



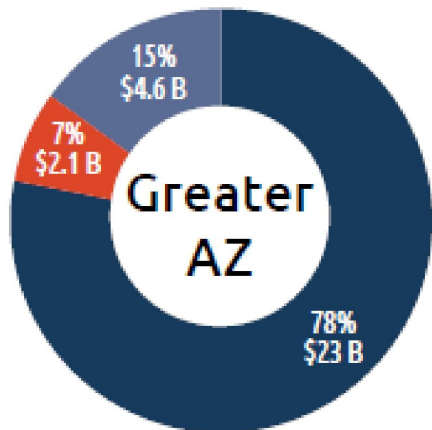
Arizona State Transportation Board Meeting



P2P Process Overview
February 21, 2025

What is P2P?

Long Range Transportation Plan



- Preservation
- Modernization
- Expansion



Planning to Programming (P2P)



Five-Year Construction Program



Why P2P?

❑ **Performance-Based Planning to Programming is the Law**

Federal Regulation (FAST Act)

- 23 USC Section 135(d)(2), and 49 USC Section 5304(d)(2)

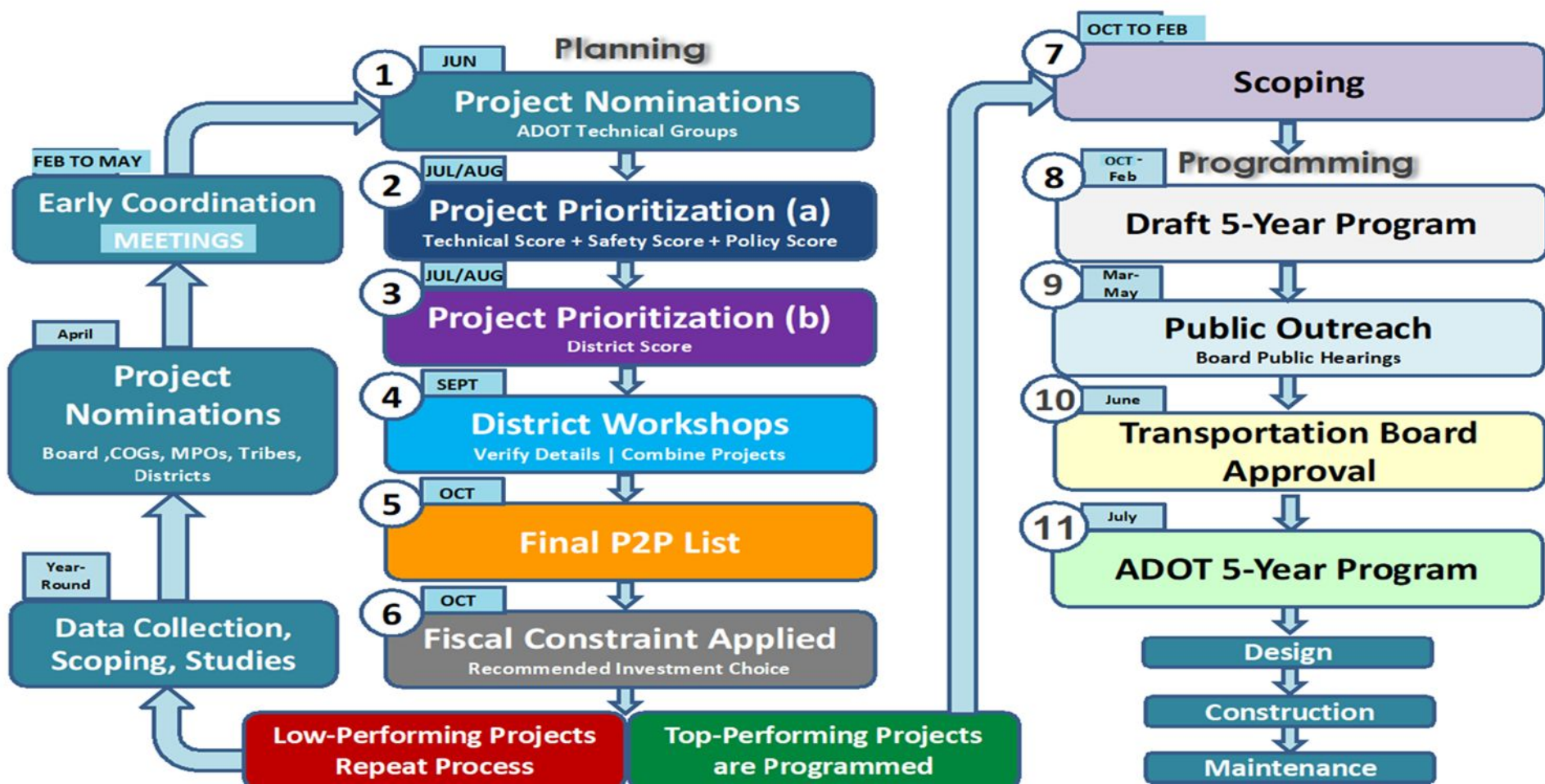
State Statute

- ARS Title 28, Chapter 2, Article 7 (§ 28-501 through § 28-507)

❑ **Financial Stewardship**

- Maximize Use of Public Funds

ADOT P2P Process Flowchart



P2P Scoring Overview

Pavement Preservation

Annual Investment
Target:
\$390M

Scoring:
Technical = 51%
District = 40%
Policy = 9%

Bridge Preservation

Annual Investment
Target:
\$60M

Scoring:
Technical &
Safety = 60%
District = 30%
Policy = 10%

Modernization

Annual Investment
Target:
\$132M

Scoring:
Technical = 35%
District = 30%
Safety = 25%
Policy = 10%

Expansion

Annual Investment
Target:
\$90M

Scoring:
Technical = 50%
District = 25%
Safety = 15%
Policy = 10%

P2P Scoring Breakdown

Pavement Preservation

PRESERVATION (PAVEMENT)
 Activities that improve or sustain the condition of the transportation facility to a state of good repair

- Work Types**
- Maintenance**
- ∨ Concrete repair
 - ∨ Flush shoulder /shoulder edge repair
 - ∨ Leveling with premix
 - ∨ Patching / blade laying
