

P2P Process Discussion



**Arizona State Transportation Board Study Session
November 12th, 2025**

**Jason James, P2P Manager -
ADOT MPD
602-712-6166,
jjames6@azdot.gov**

**This is a conversation – we want
to hear from you!**

- ADOT Mission, Vision, and Values



Background on P2P Process

Federal and State Statute

- ❑ **Performance-Based Planning to Programming is the Law**
- ❑ **State Statute**
 - ARS Title 28, Chapter 2, Article 7 (Sect 28-501 through Sect 28-507)
- ❑ **Federal Regulation (MAP-21, FAST Act, BIL)**
 - 23 USC Section 135(d)(2), and 49 USC Section 5304(d)(2)
- ❑ **P2P Framework**
 - 2012 – set up the framework (MAP-21 mandated performance-based planning & programming for federal surface transportation program)
 - 2014 – P2P process adopted by ADOT
 - 2015 – FAST Act (continued requirement)
 - 2021 – BIL Act (continued requirement)

Performance Based P2P

- ❑ **Planning**
- ❑ Set goals – Long Range Transportation Plan (LRTP), Strategic Plan
- ❑ Identify performance trends – TAMP, SFP
- ❑ Develop strategies – SFP, Passing Lane & Climbing Lane Study
- ❖ **P2P Process (connects Planning to Programming)**
- ❑ **Programming**
- ❑ Allocate resources – top ranked projects in P2P
- ❑ Select projects – STB, Programming Leadership Team
- ❑ Track progress – Districts, Technical Groups



MAP-21 Performance Metrics – Pavement, Bridge, Freight



Pavement

- 44% Interstate Good Condition
- 2% Interstate Poor Condition
- 28% Non-Interstate Good Condition
- 6% Non-Interstate Poor Condition



Bridge

- 52% NHS Bridges Good Condition
- 4% NHS Bridges Poor Condition



Freight

- TTTR on Interstate: 2-yr – 1.37, 4-yr – 1.48
- TTR on Interstate: 2-yr – 81%, 4-yr – 71%
- TTR Non-Interstate NHS: 2-yr – 84%, 4-yr – 77%

Safety Metrics - SHSP

Traffic Crashes in Arizona by Year

Chart 1-1
Total Crashes

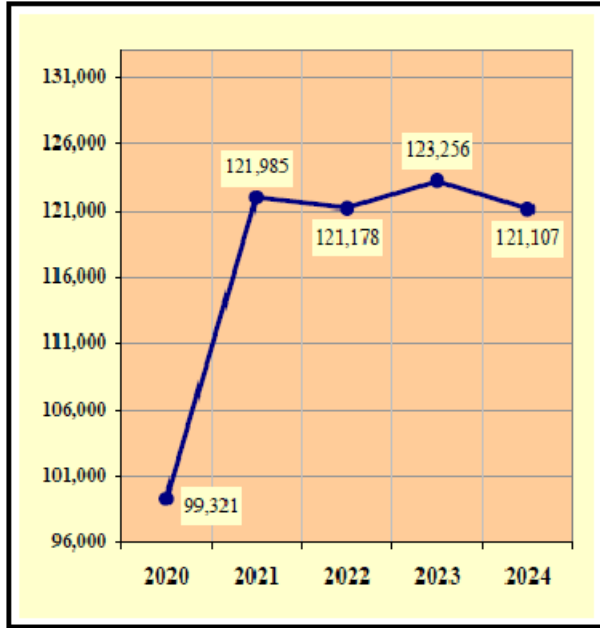
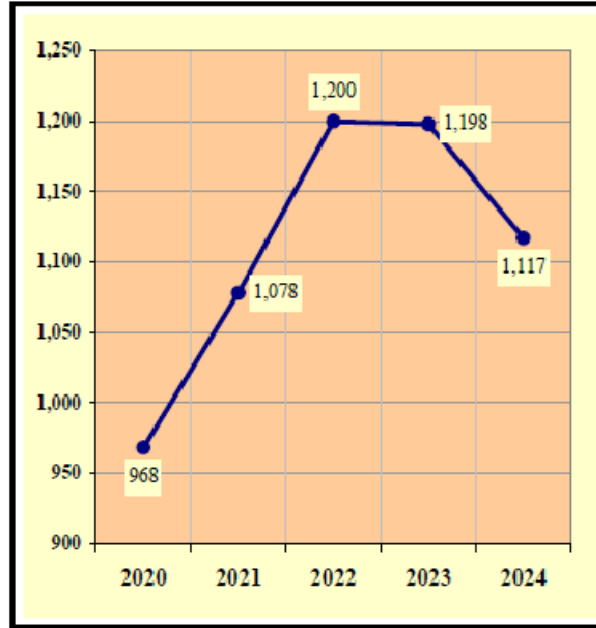


