

ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Ted Maxwell, Chairman
Jenny Howard, Vice Chair
Sam Elters, Member
Jamescita Peshlakai, Member
Bruce Bracker, Member
John Giles, Member
Doug Coleman, Member
Vacant, Member

Welcome to a meeting of the Arizona State Transportation Board. The Transportation Board consists of eight private citizen members appointed by the Governor, representing specific transportation districts. Board members are appointed for terms of six years each, with terms expiring on the third Monday in January of the appropriate year.

BOARD AUTHORITY

Although the administration of the Department of Transportation is the responsibility of the director, the Transportation Board has been granted certain policy powers in addition to serving in an advisory capacity to the director. In the area of highways the Transportation Board is responsible for establishing a system of state routes. It determines which routes are accepted into the state system and which state routes are to be improved. The Board has final authority on establishing the opening, relocating, altering, vacating or abandoning any portion of a state route or a state highway. The Transportation Board awards construction contracts and monitors the status of construction projects. With respect to aeronautics the Transportation Board distributes monies appropriated to the Aeronautics Division from the State Aviation Fund for planning, design, development, land acquisition, construction and improvement of publicly-owned airport facilities. The Board also approves airport construction. The Transportation Board has the exclusive authority to issue revenue bonds for financing needed transportation improvements throughout the state. As part of the planning process the Board determines priority planning with respect to transportation facilities and annually adopts the five year construction program.

PUBLIC INPUT

Members of the public may appear before the Transportation Board to be heard on any transportation-related issue. Persons wishing to protest any action taken or contemplated by the Board may appear before this open forum. The Board welcomes citizen involvement, although because of Arizona's open meeting laws, no actions may be taken on items which do not appear on the formal agenda. This does not, however, preclude discussion of other issues.

MEETINGS

The Transportation Board typically meets on the third Friday of each month. Meetings are held in locations throughout the state. **Due to potential health risks at large public gatherings, the Transportation Board asks that people attending Board meetings in person take safety precautions they feel appropriate to protect themselves and others. In addition, for the time being the Transportation Board will conduct concurrent telephonic/WebEx virtual meetings.** In addition to the regular business meetings held each month, the Board may conduct at least one public hearings each year to receive input regarding the proposed five-year construction program. Meeting dates are established for the following year at the December organization meeting of the Board.

BOARD MEETING PROCEDURE

Board members receive the agenda and all backup information one week before the meeting is held. They have studied each item on the agenda and have consulted with Department of Transportation staff when necessary. If no additional facts are presented at the meeting, they often act on matters, particularly routine ones, without further discussion. In order to streamline the meetings the Board has adopted the "consent agenda" format, allowing agenda items to be voted on en masse unless discussion is requested by one of the board members or Department of Transportation staff members.

BOARD CONTACT

Transportation Board members encourage citizens to contact them regarding transportation-related issues. Board members may be contacted through the Arizona Department of Transportation, 206 South 17th Avenue, Phoenix, Arizona 85007, Telephone (602) 712-7550.

NOTICE OF BOARD MEETING OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, July 17, 2026, at 9:00 a.m. The Board may vote to go into Executive Session to discuss certain matters, which will not be open to the public. Members of the Transportation Board may attend in person, or by telephone or video conference. The Board may modify the agenda order, if necessary.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.02, notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation of legal advice with legal counsel at its meeting on Friday, July 17, 2026, relating to any items on the agenda. Pursuant to A.R.S. 38-431.03(A), the Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

CIVIL RIGHTS

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons that require a reasonable accommodation based on language or disability should contact the Civil Rights Office at (602) 712-8946 or email

CivilRightsOffice@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por idioma o por discapacidad deben ponerse en contacto con 602.712.8946. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

AGENDA

A copy of the agenda for this meeting will be available at the office of the Transportation Board at 206 S. 17th Avenue, Phoenix, Arizona at least 24 hours in advance of the meeting.