 - ∨ Pothole repair
 - ∨ Slide removal and rock patrol
 - ∨ Spot filling cracks / crack seal
 - ∨ Spot pavement profiling / AC grinding
- Preservation**
- ∨ AC grinding / milling
 - ∨ Cape seal
 - ∨ Chip seal
 - ∨ Crack seal / fill
 - ∨ Fog seal / flush
 - ∨ Friction coarse (AR-ACFC / ACFC) / mill & fill or overlay of friction coarse
 - ∨ Micro surface
 - ∨ PCCP cross stitching
 - ∨ PCCP dowel-bar retrofit (DBR)
 - ∨ PCCP diamond grinding
 - ∨ Slurry seal
 - ∨ Spot repair
 - ∨ Thin bonded overlay
- Rehabilitation**
- ∨ Major AC overlays
 - ∨ Mill & fill (existing AC)
- Reconstruction**
- ∨ Removal and replacement of existing roadway section
 - ∨ Spot reconstruction

	Performance Target	Measure	Weighting
Technical (51%)	% Interstate Good Condition = 44%	Pavement Condition: IRI, Cracking, & Rutting Deterioration Factors Lifecycle Factors	51%
	% Interstate Poor Condition = 2%		
	% Non-Interstate Good Condition = 28%		
	% Non-Interstate Poor Condition = 6%		
Total Technical Score			51%
	Performance Target	Measure	Weighting
District (40%)	N/A	District Engineer Evaluation	40%
Total District Score			40%
	Performance Target	Measure	Weighting
Policy (9%)	N/A	Scoped Project (previous P2P cycle)	5%
	N/A	Disadvantaged Communities	4%
Total Policy Score			9%
*Subject to Change			100%

P2P Scoring Breakdown

Bridge Preservation

PRESERVATION (BRIDGE)

Activities that improve or sustain the condition of the transportation facility to a state of good repair

