two trust funds, one for police employees and one for fire employees.

Council formally accepts the assets, liabilities, and current funding ratio of the City's PSPRS trust funds from the June 30, 2023, actuarial valuation, which are detailed below.

Trust Fund	Assets	Accrued Liability	Unfunded Actuarial Accrued Liability	Funded Ratio
Winslow Police	\$ 7,666,549	\$ 13,379,289	\$ 5,712,740	57.30%
Winslow Fire	\$ 8,410,428	\$ 3,803,861	\$ (4,606,567)	221.10%

City of Winslow Totals	Sum of Above	Sum of Above	Sum of Above	Assets + Accrued Liability
	\$ 16,076,977	\$ 17,183,150	\$ 1,106,173	93.56%

PSPRS Funding Goal

Pensions that are less than fully funded place the cost of service provided in earlier periods (amortization of UAAL) on the current taxpayers. Fully funded pension plans are the best way to achieve taxpayer and member intergenerational equity. Most funds in PSPRS are significantly underfunded and falling well short of the goal of intergenerational equity.

The Council's PSPRS funding ratio goal is 100% (fully funded) by June 30, 2037.

Council established this goal for the following reasons:

- The PSPRS trust funds represent only the City of Winslow's liability.
- The fluctuating cost of an UAAL causes strain on the City's budget, affecting our ability to provide services.
- A fully funded pension is the best way to achieve taxpayer and member intergenerational equity.

Council has taken the following actions to achieve this goal:

- Maintain ARC payment from operating revenues – Council is committed to maintaining the full ARC payment (normal cost and UAAL amortization) from operating funds. The estimated combined ARC for FY 23 is \$597,818 and will be able to be paid from operating funds without diminishing City services.
- Additional payments above the ARC
 - Commit/Reserve \$70,000 of General Fund Balance at year end.
 - Annually evaluate prior year budget compared to actual expenditures and commit/reserve \$70,000 of General Fund Balance.
- Dedicated revenue – City Sales Tax and State Shared revenues

Based on these actions the Council plans to achieve its goal of 100% funding by June 30, 2037, in accordance with the amortization timeline set forth by the PSPRS June 30, 2023, Actuarial Valuation.

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: June 25, 2024

TO: Honorable Mayor and City Council

FROM: David Coolidge, City Manager

SUBJECT: Three Year Rental Agreement with Northern Arizona Council of Governments (NACOG) d/b/a Winslow Head Start Program for the Old Country Club Building located at 300 Airport Road

RECOMMENDED MOTION:

The Mayor and City Council by motion pass and adopt Ordinance No. 1413 authorizing the City to enter into a three-year rental agreement with Northern Arizona Council of Governments d/b/a Winslow Head Start Program for the rental of the Old Country Club Building located at 300 Airport Road (the "Property").

DISCUSSION:

The Head Start Program provides significant and valuable contributions to the City in the form of (i) educational services for over 141 preschool age, toddlers, and infants, (ii) assistance to families of young children in obtaining a full range of health services, (iii) assistance to families and children in nutritional services, meals, mental health counseling and special needs, and (iv) parenting plans and services for disabled children. Winslow Head Start Program uses the fair market value of this rental agreement as "matching funds" for its annual grant application to NACOG. Therefore, the Winslow Head Start Program shall pay monthly installments of \$1.00 as rent for use of the Property.

The current rental agreement was executed in 2021 and expires on June 30, 2024. The Winslow Head Start Program desires to continue to rent Property pursuant to a new three-year rental agreement. The substantive terms of the rental agreement remain the same.

IMPACT ON BUDGET:

A minimal rental fee will be paid to the City in the amount of \$1.00 per month.

Respectfully submitted,

David Coolidge

David Coolidge
City Manager

REVIEWED BY:

City Attorney

Finance Director

TS
me

ORDINANCE NO. 1413

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WINSLOW APPROVING THE LEASE AGREEMENT BETWEEN THE CITY OF WINSLOW AND THE NORTHERN ARIZONA COUNCIL OF GOVERNMENTS

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WINSLOW, ARIZONA, that:

SECTION 1. The Lease Agreement between the City of Winslow and the Northern Arizona Council of Governments is hereby approved in substantially the form and substance attached hereto as Exhibit A and incorporated herein by reference.

SECTION 2. The Mayor, the City Manager, the City Attorney and the City Clerk are hereby authorized and directed to take all steps and execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the City Council of the City of Winslow, Arizona, this 25th day of June, 2024.

Roberta W. Cano, Mayor

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

RENTAL AGREEMENT CITY OF WINSLOW

The City of Winslow, a municipal corporation, hereinafter "City", owns certain property described in Exhibit "A" attached hereto and made a part hereof by reference NACOG Head Start Program, hereinafter "Tenant", wishes to rent from the City the above described property, or other property as agreed to between the parties, and the parties agree to the following terms and conditions of said rental.

1. **Term.** The term of this Rental Agreement shall be for a period of 3 years. The term of this Rental Agreement shall be from the **1st day of July, 2024** through the **30th day of June, 2027**. However, the City reserves the right, in its sole discretion, to terminate this rental agreement upon 180 days notice, without cause.
2. **Rental Obligation.** The Tenant provides significant and valuable contributions to the City of Winslow which the City desires but is not able to provide, e.g., educational services for children 3 to 5 years of age, assistance to families of young children in obtaining and completing a full range of health services, counseling and special needs services for families, family goal setting and parenting plans, and services for disabled children. The Tenant uses the fair market value of this rental agreement as "matching funds" for its annual grant application to NACOG. The City believes that the services provided by the Tenant outweigh the fair market value of the premises and therefore, Tenant shall pay monthly installments of \$1.00 plus any applicable sales taxes, which are currently \$0.00, totaling \$1.00, which shall be hereinafter referred to as "Rent". If the sales taxes change during the term of this Agreement, City may adjust the amount of Rent due to equal the difference caused by the tax change upon 30 days written notice to Tennant. However, NACOG Head Start shall claim \$86,736.00 per fiscal year as In-Kind space donation to be recorded under non-federal share of the Head Start grant awards for the period July 1, 2024 to June 30, 2027. The In-Kind amount shall have a 3% increase applied for the 2nd and 3rd lease years. These amounts shall be considered the fair market value of the space as outlined in Title 45 CFR 92.24, Uniform Administrative Requirements-State and Local Governments.

Rent shall be due on the first day of the month as indicated above, and City is not required to accept partial payments of Rent or other charges. Tenant shall pay the last month's rent in advance.

3. **Late Payment Penalty.** If Tenant does not pay the Rent on the first day of each month pursuant to this Rental Agreement, there shall accrue a one percent (1%) of the monthly rental payment each day late payment penalty until the Rent is paid and the late payment penalty is also paid. The late payment penalty shall be added to the rental obligation until it is paid in full.

4. **Bad Check Fee.** Tenant shall pay a \$25.00 bad check fee for any check tendered to City as and for a Rent payment or for any other obligation under this Agreement, which shall be due within 30 days of notice to the Tenant that the check was not collectible.
5. **Credit Report.** Tenant agrees to pay for a credit report, and City shall have the right to obtain a credit report regarding Tenant prior to the execution of this Agreement. City reserves the right to terminate this Agreement if the credit report justifies said termination, in the sole discretion of City, even if received after the execution of this Agreement.
6. **Security Deposit.** Tenant shall pay a security deposit to City in the amount of \$0.00.
7. **Cleaning Deposit.** Tenant shall pay a cleaning deposit to City in the amount of \$0.00.
8. **Utilities.** Tenant shall be obligated to pay the deposits and the monthly costs for utilities, pursuant to city code and policy.
9. **Maintenance of the Premises.** Tenant shall be required to maintain the property in a clean, sanitary and good condition, normal wear and tear excepted. City may inspect the premises upon 24 hours notice at any time. City may also inspect the premises with no notice in the event that City believes with good cause that there is illegal conduct occurring in the premises or that an immediate inspection is necessary for the health, safety or welfare of Tenant or the subject or surrounding properties.

Tenant shall advise City in writing of any repairs needed to be made to the premises and shall do so immediately upon recognition of the need for said repair by Tenant. City shall maintain the premises as provided by ARIZ. REV. STAT. § 33-1324. If any repair or replacement of any part of the premises is required to be done by City as a result of misuse or failure by Tenant to comply with the terms of this Agreement, Tenant shall be obligated for the entire cost of said repair or replacement, including City's reasonable labor expenses, payable within 30 days of Tenant's receipt of said billing.
10. **Alterations and Improvements.** Tenant shall not make any alterations or improvements to the premises without the written consent and permission of City.
11. **Occupancy.** The premises shall be used only by the following named persons: Head Start faculty and students – but only for Head Start purposes, not residential purposes.
12. **Assignment.** This Rental Agreement is not assignable and not transferable without the written consent of City.

13. **Tenant Insurance.** City does not maintain insurance coverage for any of the content of the rental property. If Tenant wishes to obtain insurance coverage for the property belonging to Tenant, Tenant shall do so at Tenant's expense. Tenant shall provide public liability insurance against claims for personal injury or death or property damage occurring in, upon, or about said premises in an amount of \$1,000,000 and name the City as a co-insured on said policy. Tenant shall provide a copy of the coverage page of said policy annually or upon request of the City. Tenant shall also hold the City harmless from any liability which may result from Tenant's conduct or omissions.
14. **Rules, Regulations, Codes, and State and Federal Law.** That parties to this Agreement agree to comply with all rules and regulations that may be established by City, either prior to or subsequent to entry of this Rental Agreement, and both agencies agree to comply with all local codes and ordinances and all State and Federal laws applicable to this Agreement.
15. **Time of Essence.** Time is of the essence of this Agreement, and all time periods are material.
16. **Waivers.** Should City determine, in its sole discretion, to accept a partial payment or to allow any variance from the strict compliance with this Agreement, said waiver shall in no way commit City to continue to allow said non-compliance, and Tenant shall continue to be responsible for any such non-compliance to fully perform all obligations pursuant to the terms hereof.
17. **Notice.** Any notices required to be provided to Tenant shall be provided at the address shown below, and any notices required to be provided to City shall be provided at the address shown below.

Tenant:

NACOG Head Start Program
121 E Aspen Avenue
Flagstaff, AZ 86001

City:

City of Winslow
21 Williamson Avenue
Winslow, AZ 68047

18. **Construction of Agreement.** This Agreement is entered into on a negotiated basis between the parties and, although drafted by City, shall not be strictly construed against City in any judicial proceeding.
19. **Court.** Any dispute arising out of this Agreement shall not be subject to mediation and, if it proceeds to court, must be litigated in the Navajo County Superior Court. Any such court proceeding will apply Arizona Substantive Law.

20. **Attorney's Fees.** In the event that either party violates the terms of this Agreement, the violating party shall be responsible for the reasonable attorney's fees and costs of the non-violating party.
21. **Lead-Based Paint Disclosure.** The U.S. Department of Housing and Urban Development requires a lessor to advise a renter when any structure being rented was constructed prior to 1978 and of the possibility of lead-based paint or other hazardous materials being present. City is not aware of the existence of any lead-based paint or of any other hazardous material, but the Tenant is advised that such substances may exist on the premises. The rental unit or building which is the subject of this Rental Agreement was built on or about _____, 19____.
22. **Tenant Acknowledgment.** By signing below, Tenant acknowledges that a free copy of the Arizona Residential Landlord and Tenant Act is available through the Arizona Secretary of State's Office, that City shall furnish, upon move-in, a move-in form for specifying any existing damages to the premises, that Tenant is hereby notified that Tenant is entitled to be present at the move-in and move-out inspection, and that Tenant understands and agrees to the terms and conditions of this Agreement and acknowledges receipt of all pages of this Agreement.
23. **Conflict of Interest.** This Agreement is subject to the provisions of ARIZ. REV. STAT § 38-511. City may cancel this Agreement without penalty or obligation, if any person significantly involved in initiating, negotiating, securing, drafting or creating this Agreement on behalf of City is, at any time while this Agreement or any extension of this Agreement is in effect, an employee or agent of Tenant in any capacity or a consultant to Tenant with respect to the subject matter to this Agreement. The cancellation shall be effective when written notice from City is received by Tenant unless the notice specifies a later time.
24. **E-Verify Requirement.** To the extent applicable under ARIZ. REV. STAT. § 41-4401, Tenant and its subcontractors warrant compliance with all federal immigration laws and regulations that relate to their employees and their compliance with the E-verify requirements under ARIZ. REV. STAT. § 23-214(A). Tenant's or subcontractor's breach of the above-mentioned warranty shall be deemed a material breach of this Agreement and may result in the termination of this Agreement by City. City retains the legal right to randomly inspect the papers and records of Tenant and its subcontractors who work on this Agreement to ensure that Tenant and its subcontractors are complying with the above-mentioned warranty.
25. **Agreement Subject to Appropriation.** City is obligated only to pay its obligations set forth in this Agreement as may lawfully be made from funds appropriated and budgeted for that purpose during City's then current fiscal year. City's obligations under this

Agreement are current expenses subject to the "budget law" and unfettered legislative discretion of City concerning budgeted purposes and appropriation for funds. Should City elect not to appropriate and budget funds to pay its Agreement obligations, this Agreement shall be deemed terminated at the end of the then-current fiscal year term for which such funds were appropriated and budgeted for such purpose and City shall be relieved of any subsequent obligation under this Agreement. The parties agree that City has no obligation or duty of good faith to budget or appropriate the payment of City's obligations set forth in this Agreement in any budget in any fiscal year other than the fiscal year in which this Agreement is executed and delivered. City shall be the sole judge and authority in determining the availability of funds for its obligations under this Agreement. City shall keep Tenant informed as to the availability of funds for this Agreement. The obligation of City to make any payment pursuant to this Agreement is not a general obligation or indebtedness of City. Tenant hereby waives any and all rights to bring any claim against City from or relating in any way to City's termination of this Agreement pursuant to this section.

26. **Israel.** Tenant hereby certifies that it is not currently engaged in, and agrees for the duration of this Agreement that it will not engage in a "boycott," as that term is defined in ARIZ. REV. STAT. § 35-393, of Israel.

"NACOG"

David Coolidge, City Manager

By: _____
Chris Fetzer, Executive Director

Date: _____

Date: _____

ATTEST:

Suzy Wetzel, City Clerk

"City of Winslow"

CITY PROPERTY NO. 19
OLD COUNTRY CLUB - HEADSTART
ASSESSORS PARCEL NO. 103-18-002A
DEED NO. 64

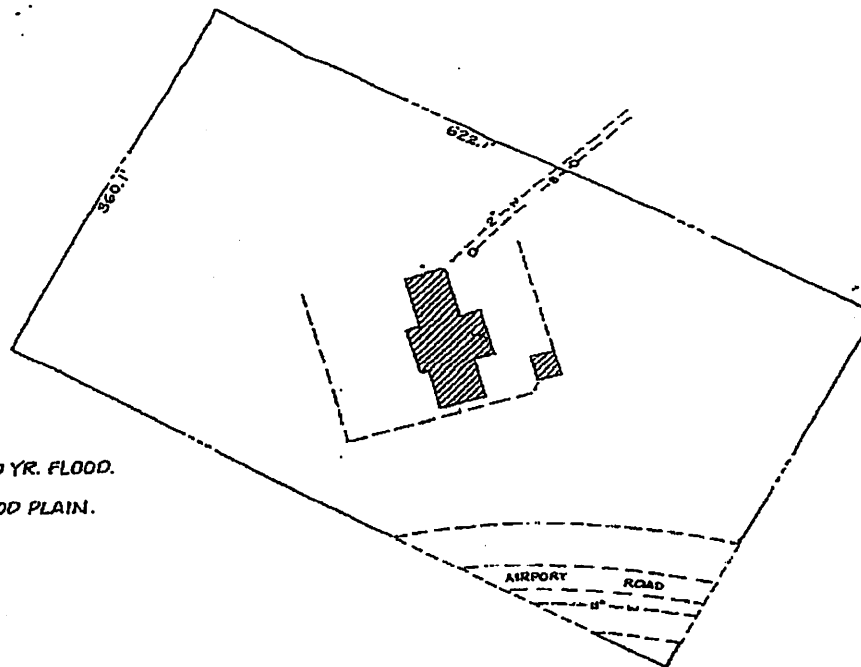
A PARCEL OF LAND LOCATED IN THE
NE¼ OF SECTION 25 ~ TOWNSHIP 19
NORTH ~ RANGE 15 EAST ~ GILA &
SALT RIVER, BASE & MERIDIAN ~
NAVAJO COUNTY, ARIZONA.