Chart 1-2
Fatal Crashes



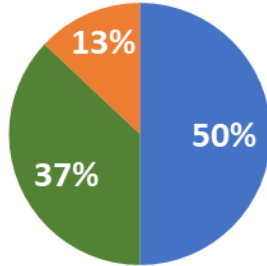
Safe System Approach (U.S. Department of Transportation)



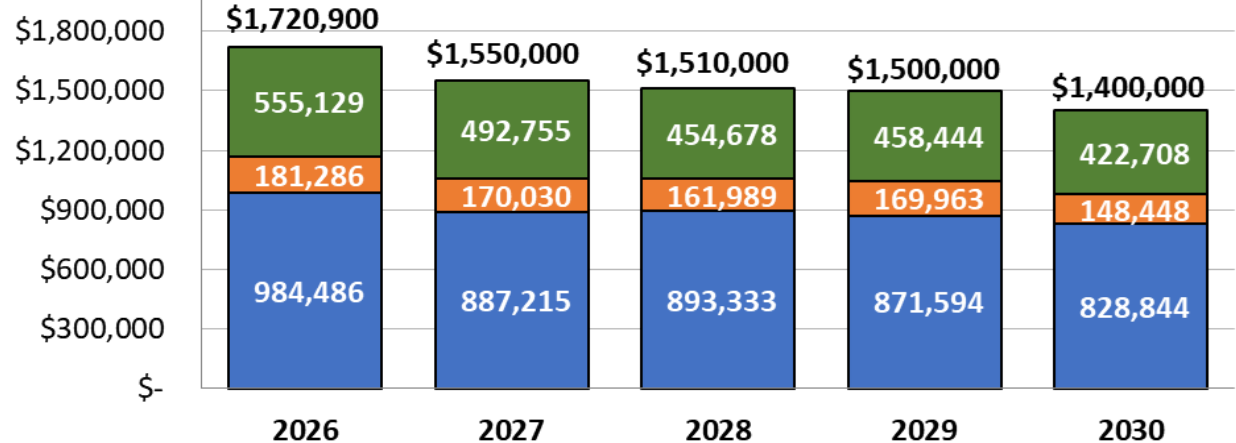
- **SHSP Vision:** Creating shared responsibility so everyone arrives safely home.
- **SHSP Goal:** Reduce life-altering traffic crashes by 20% by 2030.
- **SHSP Strategy:** address emphasis areas of Human Behavior, VRUs, Intersections, Lane Departure, and Tribal Lands.