Work Types

Maintenance

- ∨ Approach overlay
- ∨ Barrier repair
- ∨ Drainage / hydrovac
- ∨ Channel work
- ∨ Cleaning
- ∨ Minor crash repair
- ∨ Pipe / culvert repair
- ∨ Scour repair (existing)
- ∨ Spall / pothole repair
- ∨ Structure maintenance
- ∨ Washing

Preservation

- ∨ Cyclical Maintenance Activities
- ∨ Deck joint / seal replacement
- ∨ Deck overlay
- ∨ Deck seal
- ∨ Major channel repair
- ∨ Painting (steel)
- ∨ Scour retrofit
- ∨ Seismic retrofit
- ∨ Slab jacking

Rehabilitation

- ∨ Major bridge element rehab / replacement
- ∨ Major crash repair
- ∨ Superstructure replacement

Reconstruction

- ∨ Bridge / culvert (over 20') replacement

	Performance Target	Measure	Weighting
Technical & Safety (60%)	% NHS Bridges Good Condition = 52%	Bridge Condition: Deck, Superstructure, Substructure, Culvert, Scour Lifecycle Factors	60%
	% NHS Bridges Poor Condition = 4%		
Total Technical Score			60%
	Performance Target	Measure	Weighting
District (30%)	N/A	District Engineer Evaluation	30%
	Total District Score		
	Performance Target	Measure	Weighting
Policy (10%)	Freight Reliability on Interstate (TTTR) = 2-year - 1.37; 4-year - 1.48	Freight Percentage (T-Factor)	3%
	N/A	Functional Classification	3%
	N/A	Disadvantaged Communities	4%
Total Policy Score			10%
*Subject to Change			100%

P2P Scoring Breakdown Modernization

MODERNIZATION

Improvements that upgrade efficiency, functionality, and safety without adding capacity

Technical (35%)	Performance Target	Measure	Weighting
	Varies	Technical Group Project Ranking (Statewide)	35%
Total Technical Score			35%
District (30%)	Performance Target	Measure	Weighting
	N/A	District Engineer Evaluation	30%
Total District Score			30%
Safety (25%)	Performance Target	Measure	Weighting
	Fatalities = 2% increase Fatality Rate = 2% increase Serious Injuries = 7% decrease Serious Injury Rate = 8% decrease Non-Motorized = 1% increase	Level of Safety Service	25%
Total Safety Score			25%
Policy (10%)	Performance Target	Measure	Weighting
	Freight Reliability on Interstate (TTTR) = 2-year - 1.37; 4-year - 1.48	Freight Percentage (T-Factor)	3%
	N/A	Functional Classification	3%
	N/A	Disadvantaged Communities	4%
Total Policy Score			10%
*Subject to Change			100%

Work Types

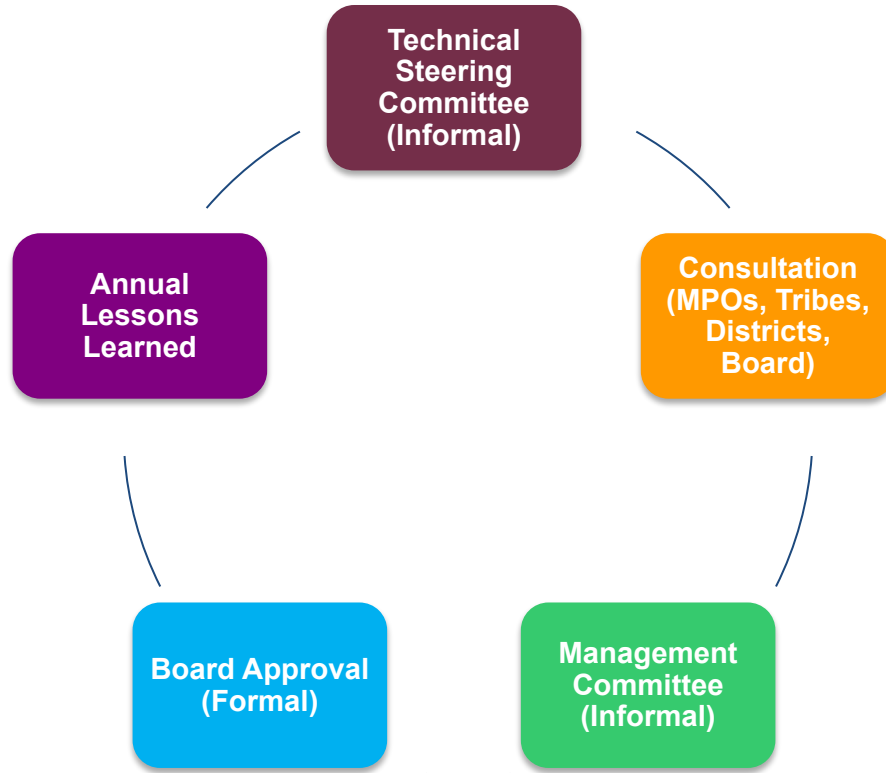
- ADA / pedestrian
- Bicycle lane / shoulder
- Climbing / passing Lanes
- Drainage
- Fence (new / replacement)
- Guardrail (new / replacement)
- Intersection / interchange enhancement
 - New intersection
 - Reconfiguration
 - Roundabout
 - Ramp
 - Signal
 - Turn lanes
- Information Technology Systems (ITS)
- Pedestrian crossings
- Retrofit / correct functional obsolescence
- Rockfall mitigation
- Safety modifications / enhancements
- Tree removal / recovery area
- Traffic control and management
- Widening existing lanes / shoulders
- Wildlife crossings or mitigation