ACRES: 5.14±

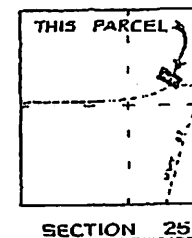
ZONING: I

FLOOD PLAIN:

ZONE A - SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100 YR. FLOOD.
NO BASE FLOOD ELEVATIONS DETERMINED.
ZONE X - AREAS DETERMINED TO BE OUTSIDE 500 YEAR FLOOD PLAIN.



SCALE: 1"



ORDINANCE NO. 1415

AN ORDINANCE OF THE COUNCIL OF THE CITY OF WINSLOW APPROVING THE LEASE AGREEMENT BETWEEN THE CITY OF WINSLOW AND THE WINSLOW CHAMBER OF COMMERCE, INC., RELATED TO THE LEASE OF A PORTION OF THE HUBBELL BUILDING, INCLUDING THE NORTH ROOM, THE CONFERENCE ROOM, AND THE EAGLE PAVILION FOR CHAMBER OFFICES AND OPERATION AND MAINTENANCE OF A VISITORS' CENTER; ALL RELATED TO REAL PROPERTY LOCATED AT 523 WEST SECOND STREET IN WINSLOW ARIZONA; AND AUTHORIZING THE MAYOR TO EXECUTE AND DELIVER SAID LEASE UPON THE TERMS IN THE AGREEMENT

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WINSLOW, ARIZONA,

SECTION 1. The Lease Agreement between the City of Winslow and the Winslow Chamber of Commerce Inc. is approved in substantially the form and substance as Exhibit A incorporated herein by reference.

SECTION 2. The Mayor, the City Manager, the City Attorney and the City Clerk are authorized and directed to take all steps and execute all documents necessary to carry out the purpose and intent of this Ordinance.

PASSED AND ADOPTED by the Council of the City of Winslow, Arizona, this 25th day of June, 2024.

Roberta W. Cano, Mayor

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

**HUBBELL BUILDING LEASE
AND
TOURISM PROMOTION AGREEMENT
BETWEEN
THE CITY OF WINSLOW
AND
THE WINSLOW CHAMBER OF COMMERCE INC.**

This Hubbell Building Lease & Tourism Promotion Agreement (this "Agreement") is made and entered into by and between the City of Winslow, an Arizona municipal corporation (the "City"), and the Winslow Chamber of Commerce Inc., an Arizona non-profit corporation (the "Chamber"), for tourism services, operation of a Visitors' Center, and lease of real property owned by the City.

RECITALS

WHEREAS, the Chamber is an Arizona nonprofit corporation which works to ensure a healthy economic climate through support of local businesses and execution of a variety of events that have a significant positive economic impact on the City.

WHEREAS, the City has a need for tourism promotion services to further economic development goals.

WHEREAS, the City owns the Lorenzo Hubbell Company building located on West Second Street in Winslow, Arizona (the "Hubbell Building").

WHEREAS, the Chamber has a significant interest in preserving and protecting the Hubbell Building as a historical site and to ensure no modifications, alterations or changes occur to the Hubbell Building without the specific written approval of the City in advance, and that no activities are conducted within the Hubbell Building which will in any way harm or endanger or tend to damage the structure in any way other than normal wear and tear.

WHEREAS, the City is desirous of having the Chamber lease a portion of the Hubbell Building for operation of a Visitors' Center and a portion for offices for the Chamber, to further the Chamber's tourism and economic development activities in the City, and manage Hubbell Building operations to ensure quality operations.

WHEREAS, the Chamber is desirous of leasing and managing a portion of the Hubbell Building, namely, the north room, the conference room, and the Eagle Pavilion.

WHEREAS, the City Council finds that support of the Chamber's activities serve a valid economic development purpose and warrant the expenditure of public funds in the amounts provided for in this Agreement in light of the negotiated benefits for the City.

NOW, THEREFORE, in consideration of the mutual covenants, it is agreed as follows:

SECTION I: GENERAL TERMS AND CONDITIONS.

1. **Term.** This Agreement shall be effective as of the date last set forth below and shall remain in full force and effect until June 30, 2027, unless terminated as provided herein. This Agreement may be terminated at any time and for any reason by either party upon ninety (90) days written notice to the other party.
2. **Entire Agreement.** This is the entire agreement between the Chamber and the City for the leasing of the Hubbell Building and the provision of tourism promotion activities and shall replace any and all existing agreements related to the subject matter herein. There are no other agreements, obligations, or expectations, oral or otherwise, between the parties.
3. **Conflict of Interest.** This Agreement is subject to the provisions of Ariz. Rev. Stat. § 38-511. City may cancel this Agreement without penalty or further obligations by the City or any of its departments or agencies if any person significantly involved in initiating, negotiating, securing, drafting or creating this Agreement on behalf of the City or any of its departments or agencies is, at any time while this Agreement or any extension of this Agreement is in effect, an employee or agent of any other party to this Agreement in any capacity or a consultant to any other party of this Agreement with respect to the subject matter of this Agreement.
4. **Agreement Subject to Appropriation.** City is obligated to pay only its obligations set forth in this Agreement as may lawfully be made from funds appropriated and budgeted for that purpose during City's then current fiscal year. City's obligations under this Agreement are current expenses subject to the "budget law" and the unfettered legislative discretion of City concerning budgeted purposes and appropriation of funds. Should City elect not to appropriate and budget funds to pay its Agreement obligations, this Agreement shall be deemed terminated at the end of the then-current fiscal year term for which such funds were appropriated and budgeted for such purpose and City shall be relieved of any subsequent obligation under this Agreement. The parties agree that City has no obligation or duty of good faith to budget or appropriate the payment of City's obligations set forth in this Agreement in any budget in any fiscal year other than the fiscal year in which this Agreement is executed and delivered. City shall be the sole judge and authority in determining the availability of funds for its obligations under this Agreement. City shall keep the Chamber informed as to the availability of funds for this Agreement. The obligation of City to make any payment pursuant to this Agreement is not a general obligation or indebtedness of City. Chamber hereby waives any and all rights to bring any claim against City from or relating in any way to City's termination of this Agreement pursuant to this section.
5. **Notices.** Any notices required pursuant to the terms of this Agreement shall be given to the parties at the following addresses:

City of Winslow
21 N. Williamson Avenue
Winslow, AZ 86047

Winslow Chamber of Commerce
P. O. Box 460
Winslow, AZ 86047

6. **E-Verify Requirements.** To the extent applicable under A.R.S. § 41 4401, Chamber and its subcontractors, if any, warrant compliance with all federal immigration laws and regulations that relate to their employees and their compliance with the E-Verify requirements under A.R.S. § 23-214(A). The Chamber or its subcontractor's breach of the above-mentioned warranty shall be deemed a material breach of this Agreement and may result in the termination of this Agreement by the City. The City retains the legal right to randomly inspect the papers and records of the Chamber and its subcontractors who work under this Agreement to ensure that the Chamber and its subcontractors are complying with the above-mentioned warranty.
7. **Audit.** Chamber agrees to maintain accurate financial records to enable the City to verify that any funds provided under this Agreement are expended in accordance with this Agreement. Chamber agrees that the Town has the right to audit such funds to ensure compliance with this Agreement, upon reasonable notice. If an audit is performed and the Chamber is found to be in breach of this Agreement, Chamber agrees to pay all cost associated with the audit in addition to other remedies which may be available by law.
8. **Attorney's Fees.** In the event that either party violates the terms of this Agreement, the violating party shall be responsible for the reasonable attorney's fees and costs of the non-violating party. Prior to the filing of any legal claim or commencing litigation, however, the parties agree to meet in good faith to attempt to resolve the dispute amicably. The laws of the State of Arizona shall govern this Agreement and any claim for fees hereunder.
9. **Assignment.** This Agreement is not assignable and non-transferable.
10. **Counterparts.** This Agreement may be executed in one or more counterparts, and each shall be deemed to possess the full force and effect of the original.

SECTION II: PROMOTION SERVICES.

1. **Services Provided.** The Chamber shall provide the following services to the City:
 - a. Assist in the promotion, management, financing and/or development of attractions, activities and community enhancements to increase tourism in the City to the extent public monies are budgeted for these purposes for the Chamber.
 - b. Generation of interest and response to inquiries for Winslow tourism related information, including but not limited to accommodations, dining, attractions, and community activities.
 - c. Operation and management of a Visitors' Center for the City.

2. Visitors' Center Facility. The City shall, at no cost to the Chamber, provide a facility to serve as the City Visitors' Center, which may additionally be used for Chamber offices. It is acknowledged by both parties that this Agreement is conditional upon provision by the Chamber of tourism promotion services. In the event that the City deems that the Chamber is not fulfilling its obligations under this Agreement, the City will provide a written notice to the Chamber specifically indicating what services are not being provided and what should be provided, and the Chamber shall have sixty (60) days to cure the deficiency. In the event that the Chamber does not cure the deficiency within sixty (60) days, this Agreement shall be terminated upon the 61st day.

3. Funding.

- a. **Planning.** The Chamber shall be invited to the City's annual strategic planning retreat, with at least thirty (30) days' advance notice by the City to the Chamber of said retreat, to present the Chamber's plans for tourism promotion for the coming fiscal year, along with a preliminary funding request. The Chamber shall solicit broad input and participation from the entire community prior to drawing up such plans and shall provide the City information on community input and suggestions.
- b. **Budget Request.** By March 31 of each year, the Chamber shall prepare a complete budget of its operational and capital needs to provide proposed tourism promotion services, with a request to the Council for funding. The City funding for such services shall not exceed anticipated bed tax revenues. The budget shall specify broad categories of expenditures such as Visitors' Center operations, event sponsorship, and capital projects by amount and percentage of total. The Chamber is encouraged to be creative and think broadly about tourism promotion and may request additional funding for special initiatives such as capital projects. The City Council and Chamber shall conduct a work session to review this funding request. As with all requests for public funding, the Council shall amend, prioritize, accept, or reject the funding request as the Council, in its sole discretion, deems appropriate. Allocations by category may not be changed more than 10% by the Chamber without Council approval. Monies not spent as allocated or reasonably encumbered for the purposes set out in this Agreement shall be returned to the City at the end of budget year for other tourism promotion activities at the discretion of the Council.

4. Accountability and Evaluation.

- a. **Record Keeping.** The Chamber shall keep records of its activities sufficient for the Chamber and the Council to determine the effectiveness of public expenditure on behalf of Tourism promotion. The kind and form of information to be gathered shall be jointly decided at the budget request work session.
- b. **Monthly Financial Reports.** The Chamber shall provide monthly financial reports to the City Finance Director in a form acceptable to the City Finance Director, said

reports to specify the expenditure of public funds in sufficient detail as to establish their consistency with the approved budget.

- c. **Quarterly Public Reports.** The Chamber shall provide a report to the Council, at the second Council meeting of each quarter, on tourism promotion services. The report shall be in written form and shall be delivered orally to the Council by the Chamber Director, Chamber President or designee, with an opportunity for Council and community questions and comments. The report shall provide sufficient information as to allow the Council and Chamber to evaluate the effectiveness of public monies expended on behalf of tourism promotion, and to demonstrate consistency with the approved tourism promotion budget for the current fiscal year. The City shall work with the Chamber to publicize said reports and to generate support for tourism.
5. **Operation of the Visitors' Center.** The Chamber shall operate the City Visitors' Center to provide tourism information to visitors. The primary objective of the Visitors' Center is the increasing of tourism and associated revenues within the City consistent with the vote of the citizens authorizing a bed tax for tourism promotion. Visitors are to be encouraged to stay, eat, and shop in the City when appropriate and provided information on establishments, whether Chamber members or not.

The Chamber shall post business hours for the Visitors Center as Monday through Saturday from 9:00 a.m. to 5:00 p.m. and make a good faith effort to be open during those hours. On any day that the Visitors' Center is not open, the Chamber shall make reasonable efforts to post locations where tourists will be able to find alternate sources of tourism information.

SECTION III. LEASE TERMS.

1. **Purposes of Lease.** The parties desire to provide a desirable location for the Winslow Visitors' Center to which the public will have convenient and ready access, and to ensure that the Winslow Visitors' Center presents as favorable an image of the City as possible. An additional purpose is to provide to the Chamber offices for the operation of the Chamber of Commerce as part of the use of the Hubbell Building. The third purpose is to have Chamber oversee, schedule, and monitor the north room and conference room for public and private use.
2. **Rental Obligation.** In consideration of the Chamber's agreement to promote tourism in the City, and in consideration of the Chamber's agreement to provide and maintain a Visitors' Center within the Hubbell Building and to manage the use of the north room and conference room, no monetary consideration will be required in this Agreement.
3. **Utilities.** The Chamber shall pay all costs for utility services.
4. **Maintenance of the Premises.** The City shall provide all maintenance of the Hubbell Building. The City may inspect the premises upon twenty- four hours' notice. The City may also inspect the premises with no notice in the event that the City believes, with good

cause, that there is illegal conduct occurring in the premises, or that an immediate inspection is necessary for the health, safety or welfare of the Chamber, the public, or surrounding properties.

The Chamber shall advise the City of any needed repairs to the premises immediately upon the recognition of the need for said repair or repairs. If any repair or replacement of any part of the premises is required to be done as a result of misuse or failure by Chamber to comply with the terms of this Agreement, the Chamber shall be obligated for the resulting cost of said repair or replacement and shall pay said cost to the City within thirty (30) days of receipt of the billing from the City. The Chamber's obligation under this paragraph may not be satisfied from bed-tax revenues.

Notwithstanding this paragraph, the Chamber shall not be responsible for any damage done by a third party or user of the north room or conference room as long as the Chamber is using reasonable care to manage the property.

- 5. Alterations and Improvements.** The Chamber shall not make any alterations or improvements to the premises without the prior written consent of the City.

The Visitors' Center shall be conducted out of the Chamber offices, and the restrooms shall be open to the public. The display area shall be for mixed use, including for Visitors' Center display, but all uses of the display area shall be approved by the City in advance.

The premises shall be used only by the Chamber for the purpose of Chamber of Commerce offices and the City of Winslow's Visitors' Center and the Chamber shall not sublet any portion of the premises without prior written consent of City.

- 6. Booking and management of the north room and conference room of the Hubbell Trading Post and the Eagle Pavilion.**

The Chamber shall be responsible to calendar and make reservations for public use of the large north room, conference room, and Eagle Pavilion under the policy and fee schedule established by the City and to provide to the public user a copy of the Hubbell Building use policy and obtain from the user the signed user agreement included in said policy. The Chamber shall be responsible for opening and closing the facility before and after its use by the Chamber or public and reporting to the City any damage incurred. The user shall be responsible for cleaning the north room after its use and failure to do so will be communicated to the City by the Chamber. Official City functions and Chamber functions using the north room or conference room shall not be subject to the fee or the deposit requirement referred to herein.

Notwithstanding anything in the preceding paragraph, the City reserves the right to control the use of the north room, conference room, and Eagle Pavilion in the public interest. Any conflicts in scheduling shall be discussed and ultimately resolved by the City Manager.

7. **Insurance.** The City shall maintain insurance on the Hubbell Building structure but will not maintain insurance coverage for any of the content placed in the structure by the Chamber. If the Chamber wishes to obtain insurance coverage for the property belonging to the Chamber, it will be required to do so at its own expense. The Chamber shall provide to the City public liability insurance, with a certificate to the City in the amount of one million dollars for damage to person or property arising from the Chamber's activities in the premises, naming the City as a co-insured, and providing a copy of such certificate on an annual basis. No policy shall be cancelable or subject to reduction of coverage except after ten (10) days' prior written notice to the City. The Chamber shall also be responsible for all Worker's Compensation insurance in accordance with state statutes.
8. **Hold Harmless.** The Chamber shall defend, save and hold harmless the City, or any of its agents, officers or employees from all cost, damage, or liability incurred by any condition or event arising out of the performance or non-performance of any of the provisions of the Agreement by the Chamber. Notwithstanding the above, the Chamber shall not be responsible to hold harmless the City from damages/losses caused or resulting solely from the conduct of a duly registered public user unless the Chamber becomes aware of any damage or liability arising from the conduct of a public user and fails to reasonably notify the City.
9. **Rules, Regulations, Codes and State and Federal Law.** Chamber shall comply with all laws, statutes, ordinances, or governmental rules or regulations now in force or which may hereafter be enacted or promulgated, and expressly agrees to adhere to City policies and procedures for any events or activities conducted at the Hubbel Building, including obtaining all required City approvals and permits prior to any special events.
10. **Waivers.** Should the City determine, in its sole discretion, to allow any variance from strict compliance with this Agreement, said decision shall in no way commit the City to continue to allow said variance, and the Chamber shall continue to be responsible for such noncompliance and to fully perform all obligations pursuant to the terms hereof.
11. **Construction of Agreement.** This Agreement is entered into on a negotiated basis between the parties and although drafted by the City, shall not be strictly construed against the City in any way nor in any proceeding.
12. **Lead-based Paint Disclosure.** The structure being rented was constructed prior to 1978, and there is the possibility of lead-based paint or other hazardous materials being present. The City is not aware of the existence of any lead-based paint or any other hazardous material, but Chamber is advised that such substance may exist in the premises as the Trading Post was constructed prior to 1900. Any work or renovation of the premises must be coordinated with the City to ensure appropriate construction safety protocols.