Casa Grande Accords and Casa Grande Resolves

Percent
Allocated
by Region

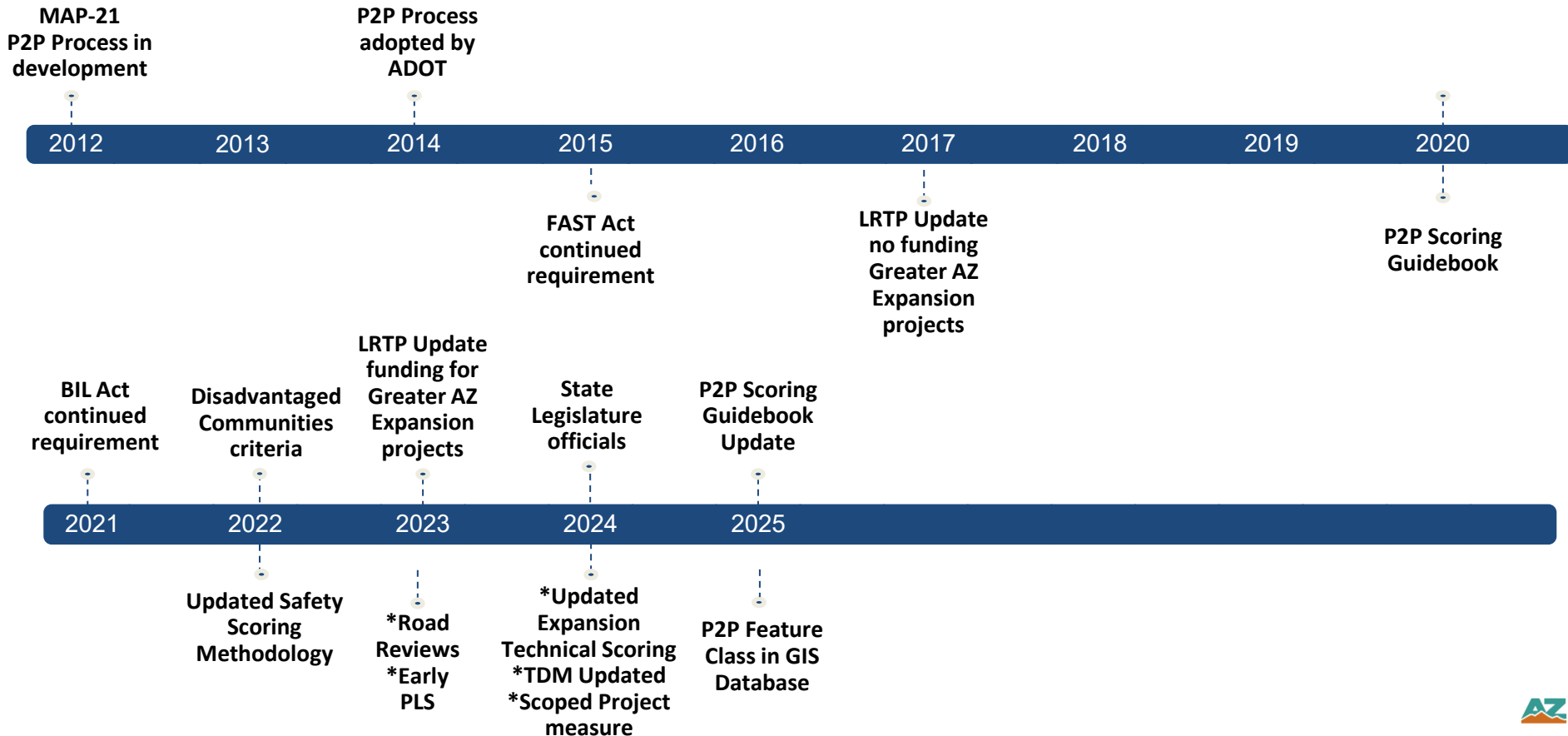


\$ Thousands



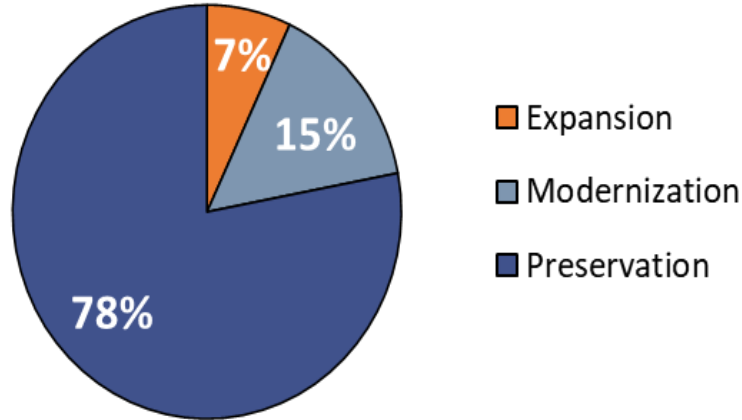
- **Casa Grande Accords:** agreements that govern how ADOT allocates state and federal funds for highway construction across the State.
- **Casa Grande Resolves:** agreement developed at first Rural Transportation Summit in Casa Grande in 1999, that addressed concerns from rural areas that they were not receiving an equitable share of federal transportation funding.