P2P Scoring Breakdown Expansion

EXPANSION
Improvements that add capacity by adding new facilities
Work Types
<ul style="list-style-type: none"> • New grade-separated overpass / underpass (if adding lanes) <ul style="list-style-type: none"> ○ Railroad X-ing ○ Interchange ○ DHOV Ramp • New lanes • New rail • New routes / bypass

Technical (50%)	Performance Target	Measure	Weighting
	N/A	Level of Service (LOS)	15%
	N/A	Total Delay	10%
	Travel Time Reliability (TTR) Interstate = 2-year - 81%; 4-year - 71% TTR Non-Interstate NHS = 2-year - 84%; 4-year - 77%; Freight Reliability on Interstate (TTTR) = 2-year - 1.37; 4-year - 1.48	System Reliability (passenger vehicles & freight)	10%
	N/A	Support Economic Vitality	5%
	N/A	Improve Congestion	10%
Total Technical Score			50%
District (25%)	Performance Target	Measure	Weighting
	N/A	District Engineer Evaluation	25%
Total District Score			25%
Safety (15%)	Performance Target	Measure	Weighting
	(same as Modernization targets)	Level of Safety Service	15%
Total Safety Score			15%
Policy (10%)	Performance Target	Measure	Weighting
	(same as Modernization targets)	Freight Percentage (T-Factor)	3%
	N/A	Functional Classification	3%
	N/A	Disadvantaged Communities	4%
Total Policy Score			10%
*Subject to Change			100%

Continuous Improvement



Continuous Improvement – FY26-30 P2P Cycle

1. Road Review with Districts & Pavement Technical Group – expanded field time
 2. Call for New Projects – State Legislature representatives included
 3. Updated Recommended Investment Choice and Annual Investment Targets (per adopted LRTP)
 4. Updated P2P Expansion Project Scoring Criteria
 5. Added Scoped Project Measure (Pavement projects)
- Forthcoming for next year's P2P Cycle:
 - *Update P2P Manual*
 - *Data Migration of P2P Projects Layer*
 - *Update Performance Metrics (per TAMP)*

Road Reviews: March to April 2025 (All Districts)

— DEPARTMENT OF —

Call for New Projects: March to June 2025

- Round 1: COGs, MPOs, Tribes, STB, Districts, State Legislature – due 5/2
- Round 2: ADOT Technical Groups (Pavement, Bridge, Modernization, Expansion) – Due early June

Project Rankings: May to August 2025

- Technical Rank – May/June
- District Rank - June
- Safety & Policy Scores - July
- QAQC Final Scores/Finalize District Project Lists - August

P2P Workshops: September 2025

- All (7) ADOT Engineering Districts

Final FY27-31 P2P List: October 2025