[SIGNATURES ON FOLLOWING PAGES]

The parties hereto have executed this Agreement as of the date and year last set forth below.

WINSLOW CHAMBER OF COMMERCE, an Arizona non-profit corporation

By: _____

Name: _____

Title: _____

Date: _____

CITY OF WINSLOW, an Arizona municipal corporation

David Coolidge, City Manager

Date: _____

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney
Pierce Coleman, PLLC

ORDINANCE NO. 1414

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF WINSLOW, ARIZONA, APPROVING A RATE INCREASE FOR WATER AND WASTEWATER USER CHARGES AND SETTING AN EFFECTIVE DATE.

WHEREAS, pursuant to the provisions of ARIZ. REV. STAT. § 9-511.01, the Council of the City of Winslow (the "City Council") may increase water and wastewater rates if: (i) a written report supporting the increased rate or rate component, fee or service charge has been prepared, or supporting data has been provided, in the form required by ARIZ. REV. STAT. § 9-511.01(A)(1), and made available to the public by filing a copy in the office of the City Clerk at least 30 days before the public hearing on the increased rate, rate component, fee or service charge; (ii) a notice of intention to increase water or wastewater rates or rate components has been adopted; (iii) a public hearing has been held on the proposed increase, not less than 60 days after adoption of the notice of intention; and (iv) a copy of the notice of intention showing the date, time and place of such hearing has been published one time in a newspaper of general circulation within the boundaries of the municipality not less than 20 days before the public hearing date; and

WHEREAS, City Staff has performed a revenue sufficiency and cost of service analysis, determined that the City of Winslow's water and wastewater rates or rate components need to be increased and documented their findings in a written report (the "Report"); and

WHEREAS, a copy of the Report has been made available to the public by filing a copy in the office of the City Clerk at least 30 days prior to the public hearing on the proposed increase in water and wastewater user charges in accordance with ARIZ. REV. STAT. § 9-511.01(A)(1); and

WHEREAS, a Notice of Intent to Increase Water and Wastewater User Charges for the City's water and wastewater utility services was adopted in Resolution No. 1940, approved by the City Council on April 23, 2024, and was thereafter published in accordance with ARIZ. REV. STAT. § 9-511.01(A)(2); and

WHEREAS, a public hearing on the proposed increase was held on June 25, 2024, in accordance with ARIZ. REV. STAT. § 9-511.01(A)(2); and

WHEREAS, the City Council finds that the proposed increases in the wastewater user charges are fully supported by the Report and will fully and fairly recover the cost of providing wastewater services from each customer class.

NOW, THEREFORE, BE IT ORDAINED 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 City Council hereby accepts the Report and desires to implement the rate increases recommended therein.

SECTION 3. The increased water and wastewater charges are hereby adopted in the amounts set forth in Exhibit A, attached hereto and incorporated herein by reference, and Ordinance No. 637 is hereby amended to reflect the same.

SECTION 4. The increased rates shall take effect at 12:01 a.m. for billing cycles beginning subsequent to August 1, 2024.

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

PASSED AND ADOPTED by the Council of the City of Winslow, Arizona, this 25th day of June, 2024.

Roberta W. Cano, Mayor

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

EXHIBIT A
TO
ORDINANCE NO. 1414

[Wastewater Charges]

See following page.

WATER RATE PLAN
Effective

		current	24-Aug	Jan-25	Jan-26	Jan-27	Jan-28	Jan-29
Inside Residential								
<u>Monthly Minimum Charge</u>								
	5/8"	13.93	16.43	17.90	18.62	19.37	19.75	20.15
	3/4"	15.07	16.43	17.90	18.62	19.37	19.75	20.15
	1"	18.95	20.66	22.51	23.42	24.35	24.84	25.34
	1 1/2"	28.66	31.24	34.05	35.41	36.83	37.57	38.32
	2"	40.30	43.93	47.88	49.80	51.79	52.82	53.88
	3"	62.40	73.56	80.18	83.39	86.73	88.46	90.23
	4"	62.40	115.91	126.34	131.40	136.65	139.39	142.17
	6"	188.09	221.75	241.71	251.38	261.43	266.66	271.99
	8"	295.81	348.75	380.13	395.34	411.15	419.37	427.76
<u>Volume Rate/1,000 Gal</u>								
1	15,000	2.77	3.02	3.29	3.42	3.56	3.63	3.70
15,001	20,000	3.33	3.63	3.96	4.11	4.28	4.36	4.45
20,001	above	5.55	6.05	6.59	6.86	7.13	7.27	7.42
Low -Income Households In-City								
<u>Monthly Minimum Charge</u>								
	5/8"	8.36	9.86	10.74	11.17	11.62	11.85	12.09
	3/4"	9.04	9.86	10.74	11.17	11.62	11.85	12.09
	1"	11.37	12.39	13.51	14.05	14.61	14.90	15.20
	1 1/2"	17.20	18.74	20.43	21.25	22.10	22.54	22.99
	2"	24.18	26.36	28.73	29.88	31.07	31.69	32.33
	3"	37.44	44.14	48.11	50.04	52.04	53.08	54.14
	4"	37.44	69.55	75.81	78.84	81.99	83.63	85.30
	6"	112.85	133.05	145.02	150.83	156.86	160.00	163.20
	8"	177.49	209.25	228.08	237.20	246.69	251.62	256.66
<u>Volume Rate/1,000 Gal</u>								
1	15,000	1.66	1.81	1.97	2.05	2.13	2.18	2.22
15,001	20,000	3.33	3.63	3.96	4.11	4.28	4.36	4.45
20,001	above	5.55	6.05	6.59	6.86	7.13	7.27	7.42
Inside Non-Residential								
<u>Monthly Minimum Charge</u>								
	5/8"	13.93	16.43	17.90	18.62	19.37	19.75	20.15
	3/4"	15.07	16.43	17.90	18.62	19.37	19.75	20.15
	1"	18.95	20.66	22.51	23.42	24.35	24.84	25.34
	1 1/2"	28.66	31.24	34.05	35.41	36.83	37.57	38.32
	2"	40.30	43.93	47.88	49.80	51.79	52.82	53.88
	3"	62.40	73.56	80.18	83.39	86.73	88.46	90.23
	4"	62.40	115.91	126.34	131.40	136.65	139.39	142.17
	6"	188.09	221.75	241.71	251.38	261.43	266.66	271.99
	8"	295.81	348.75	380.13	395.34	411.15	419.37	427.76
<u>Volume Rate/1,000 Gal</u>								
1	Above	3.21	3.50	3.81	3.97	4.13	4.21	4.29
Outside Res Pre Dec. 2006								
<u>Monthly Minimum Charge</u>								
	5/8"	20.90	24.64	26.86	27.93	29.05	29.63	30.22
	3/4"	22.61	24.64	26.86	27.93	29.05	29.63	30.22
	1"	28.43	30.98	33.77	35.12	36.53	37.26	38.00
	1 1/2"	42.99	46.86	51.08	53.12	55.24	56.35	57.48
	2"	60.45	65.89	71.82	74.69	77.68	79.23	80.82
	3"	93.60	110.35	120.28	125.09	130.09	132.69	135.35
	4"	93.60	173.87	189.51	197.09	204.98	209.08	213.26
	6"	282.14	332.62	362.56	377.06	392.15	399.99	407.99
	8"	443.72	523.12	570.20	593.01	616.73	629.06	641.64
<u>Volume Rate/1,000 Gal</u>								
1	15,000	4.16	4.53	4.94	5.13	5.34	5.45	5.56
15,001	20,000	5.00	5.44	5.93	6.17	6.42	6.55	6.68
20,001	above	8.33	9.07	9.89	10.29	10.70	10.91	11.13

WATER RATE PLAN
Effective

		current	24-Aug	Jan-25	Jan-26	Jan-27	Jan-28	Jan-29
Outside Non-Res Pre Dec 2006								
<u>Monthly Minimum Charge</u>								
	5/8"	20.90	24.64	26.86	27.93	29.05	29.63	30.22
	3/4"	22.61	24.64	26.86	27.93	29.05	29.63	30.22
	1"	28.43	30.98	33.77	35.12	36.53	37.26	38.00
	1 1/2"	42.99	46.86	51.08	53.12	55.24	56.35	57.48
	2"	60.45	65.89	71.82	74.69	77.68	79.23	80.82
	3"	93.60	110.35	120.28	125.09	130.09	132.69	135.35
	4"	93.60	173.87	189.51	197.09	204.98	209.08	213.26
	6"	282.14	332.62	362.56	377.06	392.15	399.99	407.99
	8"	443.72	523.12	570.20	593.01	616.73	629.06	641.64
<u>Volume Rate/1,000 Gal</u>								
	1 Above	4.82	5.25	5.72	5.95	6.19	6.31	6.44
Outside Res Post Dec. 2006								
<u>Monthly Minimum Charge</u>								
	5/8"	27.86	32.85	35.81	37.24	38.73	39.51	40.30
	3/4"	30.14	32.85	35.81	37.24	38.73	39.51	40.30
	1"	37.90	41.31	45.03	46.83	48.70	49.68	50.67
	1 1/2"	57.32	62.48	68.10	70.83	73.66	75.13	76.63
	2"	80.60	87.85	95.76	99.59	103.57	105.65	107.76
	3"	124.80	147.13	160.37	166.78	173.46	176.93	180.46
	4"	124.80	231.82	252.69	262.79	273.30	278.77	284.35
	6"	376.18	443.50	483.41	502.75	522.86	533.32	543.98
	8"	591.62	697.49	760.27	790.68	822.30	838.75	855.52
<u>Volume Rate/1,000 Gal</u>								
	1 15,000	5.54	6.04	6.58	6.85	7.12	7.26	7.41
	15,001 20,000	6.66	7.26	7.91	8.23	8.56	8.73	8.90
	20,001 above	11.10	12.10	13.19	13.72	14.26	14.55	14.84
W9 Low-Income Households Out-City								
<u>Monthly Minimum Charge</u>								
	5/8"	16.72	19.71	21.49	22.35	23.24	23.70	24.18
	3/4"	18.08	19.71	21.49	22.35	23.24	23.70	24.18
	1"	22.74	24.79	27.02	28.10	29.22	29.81	30.40
	1 1/2"	34.39	37.49	40.86	42.50	44.20	45.08	45.98
	2"	48.36	52.71	57.46	59.75	62.14	63.39	64.66
	3"	74.88	88.28	96.22	100.07	104.07	106.16	108.28
	4"	74.88	139.09	151.61	157.68	163.98	167.26	170.61
	6"	225.71	266.10	290.05	301.65	313.72	319.99	326.39
	8"	354.97	418.49	456.16	474.41	493.38	503.25	513.31
<u>Volume Rate/1,000 Gal</u>								
	1 15,000	3.62	3.94	4.10	4.27	4.35	4.44	4.53
	15,001 20,000	7.26	7.91	8.23	8.56	8.73	8.90	9.08
	20,001 above	12.10	13.19	13.72	14.26	14.55	14.84	15.14

WASTEWATER RATE PLAN
Effective

	current	24-Aug	Jan-25	Jan-26	Jan-27	Jan-28	Jan-29
Inside Residential							
Monthly Minimum Charge	14.83	16.16	17.62	18.32	19.06	19.83	20.61
Volume Rate/1,000 Gal	5.28	5.76	6.27	6.52	6.79	7.06	7.34
Low Income Households							
Monthly Minimum Charge	8.90	9.70	10.57	11.00	11.40	11.89	12.37
Volume Rate/1,000 Gal	3.17	3.46	3.77	3.92	4.07	4.24	4.41
Commercial I							
Monthly Minimum Charge	14.83	16.16	17.62	18.32	19.06	19.82	20.61
Volume Rate/1,000 Gal	4.45	4.85	5.29	5.50	5.72	5.95	6.19
Commercial II							
Monthly Minimum Charge	14.83	16.16	17.62	18.32	19.06	19.82	20.61
Volume Rate/1,000 Gal	6.93	7.55	8.23	8.56	8.91	9.26	9.63
Commercial III							
Monthly Minimum Charge	14.83	16.16	17.62	18.32	19.06	19.82	20.61
Volume Rate/1,000 Gal	17.44	19.01	20.72	21.55	22.41	23.31	24.24
Outside Residential Pre Dec. 2006							
Monthly Minimum Charge	22.25	24.25	26.43	27.49	28.59	29.73	30.92
Volume Rate/1,000 Gal	7.92	8.63	9.41	9.79	10.18	10.58	11.01
Commercial I Outside Pre Dec 2006							
Monthly Minimum Charge	22.25	24.25	26.43	27.49	28.59	29.73	30.92
Volume Rate/1,000 Gal	6.68	7.28	7.93	8.25	8.58	8.92	9.28
Commercial II Outside Pre Dec 2006							
Monthly Minimum Charge	22.25	24.25	26.43	27.49	28.59	29.73	30.92
Volume Rate/1,000 Gal	10.40	11.33	12.35	12.84	13.36	13.89	14.45
Residential Outside Post Dec 2006							
Monthly Minimum Charge	29.66	32.33	35.24	36.65	38.11	39.64	41.22
Volume Rate/1,000 Gal	10.56	11.51	12.55	13.05	13.57	14.11	14.68

RESOLUTION NO. 1946

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF WINSLOW, ARIZONA, ACCEPTING THE PRELIMINARY PLANNED AREA DEVELOPMENT PLAN FOR REZONING OF APPROXIMATELY 39 GROSS ACRES LOCATED NORTH AND EAST OF NORTH PARK DRIVE AND NORTH DRIVE FROM AGRICULTURAL RESIDENTIAL (AR) TO PLANNED AREA DEVELOPMENT (PAD) ZONING DISTRICT.

WHEREAS, acceptance of the Preliminary PAD Plan for rezoning of the subject property will enhance the health, safety, and welfare of the community, and will not depreciate surrounding property values, and at the same time is in harmony with the purposes and intent of the Winslow Municipal Code and the Winslow General plan; and

WHEREAS, the applicant or property owner shall submit to the City of Winslow the Final PAD Plan for review by the Development Review Board, Planning and Zoning Hearing Officer, and City Council within two years of the date of this Resolution accepting the Preliminary PAD Plan for rezoning ; and

WHEREAS, the Preliminary PAD Plan for rezoning has been reviewed by the Development Review Board, and the Planning and Zoning Hearing Officer has recommended approval of the Preliminary PAD Plan at a public meeting held on May 13, 2024; and

WHEREAS, due notice has been given by the City Clerk as required by law that the City Council would meet on June 25, 2024, in the main hall of the Winslow Visitor's Center for the purposes of (i) hearing surrounding property owner comments or concerns on the proposed Preliminary PAD Plan for rezoning, and (ii) adopting the Preliminary PAD Plan for rezoning as final; and

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 legal descriptions and Preliminary PAD Plan for rezoning attached hereto as Exhibits A and B and incorporated herein by reference, are hereby formally accepted as the Preliminary PAD Plan for rezoning.

SECTION 3. All present and future owners of the property described in Exhibit A shall develop the property in accordance with the requirements of the Preliminary PAD Plan for rezoning, shown as Exhibit B attached hereto.

SECTION 4. If any section, subsection, sentence, clause, phrase or portion of this Resolution or any part of the legal descriptions and Preliminary PAD Plan incorporated herein by reference are for any reason to be held invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

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 25th day of June, 2024.