Timeline of the P2P Scoring Process

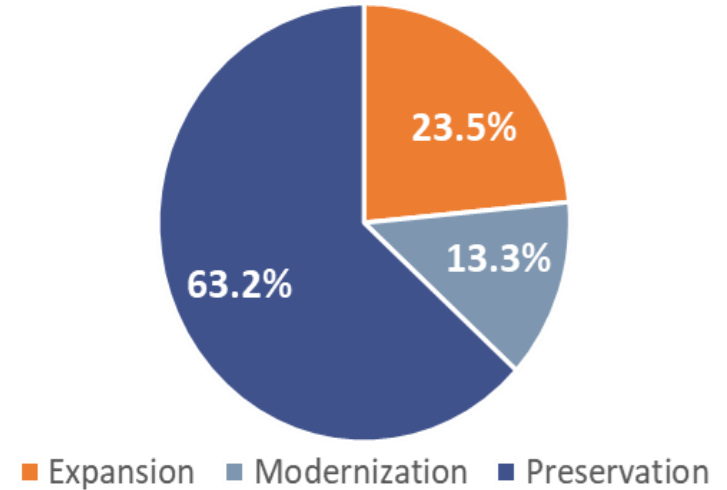


L RTP Recommended Investment Choice

**Recommended Investment
Choice Targets**



All Greater AZ - 2026-30 RIC
(excludes MAG and PAG)



- **RIC informs decision-making and are approved by Board.**
- **Board reviews & improves the Five-Year Construction Program.**

Four Paths

- Competitive projects awarded by the Board
- Subprogram projects approved by the Board
- Earmark projects (CDS) are special line-item appropriations for specific projects.
- P2P projects included in the Five-Year Program approved by the Board