Roberta W. Cano, Mayor

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

EXHIBIT A
TO
RESOLUTION NO. 1946

[Legal Descriptions for Parcels A and B]

See following pages.

EXHIBIT A - LEGAL DESCRIPTIONS

PROPERTY BOUNDARY DESCRIPTION

PARCEL A

A portion of Lot 8, Pioneer Acres, Instrument No. 2020-15009, Records of Navajo County, Arizona, situated in the southwest quarter of Section 18, Township 19 North, Range 16 East, Gila and Salt River Meridian, City of Winslow, Navajo County, Arizona, described as follows:

COMMENCING for reference at a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the southeast corner of said Lot 8 as shown in Instrument. No. 2015-10875;

Thence North 17°13'10" West, 463.33 feet along the east line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 15°32'06" West, 245.47 feet along said east line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the northeast corner of that parcel described in Instrument No. 2019-3499;

Thence West, 576.57 feet along the north line of said parcel described in Instrument No. 2019-3499 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" on the east line of that parcel described in Instrument No. 2016-18272;

Thence North 00° 00' 00" East, 529.46 feet along said east line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630"

Thence South 90°00'00" West, 707.32 feet along the north line of said parcel to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 00°34'51" East, 1358.54 feet to a set 1/2" rebar with cap marked "RLS 18215 LS 16630 on the north line of said Lot 8;

Thence South 89°44'48" East, 601.46 feet along said north line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the northeast corner of said Lot 8;

Thence South 12°57'57" East, 569.14 feet along the east line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence South 22°45'38" East, 295.74 feet along said east line of Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence South 29°13'36" East, 495.15 feet along said east line of Lot 8 to a found 1/2"

rebar with cap marked "RLS 18215 LS 16630";

Thence South 18°48'11" East, 177.27 feet along said east line of Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

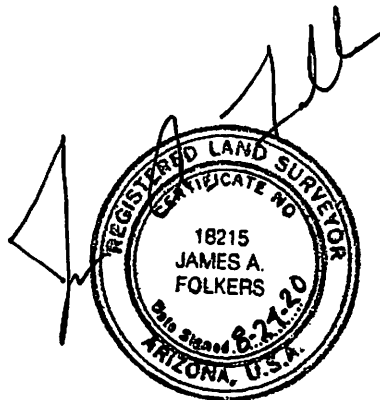
Thence South 15°36'07" East, 276.47 feet along said east line of Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence South 15°32'06" East, 199.00 feet along said east line of Lot 8 to the POINT OF BEGINNING.

CONTAINING 31.74 acres, more or less.

SUBJECT to easements and other encumbrances of record.

Prepared by:
James A. Folkers, RLS
Woodson Engineering & Surveying, Inc.
124 N. Elden Street
Flagstaff, Arizona 86001
Project No. 120500.21



PROPERTY BOUNDARY DESCRIPTION

PARCEL B

A portion of Lot 8, Pioneer Acres, Instrument No. 2020-15009, Records of Navajo County, Arizona, situated in the southwest quarter of Section 18, Township 19 North, Range 16 East, Gila and Salt River Meridian, City of Winslow, Navajo County, Arizona, described as follows:

COMMENCING for reference at a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the southeast corner of said Lot 8 as shown in Instrument. No. 2015-10875;

Thence North 17°13'10" West, 463.33 feet along the east line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 15°32'06" West, 245.47 feet along said east line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence West, 576.57 feet to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" on the east line of that parcel described in Instrument No. 2016-18272;

Thence North 00° 00' 00" East, 529.46 feet along said east line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630"

Thence South 90°00'00" West, 707.32 feet along the north line of said parcel to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the POINT OF BEGINNING;

Thence South 00°34'51" West, 764.80 feet along the west line of said parcel to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" on the northerly line of North Road and the southerly line of said Lot 8;

Thence North 66°48'43" West, 152.04 feet along said line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the southwest corner of said Lot 8;

Thence North 00°35'27" East, 298.44 feet to a set 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 89°23'19" East, 60.35 feet along the west line of said Lot 8 to a found

1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 00°34'05" East, 122.06 feet along the west line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 00°34'55" East, 758.14 feet along the west line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 89°25'24" West, 736.12 feet along the west line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence North 00°53'45" West, 80.03 feet along the west line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence continuing North 00°53'45" West, 219.41 feet along the west line of said Lot 8 to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the southwest corner of that parcel described in Instrument No. 2017-17172;

Thence South 89°44'48" East, 743.85 feet along said west line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at the southeast corner of that parcel described in Instrument No. 2017-17172;

Thence North 00°34'55" East, 560.31 feet along said west line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at a northeast corner of that parcel described in Instrument No. 2017-17172;

Thence North 44°34'57" West, 28.20 feet along said west line to a found 1/2" rebar with cap marked "RLS 18215 LS 16630" at a northeast corner of that parcel described in Instrument No. 2017-17172 on the north line of said Lot 8;

Thence South 89°44'48" E, 99.98 feet along said north line to a set 1/2" rebar with cap marked "RLS 18215 LS 16630";

Thence South 00°34'51" East, 1358.54 feet to the POINT OF BEGINNING.

CONTAINING 9.43 acres, more or less.

SUBJECT to easements and other encumbrances of record.

Prepared by:
James A. Folkers, RLS
Woodson Engineering & Surveying, Inc.
124 N. Elden Street
Flagstaff, Arizona 86001
Project No. 120500.21

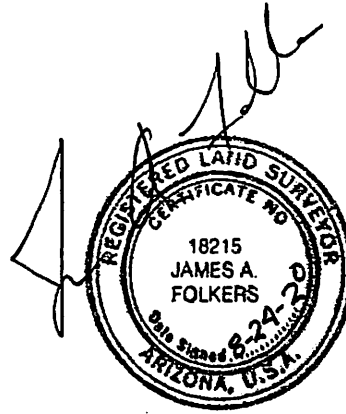


EXHIBIT B
TO
RESOLUTION NO. 1946

[Preliminary Planned Area Development Plan]

See following page.

LEGEND



ZONING

C. LERNER/JAL

LETTING FINCH FEED
SAFE TOGETHER
HEAD TO TAIL

ANIMALS OF THE WORLD MAGAZINE SEPTEMBER

OVERALL SITE PLAN
W/ DUPLEX HOUSES

BartonARCHITECTURE PLLC

330 N. KIMBLEY AVE. | WOODLAWN AUSTRALIA 6107 | 928-70842

WINSLOW, ARIZONA

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

Roberta Cano, Mayor

Date

CITY OF KINGMAN

Ken Watkins, Mayor

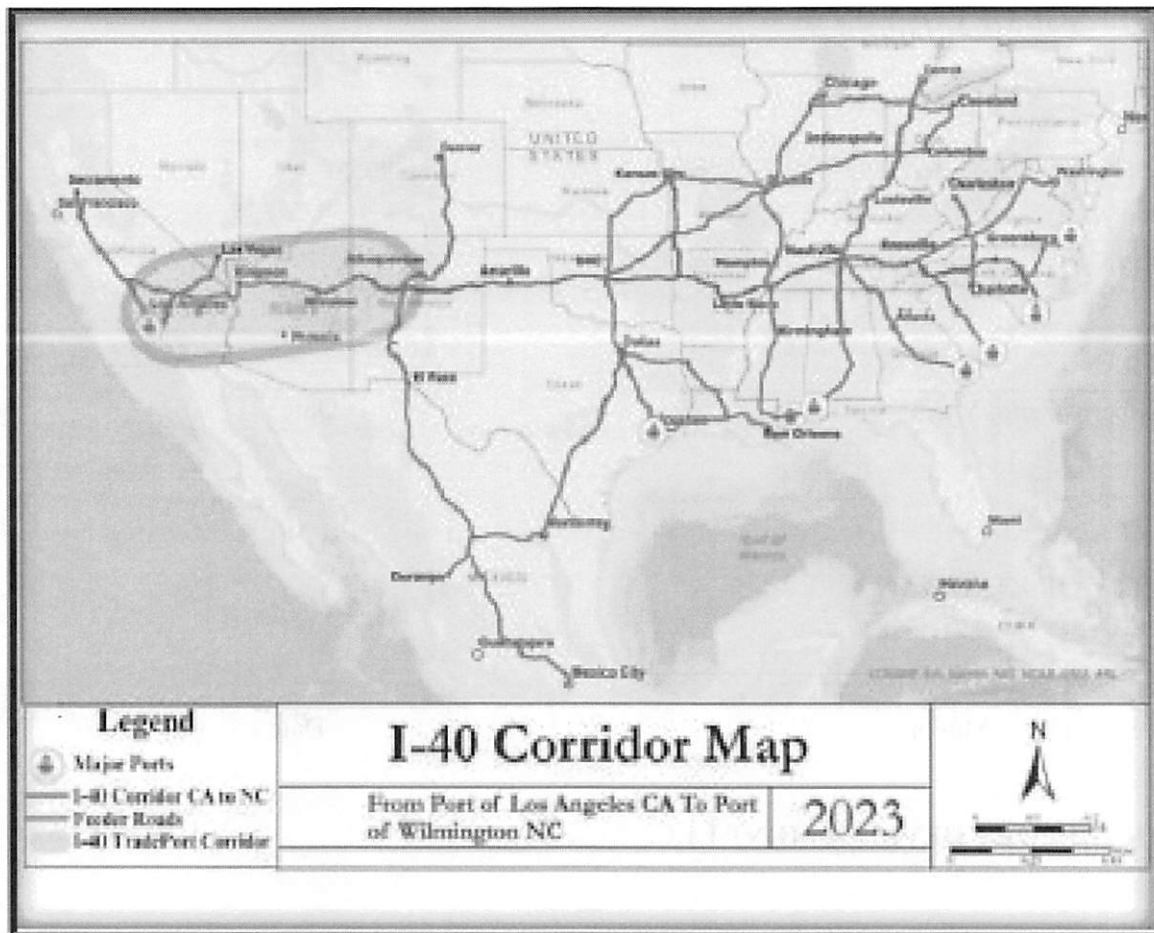
Date

TRADEPORT DEVELOPMENT LLC.

Adam Wasserman, Managing Partner

Date

EXHIBIT A
The Project



Graphic: I-40 TradePort Corridor, Source: GLDPartners

12/11/10
12/11/10

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		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
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		\$2,400,000	\$615,000	\$3,015,000	\$2,400,000	\$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
Bodies/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 - 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
EPC/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
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		\$4,500,000	\$3,150,000	\$7,650,000	\$4,500,000	\$0	\$0	\$3,150,000
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
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											
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											
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 Kingman - Truck Mobility Complex Totals	\$3,352,696	\$79,182,168	\$82,534,864		\$46,047,764	\$16,763,106	\$62,770,864	\$38,487,764	\$6,000,000	\$2,520,000	\$16,763,106
TradePort Kingman											
Arterial/Highway Road Improvements											
Rancho Santa Fe Interchange	\$0	\$30,000,000	\$30,000,000		\$19,800,000	\$10,200,000	\$30,000,000	\$0	\$19,800,000	\$0	\$10,200,000
TradePort Road Infrastructure											
I-40 Rancho Santa Fe Parkway Traffic Interchange	\$4,872,754	\$36,834,115	\$40,706,869		\$30,415,393	\$10,415,393	\$40,830,786	\$0.00	\$20,000,000	\$10,415,393	\$10,415,393
Project Incentive	\$123,917	\$0	\$123,917		\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rancho Santa Fe Pkwy: Grand Canyon to Industrial Park & Airway from Prospector to Rancho Santa Fe Parkway	\$2,175,635	\$15,540,290	\$17,715,925		\$8,857,943	\$8,857,943	\$17,715,885	\$0.00	\$0	\$8,857,943	\$8,857,943
Rancho Santa Fe Drainage/Flood Structures	\$1,707,668	\$12,197,776	\$13,905,444		\$3,050,000	\$7,625,000	\$10,675,000	\$0.00	\$0	\$3,050,000	\$10,605,400

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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 Derailed	\$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		Total Project Cost			Project Funding Sources			Public/Private Funding Source Cost Breakdown			
	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	\$0			\$965,600	
Mobile Fuel Cell Electric Fueling - 1 Lane	\$75,000	\$1,000,000	\$1,075,000	\$2,460,000	\$615,000	\$3,075,000	\$2,460,000	\$0	\$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	\$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 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				
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	\$0	\$0	\$0				
Cargo Data Management														
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														
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 Winslow - Truck Mobility Complex Totals	\$3,382,896	\$79,182,168	\$76,970,864	\$46,007,764	\$16,783,100	\$62,770,864	\$38,487,764	\$8,000,000	\$2,520,000	\$16,783,100				
TradePort Winslow Investment Zone														
I-40 Innovation Industrial														
Pre-Construction Phase 1 Costs														
WIA Feasibility Study	\$125,000	\$0	\$125,000											
WIA Feasibility Study - DRI	\$60,000	\$0	\$60,000											
DC Feasibility	\$100,000	\$0	\$100,000											
WIA Land Planning	\$65,000	\$0	\$65,000											
Taxiway Study	\$100,000	\$0	\$100,000											

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General C.M.	\$500,000	\$0	\$500,000
ATEAS Global C.H. Fees	\$1,800,000	\$0	\$1,800,000
ATEAS Global Travel Expenses	\$400,000	\$0	\$400,000
RVA Land Pre-Design	\$250,000	\$0	\$250,000
RVA Landscape Pre-Design	\$65,000	\$0	\$65,000
RVA Roadwork Pre-Design	\$250,000	\$0	\$250,000
RVA Retail Downtown Concept	\$275,000	\$0	\$275,000
CEC Civil Pre-Design	\$200,000	\$0	\$200,000
CEC Utility Pre-Design	\$175,000	\$0	\$175,000
CEC Hydrology Pre-Design	\$125,000	\$0	\$125,000
CEC Pre-Design / Survey Pre-Design	\$245,000	\$0	\$245,000
Total	\$5,405,000	\$0	\$5,405,000
Pre-Development Infrastructural Costs			
Sewer Treatment Plant #1 Holding Pre-Design	\$1,550,000	\$0	\$1,550,000
Water System - #1 Holding Pre-Design	\$750,000	\$0	\$750,000
CEC ADOT Traffic Study Pre-Design	\$100,000	\$0	\$100,000
CEC Utility Pre-Design	\$125,000	\$0	\$125,000
CEC ADOT Traffic Study Pre-Design	\$200,000	\$0	\$200,000
CEC Civil Roads & Infrastructure Pre-Design	\$150,000	\$0	\$150,000
NVS Motor Mfg on GAS Lake Pre-Design	\$250,000	\$0	\$250,000
Energy Waste Sub-Station Pre-Design	\$50,000	\$0	\$50,000
Traffic & Incident Pre-Design	\$15,000	\$0	\$15,000
Road Pre-Design and final permits	\$175,000	\$0	\$175,000
Total	\$3,665,000	\$0	\$3,665,000
Final Development Infrastructural Cost			
Sewer Treatment Plant Phase 1	\$0	\$25,000,000	\$25,000,000
Water System & Lines Phase 1	\$0	\$12,500,000	\$12,500,000
Civil Roads & Infrastructure Phase 1	\$0	\$55,375,850	\$55,375,850
One Power Sub-Station (3)	\$0	\$25,000,000	\$25,000,000
Water Mfg on Power Main Line extension	\$0	\$45,000,000	\$45,000,000
Rail Spur and track to Industrial Park Phase 1	\$0	\$12,500,000	\$12,500,000
Wastewater Reclaim 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 Complex Industrial Park Phase 1	\$0	\$2,500,000	\$2,500,000
Total	\$0	\$227,875,850	\$227,875,850
Final Development Phase Industrial & Rail Park			
On-Site Grading & Site Demo	\$0	\$9,210,275	\$9,210,275
On-Site Underground Utilities	\$0	\$14,750,640	\$14,750,640
On-Site Streets / AC Paving	\$0	\$7,937,177	\$7,937,177
On-Site Street Lights	\$0	\$1,757,089	\$1,757,089
On-Site Rail Tracks	\$0	\$3,641,710	\$3,641,710
On-Site Street Lights	\$0	\$2,746,783	\$2,746,783
On-Site Street Improvement	\$0	\$3,657,710	\$3,657,710
On-Site Offsite Driveway & Survey	\$0	\$1,445,855	\$1,445,855
Marketing	\$450,000	\$0	\$450,000
Services	\$445,000	\$0	\$445,000
Development Fee 4.5%			
Winstow Airport Hangars & Plane Storage Phase 1			
Construction Costs			
Fixed Costs Hangars	\$0	\$77,285,000	\$77,285,000
On-Site Construction Cost	\$0	\$3,840,000	\$3,840,000
State Taxes	\$0	\$2,665,000	\$2,665,000
Seismic	\$0	\$4,797,000	\$4,797,000
Concrete Ramp area	\$0	\$5,969,500	\$5,969,500
Seismic for Plane storage (Ground handling)	\$0	\$2,800,000	\$2,800,000
General Conditions	\$0	\$3,198,000	\$3,198,000
Hard Cost Contingency	\$0	\$3,198,000	\$3,198,000
Fl and Signage Allowance	\$0	\$3,750,000	\$3,750,000
Fuel Dewatering System Allowance	\$0	\$1,500,000	\$1,500,000
Contractor Fee / Overhead	\$0	\$4,090,400	\$4,090,400
Winstow 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 / Design Fees	\$2,516,000	\$0	\$2,516,000
Permit Fees	\$1,332,500	\$0	\$1,332,500
APR Fees (Brazos Company)	\$1,033,000	\$0	\$1,033,000
APR Rebates	\$0	\$0	\$0
Solar Rebates	\$0	\$0	\$0
Soft Cost Contingency	\$558,520	\$0	\$558,520
Land cost			
Industrial land cost			\$0
Internal Fees			
Finance Fee	\$270,000		\$270,000
Legal Fees - ATLAS	\$30,000		\$30,000
Construction / Broker Fees	\$1,300,000		\$1,300,000
Map Expenses	\$20,000		\$20,000
Lender Costs			
Origination Fees	\$300,000		\$300,000
Lender Legal	\$20,000		\$20,000

[illegible]

I-40 Corridor Project List

Location Component	RAISE			CPRG			RAV			Public/Private Funding Source Cost Breakdown			
	Total Project Cost			Project Funding Sources			Public			Federal			
	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	\$310,000	\$0	\$310,000	\$310,000	\$0	\$310,000	\$310,000	\$0	\$0	\$0			
Phase 1 Environmental Site Assessment	\$3,000	\$0	\$3,000	\$3,000	\$0	\$3,000	\$3,000	\$0	\$0	\$0			
Sector Plan Amendment for Upper Petro	\$200,000	\$0	\$200,000										
TMC Utility Infrastructure													
Construction Plan Design Utilities	\$430,000	\$0	\$430,000	\$430,000	\$0	\$430,000	\$430,000	\$0	\$0	\$0			
Construction & Construction Management		\$5,564,000											
TMC Zero Emission Truck Infrastructure													
Zero Emission HD Truck Charging Infrastructure	\$30,000	\$0	\$30,000	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0			
Engineering & Design	\$0	\$1,112,000	\$1,112,000	\$1,112,000	\$0	\$1,112,000	\$1,112,000	\$0	\$0	\$0			
Electric Vehicle Supply Equipment per 8 Units	\$0	\$5,460,000	\$5,460,000	\$3,862,400	\$965,600	\$4,828,000	\$3,862,400	\$0	\$0	\$965,600			
Installation	\$73,000	\$4,000,000	\$4,073,000	\$2,460,000	\$615,000	\$3,075,000	\$2,460,000	\$0	\$0	\$615,000			
Mobile Fuel Cell Electric Fueling - 1 lane	\$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			
Permanent Fuel Cell Electric Fueling - 4 lanes	\$30,000	\$4,500,000	\$4,530,000	\$0	\$4,550,000	\$4,550,000	\$0	\$0	\$0	\$4,550,000			
Biodeler/DEF Fuel Stations - 4 lanes													
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	\$1,641,400	\$1,641,400	\$1,641,400	\$0	\$1,641,400	\$1,641,400	\$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			
Ultramium 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	\$172,440	\$172,440	\$172,440	\$0	\$172,440	\$172,440	\$0	\$0	\$0			
Interconnection fee	\$0	\$1,621,584	\$1,621,584	\$1,621,584	\$0	\$1,621,584	\$1,621,584	\$0	\$0	\$0			
Installation (labor and equipment)	\$0	\$630,864	\$630,864	\$630,864	\$0	\$630,864	\$630,864	\$0	\$0	\$0			
EPC/Developer net Profit	\$0	\$886,320	\$886,320	\$886,320	\$0	\$886,320	\$886,320	\$0	\$0	\$0			
Engineering, Procurement, and Construction Overhead	\$0	\$691,488	\$691,488	\$691,488	\$0	\$691,488	\$691,488	\$0	\$0	\$0			
Developer Overhead	\$0	\$401,688	\$401,688	\$401,688	\$0	\$401,688	\$401,688	\$0	\$0	\$0			
Contingency	\$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	come		
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	back		
Corridorwide Intelligent System (flights, 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	here		
CAV Test Track													
SG-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		\$500,000											
Cloud Storage		\$700,000											
System Central Management	\$180,000												
System Monitoring & Security	\$50,000												
Traffic Light, Controller, Road Side Unit, Vehicle Detection Sensors		\$50,000											
Vehicle & Cargo Sensing													
Automated Maneuver Testing													
Mock-up Roadways & Intersections		\$150,000											
Dynamic ADAS VRU Testing Targets		\$250,000											
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			

Cargo Data Management				\$0	\$0	\$0	\$0	\$0	\$0
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
Truck Parking & Business Services									
Truck Parking	\$125,000	\$1,000,000	\$1,125,000	\$900,000	\$225,000	\$1,125,000	\$0	\$900,000	\$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		
TMC Administration (0.4%)									
\$23,376		\$0	\$23,376	\$23,376	\$0	\$23,376	\$23,376		
TMC Project Management (3%)									
\$175,320		\$0	\$175,320	\$175,320	\$0	\$175,320	\$175,320		
TradePort Albuquerque - Truck Mobility Complex Totals									
\$6,064,496	\$130,539,704	\$136,604,400	\$93,920,300	\$18,838,100	\$112,758,400	\$42,475,300	\$28,725,000	\$2,520,000	\$18,838,100
TradePort Albuquerque - Investment Zone									
Arterial/Highway Road Improvements - Atasco Vista Improvements									
Atasco 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	\$490,000	\$490,000						
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	\$442,600	\$442,600						
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	\$438,000	\$0	\$438,000						
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 KAISE/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									
Design, Environmental Site Assessment & Engineering - Extension	\$976,000	\$0	\$976,000						
Construction - Roadway	\$0	\$7,439,400	\$7,439,400						
Lighting Cost	\$0	\$689,100	\$689,100						
Construction Management	\$0	\$569,000	\$569,000						
New E/W Industrial Collector N of Prime									
Design, Environmental Site Assessment & Engineering - Extension	\$279,000	\$0	\$279,000						
Construction - Roadway	\$0	\$2,116,600	\$2,116,600						
Lighting Cost	\$0	\$206,300	\$206,300						
Construction Management	\$0	\$162,600	\$162,600						
N/S Minor Arterial									
Design, Environmental Site Assessment & Engineering - Extension	\$5,441,100	\$0	\$5,441,100						
Construction - Roadway	\$0	\$41,498,700	\$41,498,700						
Lighting Cost	\$0	\$3,843,800	\$3,843,800						
Construction Management	\$0	\$3,174,000	\$3,174,000						
N/S Arterial (East of Altisco Vista)									
Design, Environmental Site Assessment & Engineering - Extension	\$1,065,000	\$0	\$1,065,000						
Construction - Roadway	\$0	\$8,122,700	\$8,122,700						
Lighting Cost	\$0	\$752,400	\$752,400						
Construction Management	\$0	\$621,300	\$621,300						
Arroyo Vista Extension - E/W Arterial East of Altisco Vista									
Design, Environmental Site Assessment & Engineering - Extension	\$296,400	\$0	\$296,400						
Construction - Roadway	\$0	\$2,260,500	\$2,260,500						
Lighting Cost	\$0	\$209,400	\$209,400						
Construction Management	\$0	\$172,900	\$172,900						
Ladera Extension - E/W Arterial east of Altisco Vista									
Design, Environmental Site Assessment & Engineering - Extension	\$523,000	\$0	\$523,000						
Construction - Roadway	\$0	\$3,988,600	\$3,988,600						
Lighting Cost	\$0	\$369,500	\$369,500						
Construction Management	\$0	\$305,100	\$305,100						
Prime Parkway Extension West - Phase 2									
Design, Environmental Site Assessment & Engineering - Extension	\$313,600	\$0	\$313,600						
Construction - Roadway	\$0	\$2,381,200	\$2,381,200						
Lighting Cost	\$0	\$232,100	\$232,100						
Construction Management	\$0	\$183,000	\$183,000						
Prime Parkway Extension West - Phase 2									
Design, Environmental Site Assessment & Engineering - Extension	\$915,900	\$0	\$915,900						
Construction - Roadway	\$0	\$6,954,200	\$6,954,200						
Lighting Cost	\$0	\$677,700	\$677,700						
Construction Management	\$0	\$534,300	\$534,300						
Pacesetter Extension Phase 1 north - Phase 2									
Design, Environmental Site Assessment & Engineering - Extension	\$277,800	\$0	\$277,800						
Construction - Roadway	\$0	\$2,018,000	\$2,018,000						
Lighting Cost	\$0	\$296,900	\$296,900						
Construction Management	\$0	\$162,100	\$162,100						
E/W Community Arterial 2 - Phase 2									
Design, Environmental Site Assessment & Engineering - Extension	\$1,569,700	\$0	\$1,569,700						
Construction - Roadway	\$0	\$10,965,100	\$10,965,100						
Signal Cost	\$0	\$1,100,000	\$1,100,000						
Lighting Cost	\$0	\$1,015,700	\$1,015,700						
Construction Management	\$0	\$915,700	\$915,700						
N/S Industrial Collector - Phase 2									
Design, Environmental Site Assessment & Engineering - Extension	\$820,400	\$0	\$820,400						
Construction - Roadway	\$0	\$6,229,500	\$6,229,500						
Lighting Cost	\$0	\$607,100	\$607,100						
Construction Management	\$0	\$478,600	\$478,600						
Pacesetter Extension Phase 2 north - Phase 3									
Design, Environmental Site Assessment & Engineering - Extension	\$105,300	\$0	\$105,300						
Construction - Roadway	\$0	\$744,800	\$744,800						
Lighting Cost	\$0	\$112,500	\$112,500						
Construction Management	\$0	\$61,500	\$61,500						
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									
Design, Environmental Site Assessment & Engineering - Extension	\$1,647,100	\$0	\$1,647,100						
Construction - Roadway	\$0	\$11,555,600	\$11,555,600						
Signal Cost	\$0	\$1,100,000	\$1,100,000						

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	\$1,653,800	\$1,653,800							
Utility Infrastructure										
Masterplan Sanitary Sewerline East of Ahluso 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	\$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	\$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	\$26,635,890	\$174,330	\$26,810,220	\$26,635,890	\$0	\$0	\$174,330
TradePort Albuquerque Totals	\$43,641,456	\$466,765,464	\$510,406,920	\$120,856,190	\$19,012,430	\$139,568,620	\$89,311,190	\$28,725,000	\$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

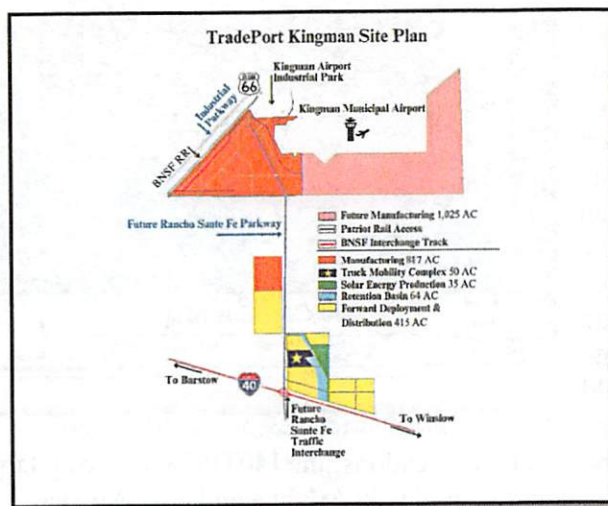
To support the Corridor's clean truck charging and fueling system, a heavy truck clean energy hub will be installed as a strategic or intermediary functional stop in Barstow. This location will not be a fully developed TradePort hub, but rather will serve as a technical hub offering fueling/charging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



Graphic: TradePort Kingman Site Plan, Source: GLDPartners

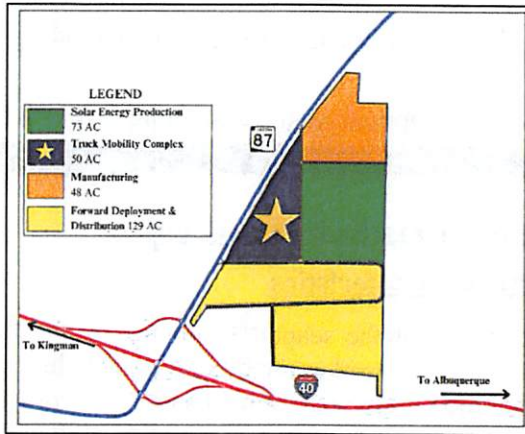
Distance from Barstow: 206 miles / Distance from Port of Los Angeles: 345 miles

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



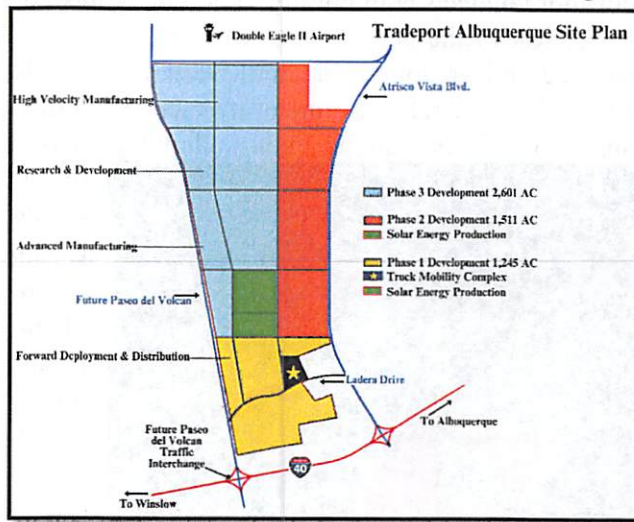
Graphic: TradePort Winslow Truck Mobility Complex Site Plan, Source: GLDPartners



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)

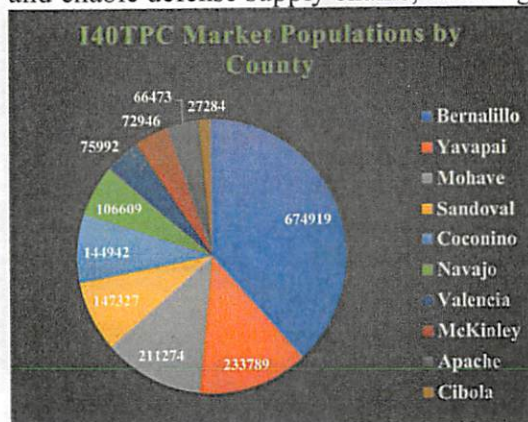
Distance to Amarillo: 288 miles (future I-40 TradePort development to the east along I-40)

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.