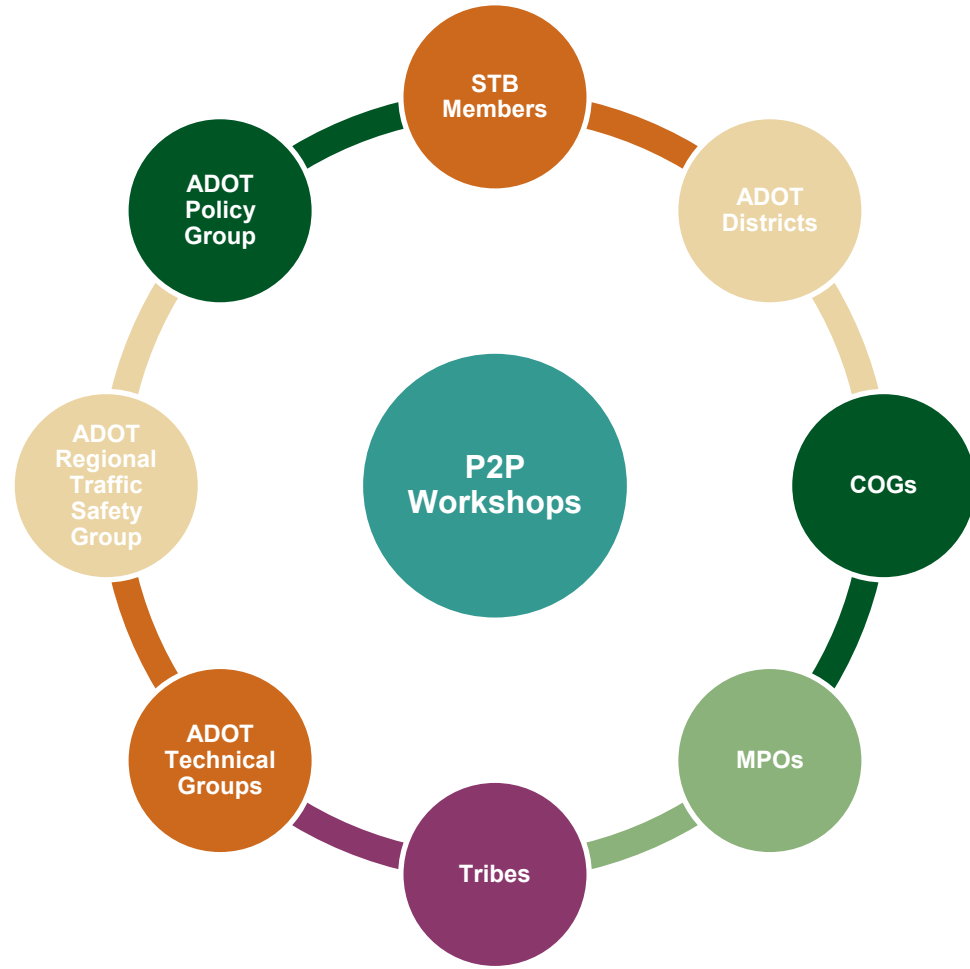
Who Inputs into the P2P Process

- **State Transportation Board:** 6 Board Districts
- **State Legislature Elected Officials:** per 2023 Arizona Sunset audit
- **Tribes:** 22
- **MPOs:** 7
- **COGs:** 4
- **TMAAs:** 2
- **ADOT Engineering Districts:** 7
- **ADOT Technical Groups:** 16
- **Tentative Five-Year Construction Program:** public comment period between February-May.



P2P Workshops

- Occurs every September.
- Provides the Participants an opportunity to review final rankings and refine projects.
- District Administrator provides any adjustments to District Score priorities.



Modernization Category

Modernization Funding Category

P2P Process Feeds Into the Following Subprograms:

**705 – P2P
Modernization
Projects**

707 – PROTECT

**709 – Carbon
Reduction Program
(CRP)**

Other Modernization Subprograms:

701 - HSIP

*702 – Tribal
Transportation
Safety*

*706 – CMAQ 2.5
Projects*

712 – NEVI

*716 – Transportation
Alternatives*

*726 – Railway
Highway Crossing*

*733 – Minor
Capacity/Operational
Spot Improvements*

743 – POE

782 – ADA

786 – Rec Trails

*788 – ITS
Operations, Traffic
and Support*

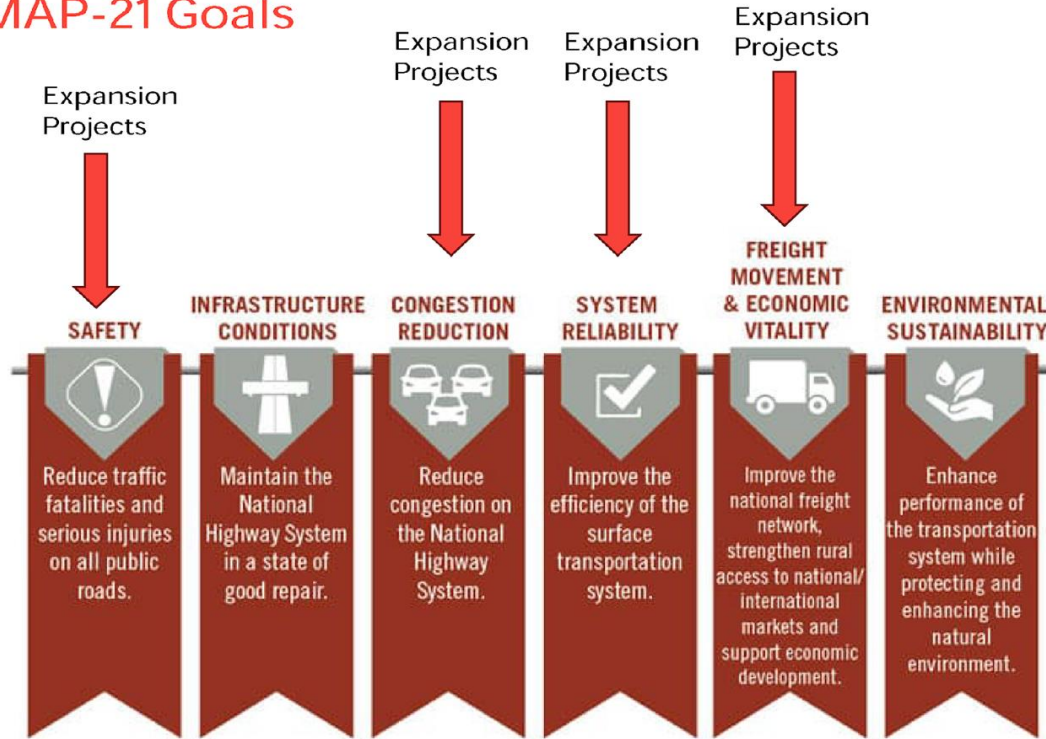
*790 – Smart
Highway Technology*

796 – Truck Parking

P2P Scoring Breakdown Modernization			MODERNIZATION
Technical (35%)	Performance Target	Measure	Improvements that upgrade efficiency, functionality, and safety without adding capacity
	Varies	Technical Group Project Ranking (Statewide)	
			Work Types
District (30%)	Performance Target	Measure	• 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
	N/A	District Administrator Evaluation	
Safety (25%)	Performance Target	Measure	
	Fatalities = 2% increase Fatality Rate = 2% increase Serious Injuries = 7% decrease Serious Injury Rate = 8% decrease Non-Motorized = 1% increase	Level of Safety Service	
Policy (10%)	Performance Target	Measure	
	Freight Reliability on Interstate (TTTR) = 2-year - 1.37; 4-year - 1.48	Freight Percentage (T-Factor)	
	N/A	Functional Classification	
	N/A	Disadvantaged Communities	

Expansion Category

ADOT MAP-21 Goals



Create Performance Measures that:

- Address ADOT LRTP and MAP-21 Goals/Strategies.
- Reduce overlap/correlation.
- Utilize available data sources.
- Can be developed/maintained by ADOT staff.
- Do not require extensive analysis steps.

P2P Scoring Breakdown Expansion

EXPANSION

Improvements that add capacity by adding new facilities

Work Types

- New grade-separated overpass / underpass (if adding lanes)
 - Railroad X-ing
 - Interchange
 - DHOV Ramp
- New lanes
- New rail
- New routes / bypass

Technical (50%)	Performance Target	Measure
	N/A	Level of Service (LOS)
	N/A	Total Delay
	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)
	N/A	Support Economic Vitality
	N/A	Improve Congestion
District (25%)	Performance Target	Measure
	N/A	District Administrator Evaluation
Safety (15%)	Performance Target	Measure
	(same as Modernization targets)	Level of Safety Service
Policy (10%)	Performance Target	Measure
	(same as Modernization targets)	Freight Percentage (T-Factor)
	N/A	Functional Classification
	N/A	Disadvantaged Communities

Preservation Category (Pavement, Bridge)

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

Technical (51%)	Performance Target	Measure
	% Interstate Good Condition = 44% % Interstate Poor Condition = 2% % Non-Interstate Good Condition = 28% % Non-Interstate Poor Condition = 6%	Pavement Condition: IRI, Cracking, & <u>Rutting</u> Deterioration Factors Lifecycle Factors
District (40%)	Performance Target	Measure
	N/A	District Administrator Evaluation
Policy (9%)	Performance Target	Measure
	N/A	Scoped Project (previous P2P cycle)
	N/A	Disadvantaged Communities

P2P Scoring Breakdown

Bridge Preservation

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

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

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

Open Discussion

Thank you!

Contact information

Jason James, P2P Manager - ADOT MPD

602-712-6166, jjames6@azdot.gov