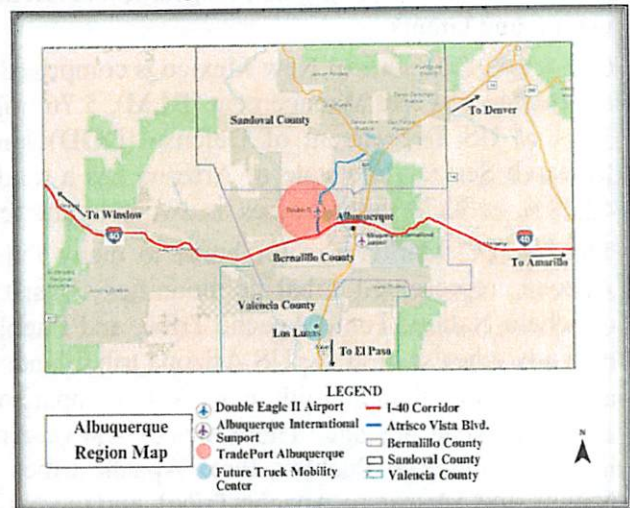
The land along the I40TPC and its surrounding states of Arizona and New Mexico is a land of economic contrasts. Although the land's prosperity has long depended on natural resources such as energy, minerals, agriculture, and livestock, both Arizona and New Mexico have developed vibrant high-tech and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

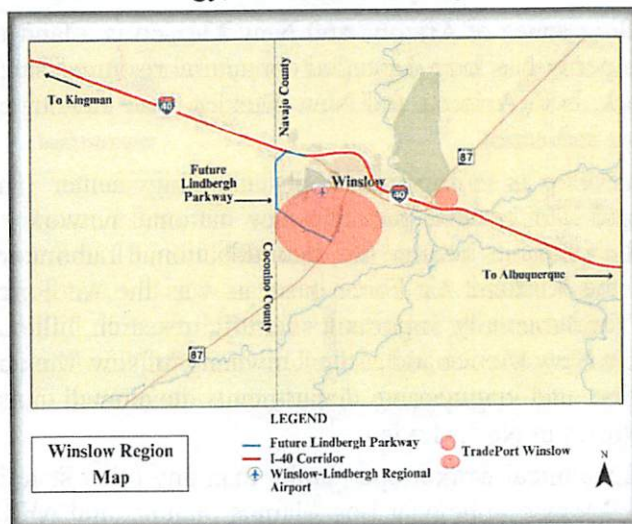
Today, New Mexico has more scientific and technical workers per capita than any other state in the union. Companies have relocated to New Mexico to be near Los Alamos, Sandia, and AFRL and to take advantage of the pools of expertise they draw on. The I40TPC will take advantage of the mobility technologies 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

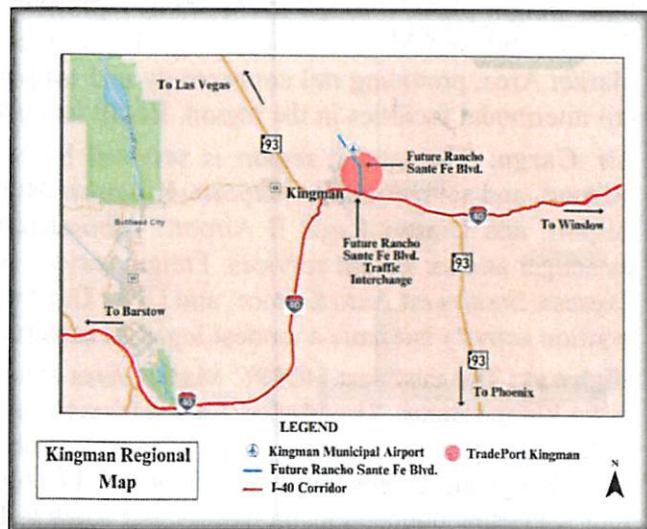
Winslow, AZ: The City of Winslow, located in Navajo County, Arizona, has a population of 9,027 people and has a growth rate of .47% annually. The population of Winslow has increased by 1.42% since the last census. The average household income in Winslow is \$53,174 with a poverty rate 5% higher at 19.27% 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

<u>Task</u>	<u>Completion Date</u>
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
<i>Performance Metric:</i> Entity established and operational	Month 10

2. I40TRIA System Planning & Market Development

<u>Task</u>	<u>Completion Date</u>
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
<i>Performance Metric:</i> Market Development Plan completed	Month 8

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

<u>Task</u>	<u>Completion Date</u>
Community Engagement Plan	Month 1
Community Engagement	Month 2-36
Site-specific project engineering/cost estimations	Months 8-12
Environmental Approvals Plan	Month 12
<i>Performance Metric:</i> TradePort TMC Development Plans completed	Month 12

4. I40TRIA Financial Delivery and Financial Structuring Plan

<u>Task</u>	<u>Completion Date</u>
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
<i>Performance Metric:</i> 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: $\$10,000,000 \times 3 = \$30,000,000$

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: $\$15,000,000 \times 3 = \$45,000,000$

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	Investor Development	50,000	50,000	50,000	50,000	50,000	75,000	75,000	75,000	475,000	12%	
Entity Development/Operations	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 1 RIA 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 eco-system and to determine what assets could be added to enhance and grow that eco-system. 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
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

environmental burdens which limit access to important services and resources. It is common for populations in these locations to experience poverty, high unemployment, increased exposure to pollution, poor access to educational resources and broadband, and a high incidence of asthma, cancer, diabetes, and heart disease.

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.

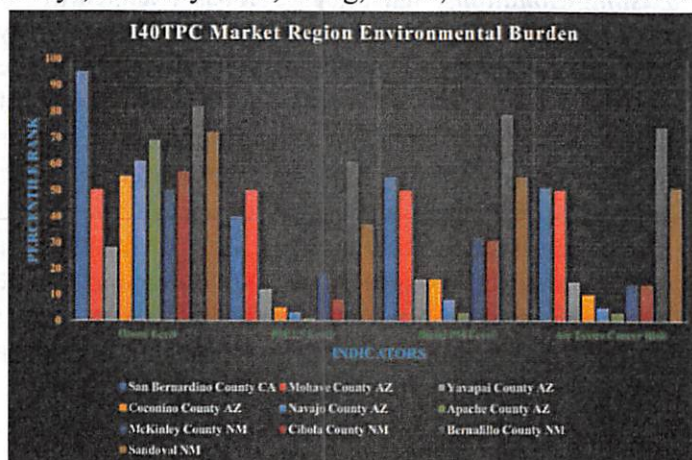
I40TPC Positive Provisions for Change: Both Arizona and New Mexico State Freight Plan Goals reflect a commitment to safety, mobility and accessibility, and visions for sustainable transportation system growth through innovation and effective management. The I-40TPC project will reduce congestion on key 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
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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.

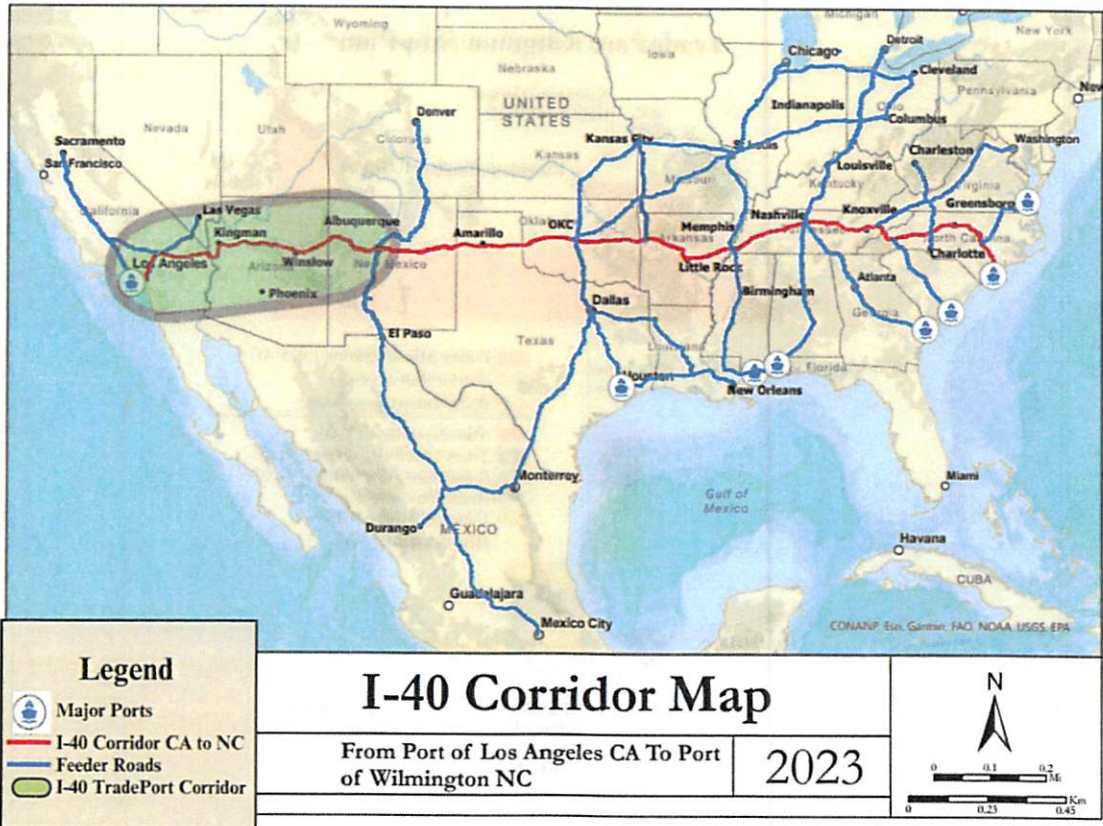
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I-40 TradePort Corridor

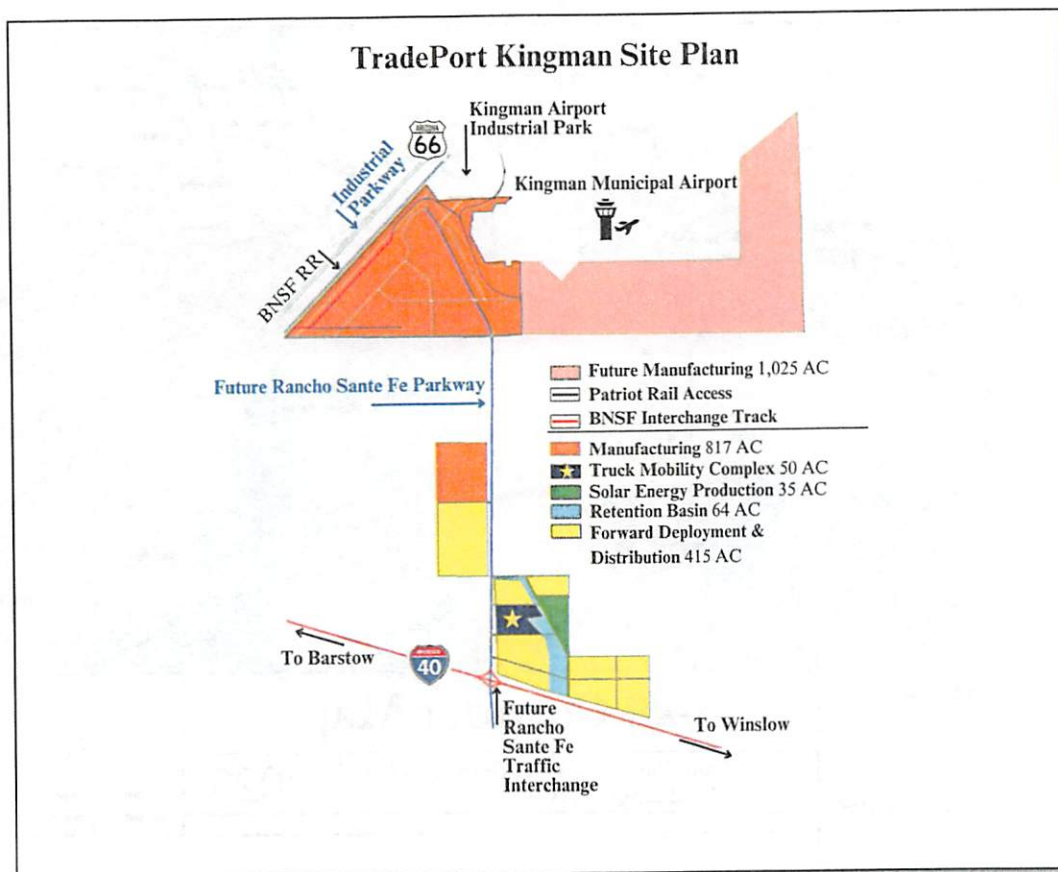
Maps & Graphics

May 2023

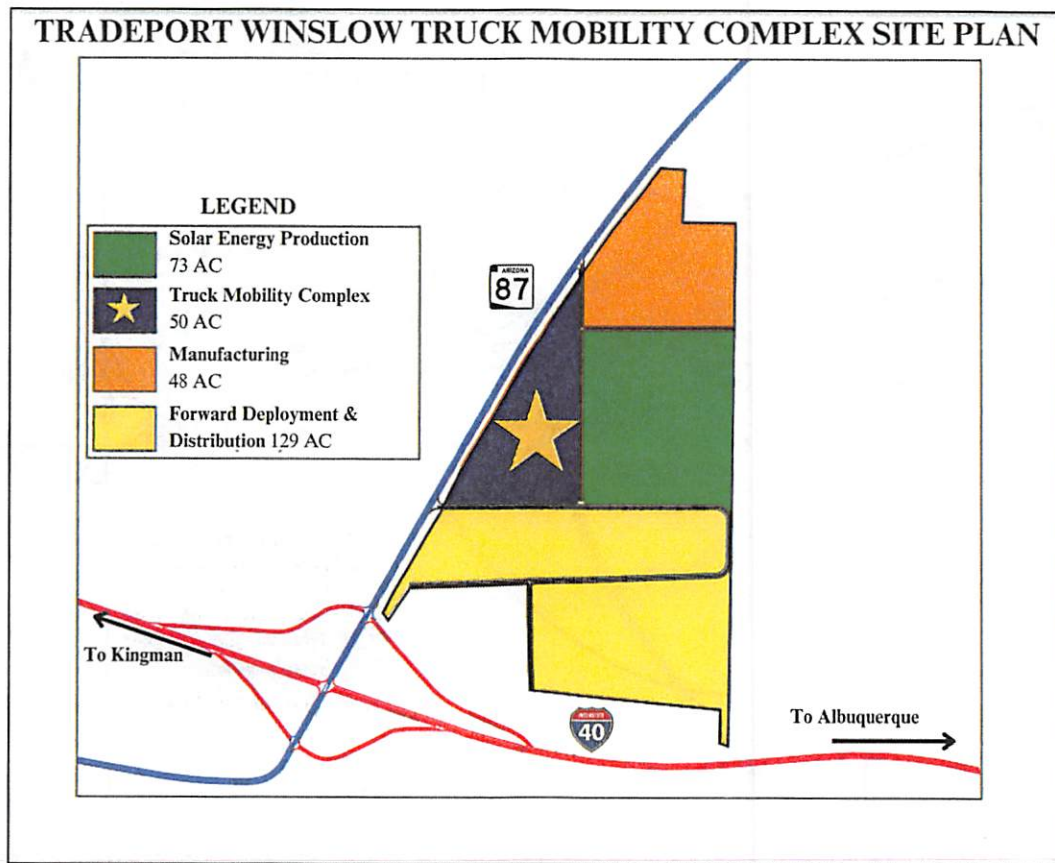
I-40 TradePort Corridor, Source: GLDPartners



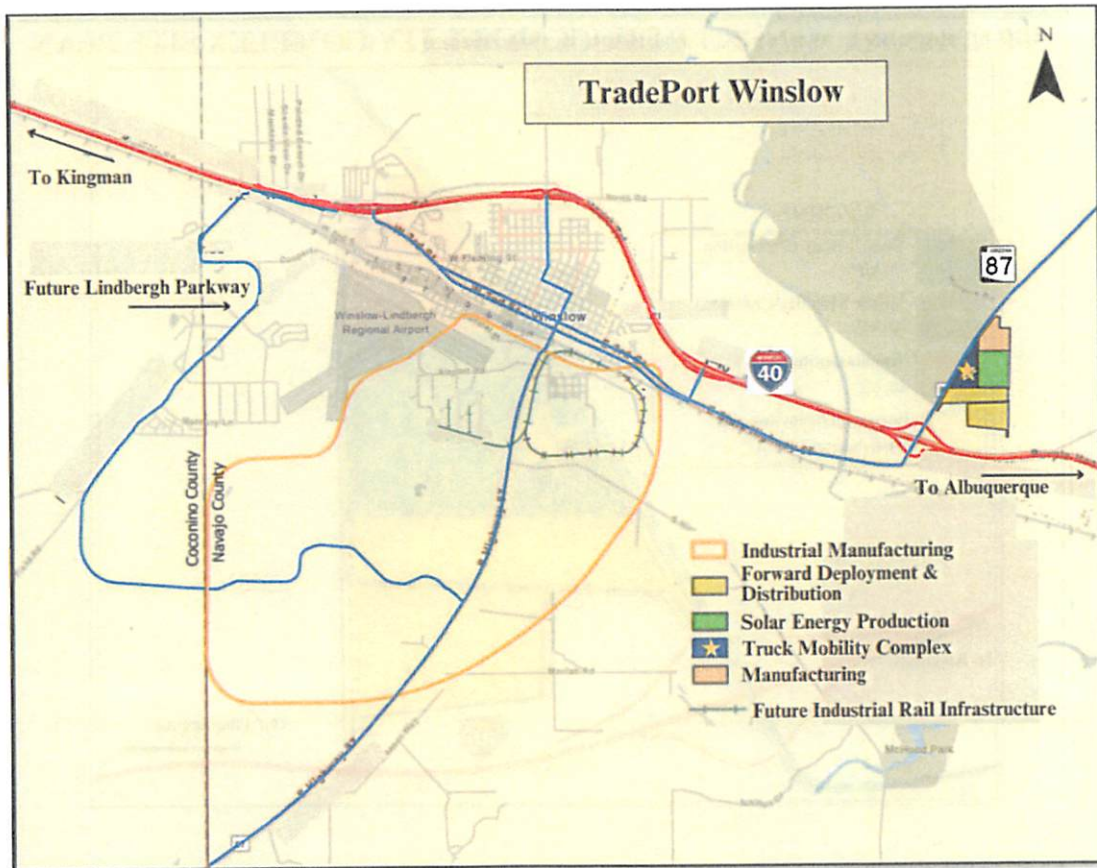
TradePort Kingman Site Plan, Source: GLDPartners



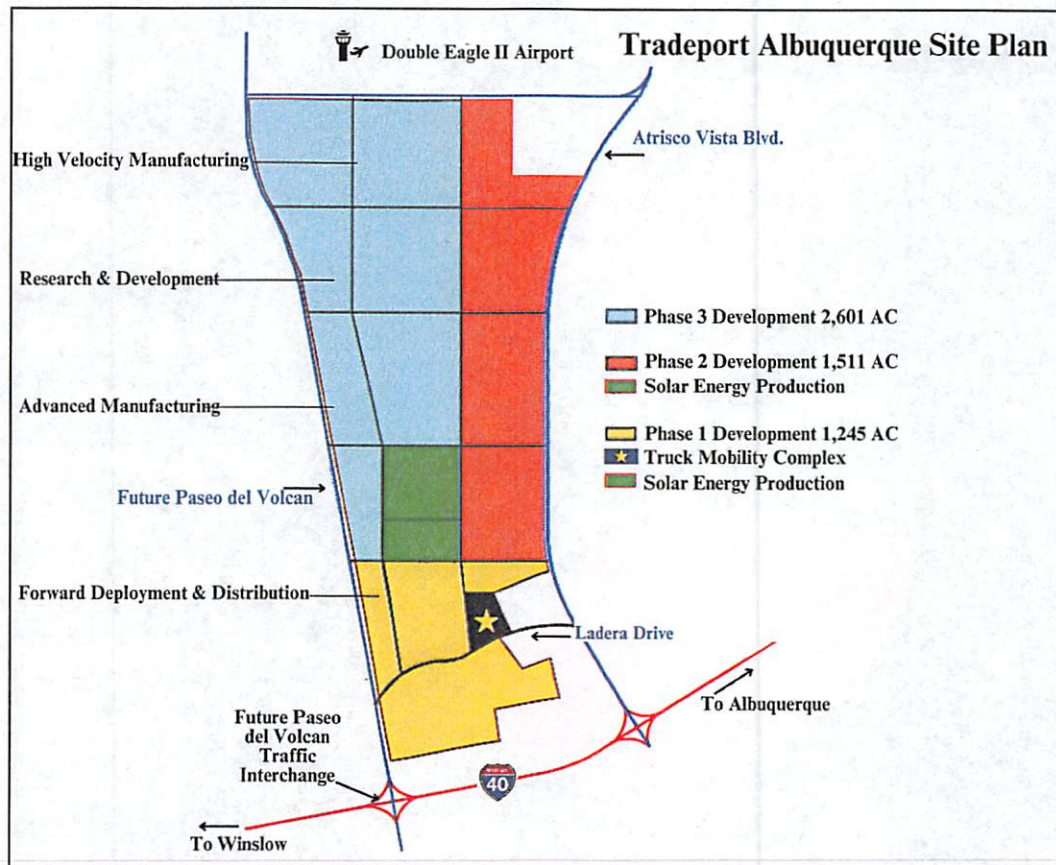
TradePort Winslow Truck Mobility Complex Site Plan, Source: GLDPartners



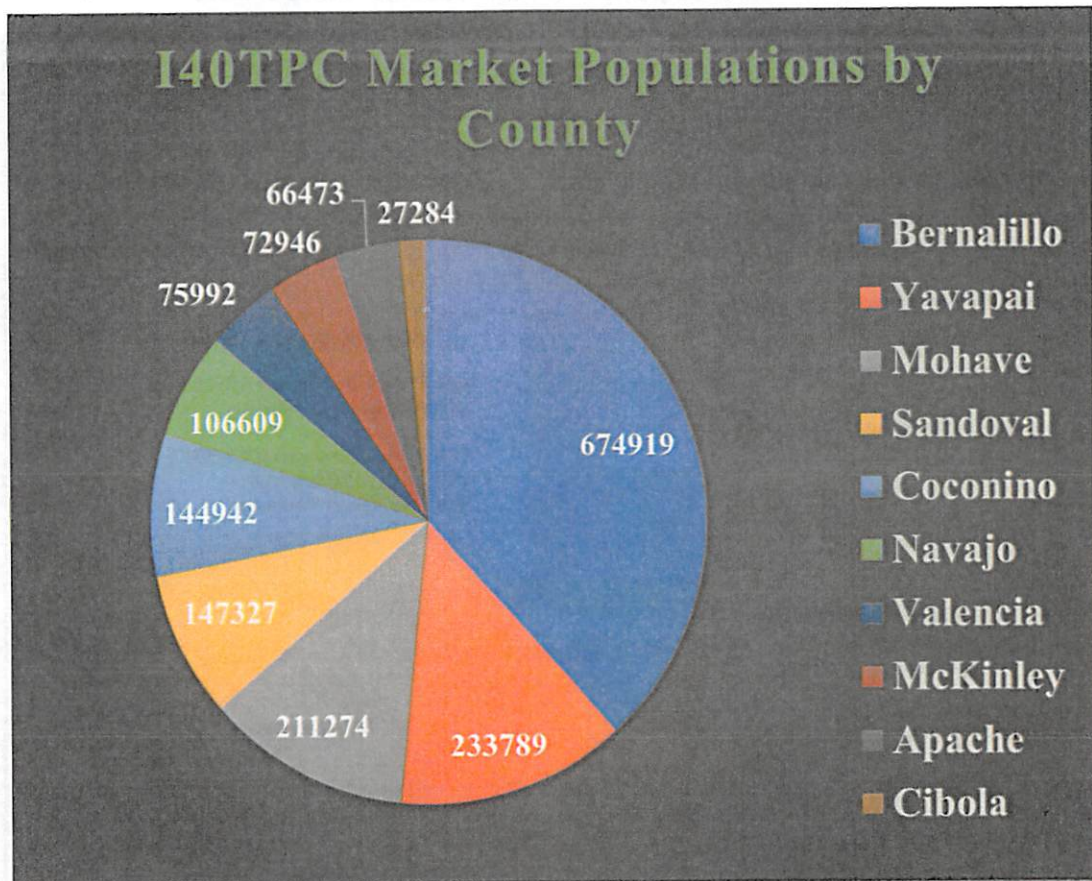
TradePort Winslow, Source: GLDPartners



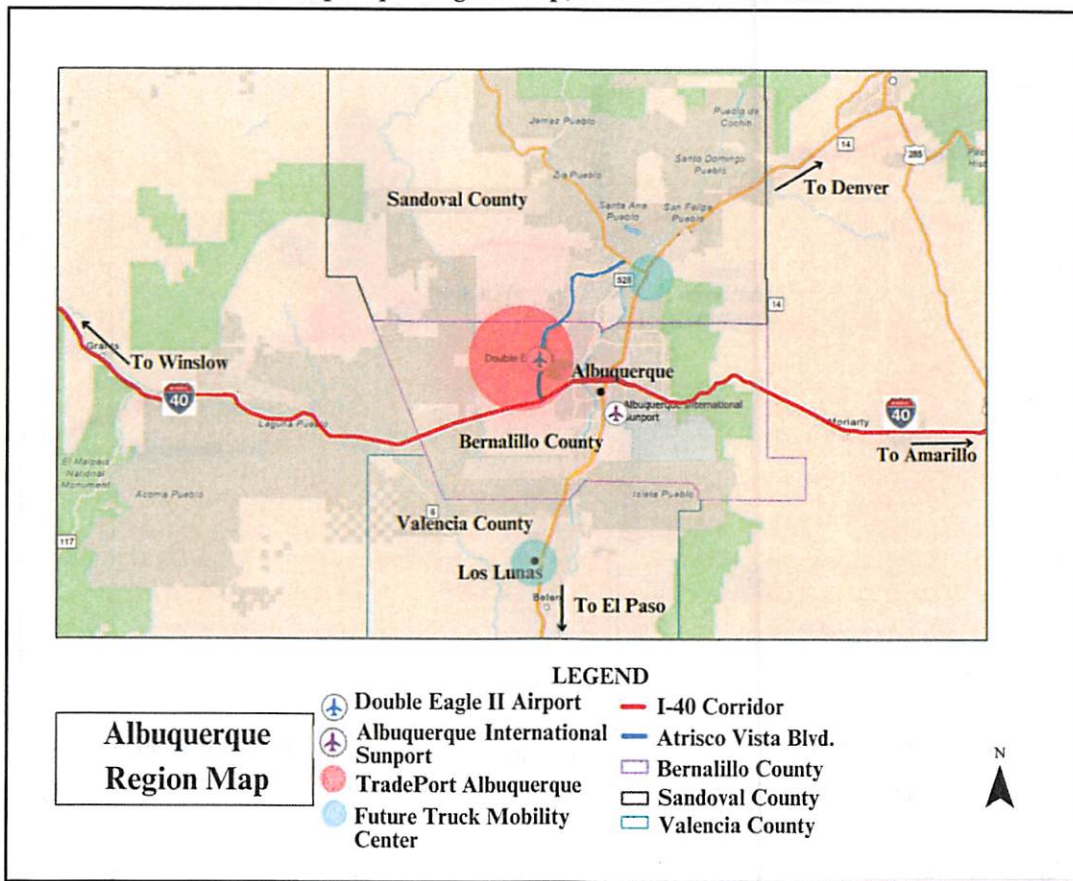
TradePort Albuquerque Site Plan, Source: GLDPartners



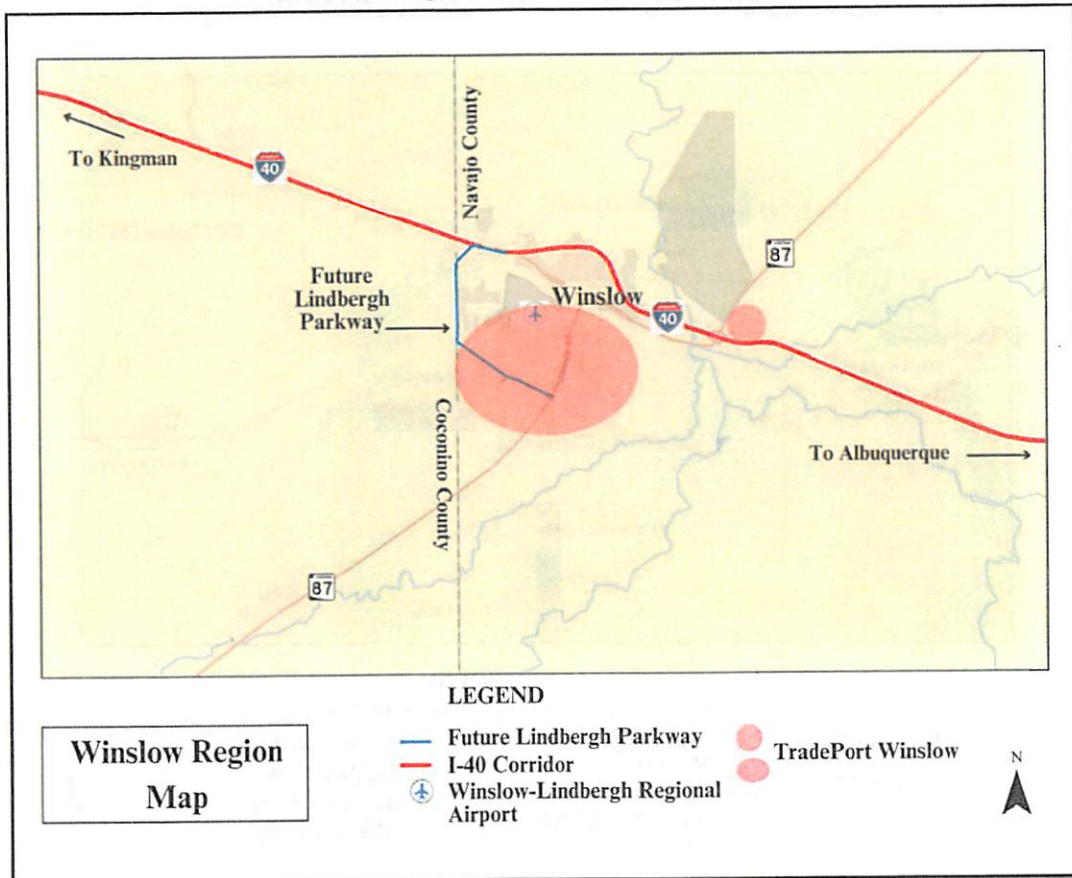
I-40 TradePort Corridor Market Populations by County, Source: GLDPartners



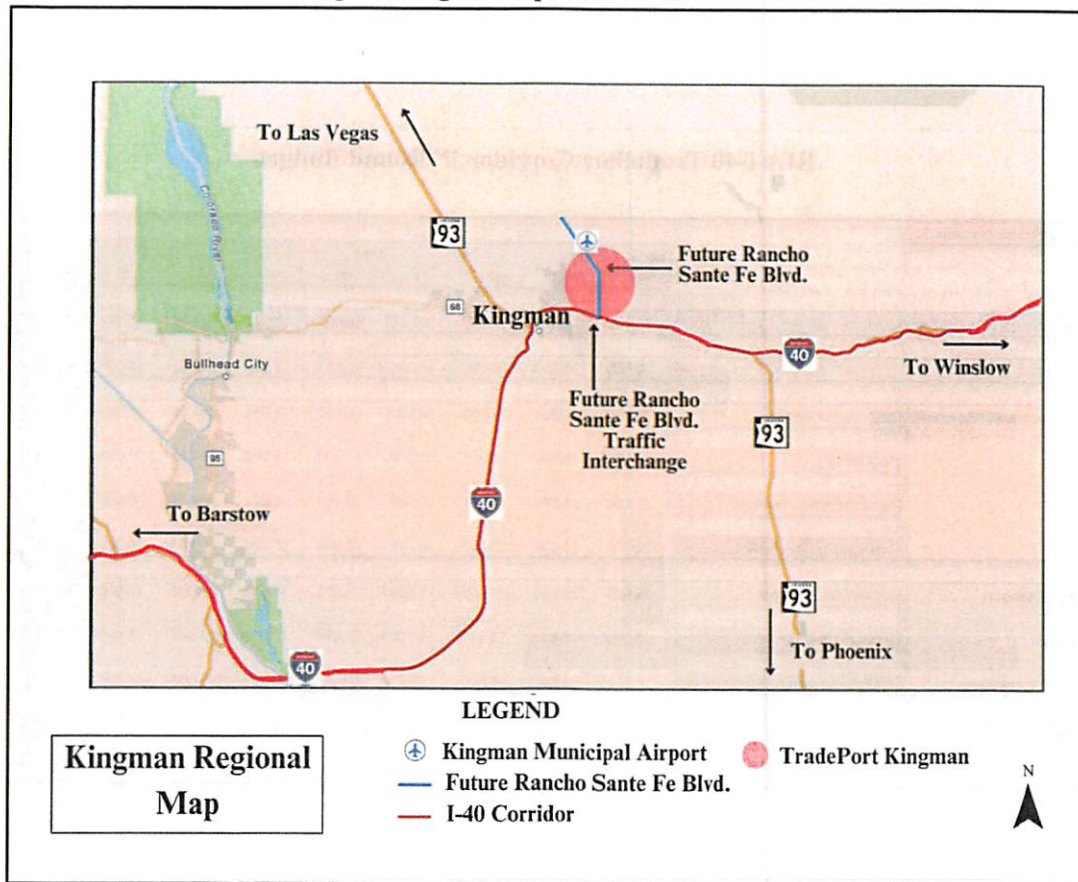
Albuquerque Region Map, Source: GLDPartners



Winslow Region Map, Source: GLDPartners



Kingman Region Map, Source: GLDPartners



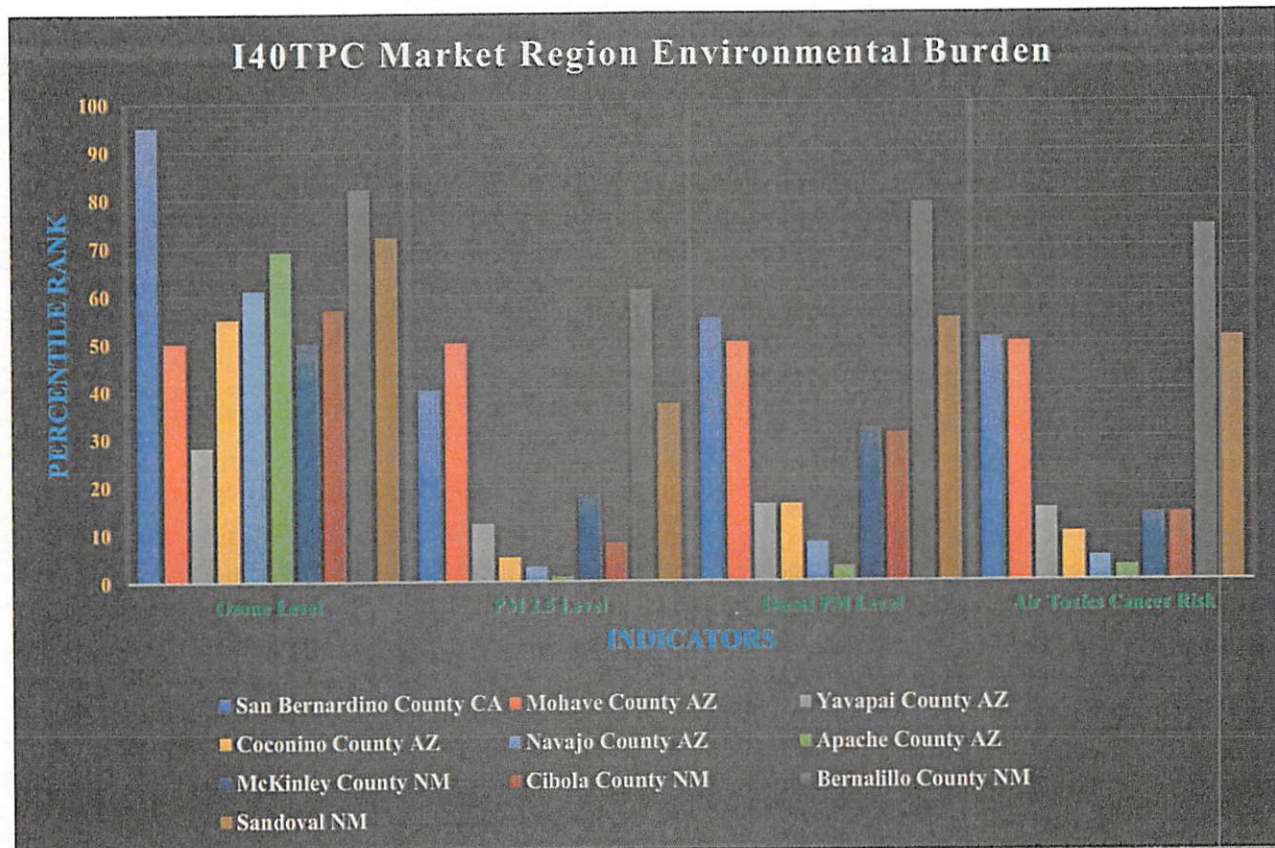
RIA I-40 TradePort Corridor 1st Round Budget

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	Investor Development	50,000	50,000	50,000	50,000	50,000	75,000	75,000	75,000	475,000	12%	
Entity Development/Operations	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							
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I-40 TradePort Corridor Market Region Environmental Burden, Source: USDOT



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

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***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:

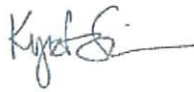
We write regarding the City of Kingman's application for the Department of Transportation's (DOT) Build America Bureau (BAB) Regional Infrastructure Accelerators grant program. Funding will allow the City of Kingman and its regional partners to design the I-40 TradePort Corridor (Corridor) project, a 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

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Washington, D.C. 20515
(202) 225-2315

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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 development 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 dark ink, appearing to read "Paul A. Gosar", with a stylized flourish 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.

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

David J Kistin
Technology and Economic Development

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 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.

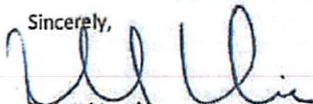
Work is currently underway to develop the **I-40 TradePort Corridor's** infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- 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.

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



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,



Sandra Watson
President & CEO
Arizona Commerce Authority





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

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:

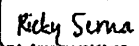
- ▣ Project-specific delivery and financing structure
- ▣ Project engineering specifications and a public-private delivery plan for each project
- ▣ Site-specific logistics asset and clean energy project specifications
- ▣ Detailed environmental improvement plan
- ▣ Community-level integration plan,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

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, Secretary

New Mexico Department of Transportation



Michelle 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,

A handwritten signature in blue ink that reads "Mark Roper".

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 read 'Randy Trask', with a stylized, flowing script.

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. Ronwick Vice President Executive Director	Diane L. Middleton Commissioner	Michael Muñoz Commissioner	Lucille Roybal-Allard Commissioner	Lee 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 built, 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:mtl





**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.

NACOG 221 N. Marina St., Suite 201 P.O. Box 2451 Prescott, AZ 86302 • 928-778-1422 • 928-778-1756 nacog.org
For TTY access, call the Arizona Relay Service at 800-367-8939 and ask for NACOG at 928-774-1893.

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.

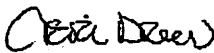
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- 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.

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

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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 Salem - 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.

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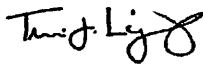
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Chairman Travis Lingenfelter appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

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

Tami Ursenbach
Economic Development Director

www.mohavedevelopment.org
www.mohavecounty.org

Sam Eiters
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.

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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:

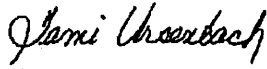
- Project-specific delivery and financing structure
- Project engineering specifications and a public-private delivery plan for each project
- Site-specific logistics asset and clean energy project specifications
- Detailed environmental improvement plan
- Community-level integration plan, including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

A handwritten signature in black ink, appearing to read "Tami Ursenbach". The signature is fluid and cursive, with the first name "Tami" being more prominent.

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.

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



City of Kingman

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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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City of Kingman

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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.

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.

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City of Kingman

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

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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 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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City of Kingman

Kingman Municipal Airport, 7000 Flighline 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 Jagerson Ave.
Kingman, AZ 86409

Bullhead City Campus
3400 Highway 95
Bullhead City, AZ 86442

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

Neal Campus - Kingman
1971 Jagerson 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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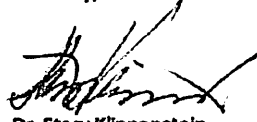
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Mohave Community College appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

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
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 Damer

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** 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

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

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 Dörner

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 Dörner

Gretchen Dörner, Ed. D
Superintendent, KUSD#20

Attachment to I-40 TradePort Corridor Letter of Support

Entity

Port of Los Angeles
Port of Long Beach
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Arizona Commerce Authority
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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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1-800-782-1886
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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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Kingman, AZ 86401
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928-753-7038 FAX

Strengthening Communities, Empowering People

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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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928-782-1886
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

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

Roland Hulse,

WACOG Transportation Program Manager

Mayor
Roberta W. Cano

(928) 289-2422



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 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.

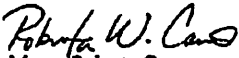
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
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- 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 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

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

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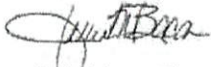
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We strongly believe that the **I-40 TradePort Corridor** project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing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

A handwritten signature in dark ink, appearing to read "Julie Morgas Baca", is positioned above the printed name.

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. LGVATO
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.

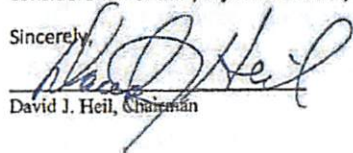
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We strongly believe that the **I-40 TradePort Corridor** project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing 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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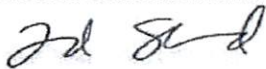
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Sandoval Economic Alliance appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

Sincerely,

Sandoval Economic Alliance



Fred Shepherd, President & CEO



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.

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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

in the implementation process with a mission of relieving the burden of government, reducing poverty, and increasing the quality of life for all affected.

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.

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Albuquerque Regional Economic Alliance

800-451-2938 or 505-333-3777 | info@arbq.org | 201 Third St. NW, Suite 100 | Albuquerque, NM 87102

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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.

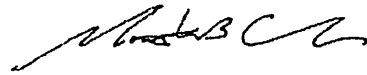
The Corridor consists of many urban and rural communities over a three-state region, including Rio Rancho. Many communities along this corridor are seeing high levels of unemployment and poverty and have not participated in the benefits associated with global trade. The I-40 TradePort Corridor will create 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 'M. B. Geisel', written over a horizontal line.

Matthew B. Geisel
City Manager



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

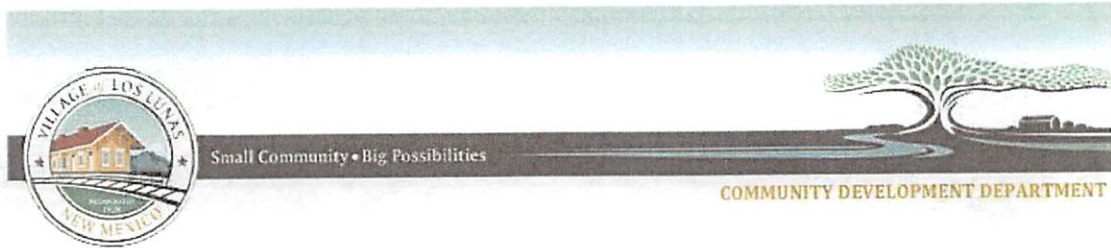
GINO ROMERO
COUNCILOR

JAMES T. RUNYON
COUNCILOR

CRUZ MUÑOZ
COUNCILOR

CHRISTOPHER S. ORTIZ
COUNCILOR

GREGORY D. MARTIN
VILLAGE ADMINISTRATOR



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

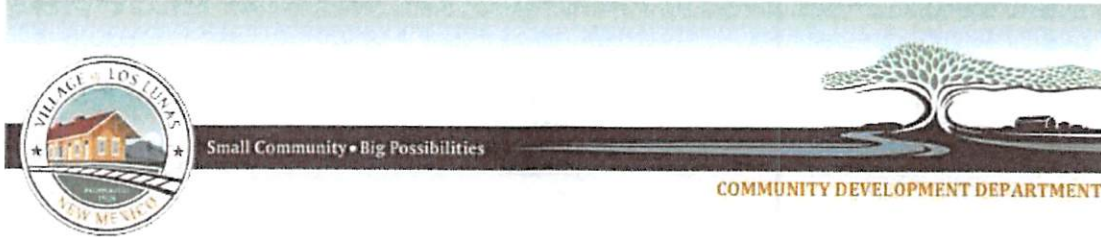
GINO ROMERO
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COUNCILOR

CHRISTOPHER S. ORTIZ
COUNCILOR

GREGORY D. MARTIN
VILLAGE ADMINISTRATOR



- 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.

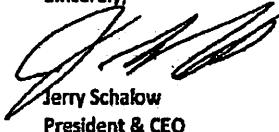
Work is currently underway to develop the I-40 TradePort Corridor's infrastructure delivery framework. Designation as a USDOT Regional Accelerator will advance the project to delivery and includes development of:

- Project-specific delivery and financing structure
- 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

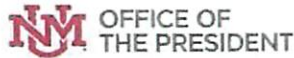
We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be fundamental 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.

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 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.

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 Laser 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.

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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.

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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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500 Lasee 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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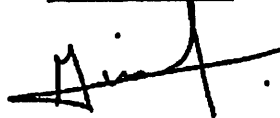
UniSource Energy appreciates the Build America Bureau's and the US Department of Transportation's consideration of this project and is very pleased to submit this letter of support.

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

Julie 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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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

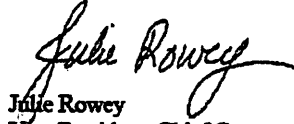
We strongly believe that the I-40 TradePort Corridor project can benefit from a partnership with the Build America Bureau and the US Department of Transportation by creating a new pipeline of projects that will utilize Build America's financing programs. The use of these programs will be

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". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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 Cloffi
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.

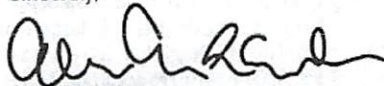
The Corridor consists of an array of urban and rural communities over a three-state region. Communities along this corridor are today plagued by high levels of unemployment and poverty and have largely not participated in the benefits associated with global trade. The **I-40 TradePort Corridor** will 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
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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. 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.

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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.

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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.

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

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 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



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 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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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".

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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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.

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.

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 – RESPONSIBILITIES

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 V – 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 VI – 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 VII – 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 VIII – 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 IX – 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 City of Winslow, and then only within the strict limits of that written authority.

ARTICLE X – 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 XI – 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.

ARTICLE 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 XV – APPROVAL REQUIRED

This Agreement shall not become effective or binding until approved and executed by the City Mayor and the County Manager.

ARTICLE XVI – 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:

Roberta W. Cano
Mayor

Julie Morgas Baca
County Manager

Date: _____

Date: _____

Approved as to form:

Approved as to form:

City Attorney

County Legal

**SECOND AMENDMENT TO PURCHASE AND SALE AGREEMENT
BETWEEN
THE CITY OF WINSLOW
AND
ATLAS GLOBAL DEVELOPMENT GROUP, LLC**

THIS SECOND AMENDMENT TO THE PURCHASE AND SALE AGREEMENT (this "Amendment") dated June __, 2024 between the **CITY OF WINSLOW**, an Arizona municipal corporation, (the "City" or "Seller"), and **ATLAS GLOBAL DEVELOPMENT GROUP, LLC**, an Arizona limited liability company or assignee, ("Atlas Global" or "Buyer"), is hereby entered into and shall be effective on the last signature date set forth below.

RECITALS:

A. The City and Buyer entered into that certain Purchase and Sale Agreement between the City of Winslow and Atlas Global Development Group, LLC, dated February 13, 2023, as amended by the First Amendment dated January 24, 2024 (collectively, the "Purchase Agreement").

B. The City and Buyer now desire to further amend the Purchase Agreement as set forth herein.

In consideration of the covenants, terms, conditions, and agreements hereinafter set forth, and other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

1. Section 3.3 of the Purchase Agreement shall be amended as follows:

Closing. The exchange of the Real Property for the consideration set forth in this Agreement and consummation of the transactions contemplated by this Agreement (the "Closing") shall occur at 10:00 a.m. not later than October 31, 2024 or at such other time and location as the parties may agree, which date shall be referred to as the "Closing Date." The Closing Date shall be deemed to be the date on which the parties shall have performed all actions necessary for the closing of the transaction, without regard to the date on which Escrow Agent actually records the deed or other closing documents. Seller and Buyer hereby authorize Escrow Agent to execute, at Closing, an affidavit of real property value as required by Arizona law. Upon the close of escrow, the amounts paid by the Buyer, less any closing costs payable by the City, shall be disbursed to the City.

2. Except as amended in this Amendment, the Purchase Agreement shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this instrument as of the date and year last written below.

"SELLER"

CITY OF WINSLOW, an Arizona
municipal corporation

By: _____
David Coolidge, City Manager

Date

ATTEST:

Suzy Wetzel, City Clerk

APPROVED AS TO FORM:

Trish Stuhan, City Attorney

"BUYER"

ATLAS GLOBAL DEVELOPMENT GROUP, LLC,
an Arizona limited liability company

By: _____
Name: James Rinzler
Its: _____

5/31/24
Date

ACCEPTED AND APPROVED:

PIONEER TITLE AGENCY, INC.,
an Arizona corporation

By: _____
Name: _____
Title: _____

Date