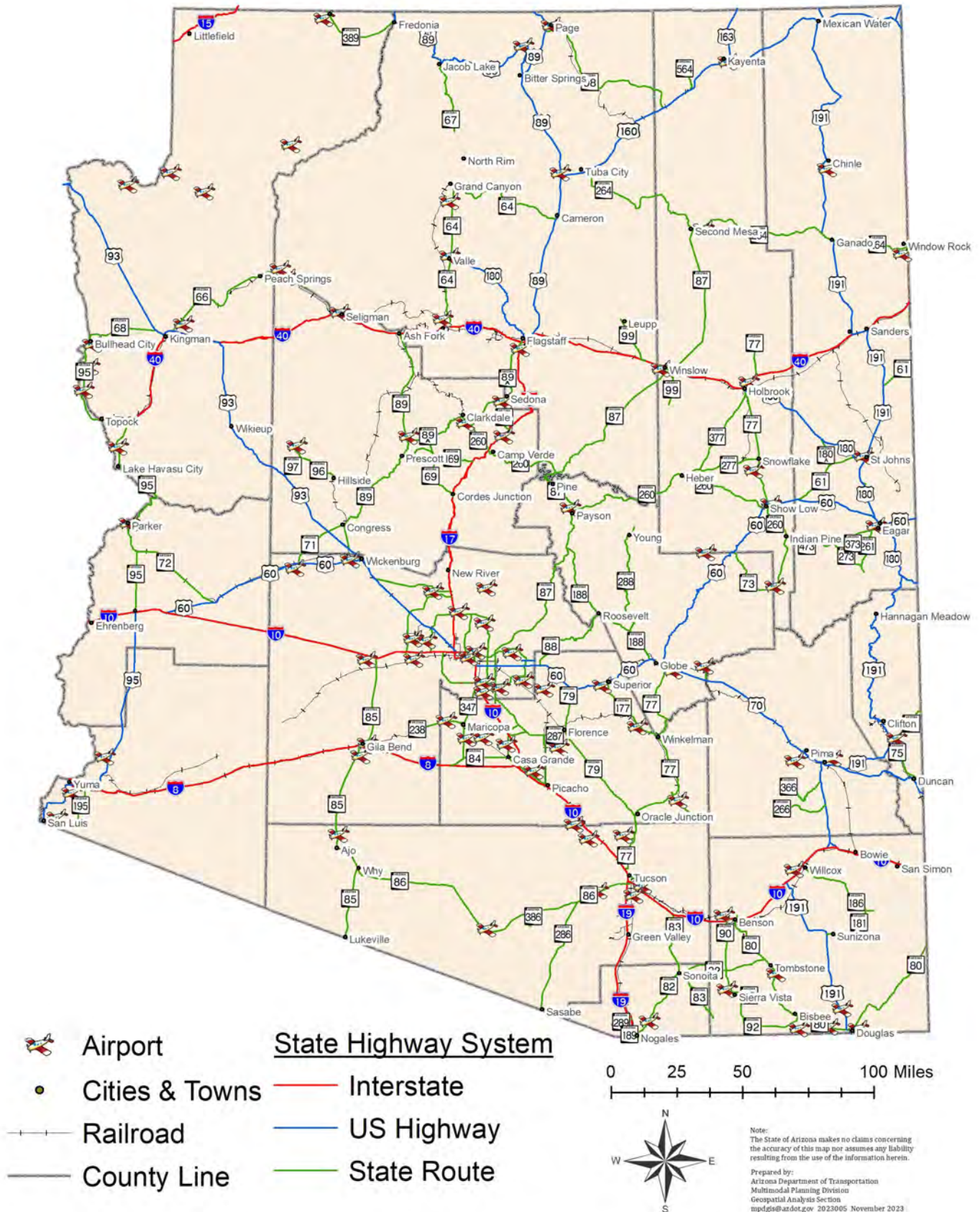
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

In the interest of efficiency and economy of time, the Arizona Transportation Board, having already had the opportunity to become conversant with items on its agenda, will likely defer action in relation to certain items until after agenda items requiring discussion have been considered and voted upon by its members. After all such items to discuss have been acted upon, the items remaining on the Board's agenda will be expedited and action may be taken on deferred agenda items without discussion. It will be a decision of the Board itself as to which items will require discussion and which may be deferred for expedited action without discussion.

The Chairman will poll the members of the Board at the commencement of the meeting with regard to which items require discussion. Any agenda item identified by any Board member as one requiring discussion will be accelerated ahead of those items not identified as requiring discussion. All such accelerated agenda items will be individually considered and acted upon ahead of all other agenda items. With respect to all agenda items not accelerated. i.e., those items upon which action has been deferred until later in the meeting, the Chairman will entertain a single motion and a single second to that motion and will call for a single vote of the members without any discussion of any agenda items so grouped together and so singly acted upon. Accordingly, in the event any person desires to have the Board discuss any particular agenda item, such person should contact one of the Board members before the meeting or ADOT Staff, at 206 South 17th Avenue, Room 133, Phoenix, Arizona 85007, or by phone (602) 712-7550. Please be prepared to identify the specific agenda item or items of interest.

Dated this 10th day of July, 2026

State Highway System with Railroads & Airports



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
 IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
 BOARD MEETING
 Chandler City Council Chambers
 88 E. Chicago Street
 Chandler, AZ 85225
 9:00 a.m., Friday, July 17, 2026

Telephonic Pursuant to A.R.S. Sec. 38-431.02, notice is hereby given to the members of the State Transportation Board and to the general public that the State Transportation Board will hold a board meeting open to the public on Friday, July 17th, 2026, at 9:00 a.m. The Board may vote to go into Executive Session, which will not be open to the public. Members of the Transportation Board may attend in-person at or by telephone or video conference call. The Board may modify the agenda order, if necessary.

Public Participation Members of the public who want to observe or participate in the Transportation Board meeting can either attend in person or access the meeting by using the WebEx meeting link at www.aztransportationboard.gov. Join the meeting as a participant and follow the instruction to use your telephone to enable audio. For members of the public attending in person, physical access to the meeting place begins at 8:00 a.m.

EXECUTIVE SESSION OF THE STATE TRANSPORTATION BOARD

Pursuant to A.R.S. 38-431.03 (A)(3), notice is hereby given to the members of the Arizona State Transportation Board and to the general public that the Board may meet in Executive Session for discussion or consultation for legal advice with legal counsel at its meeting on Friday July 17, 2026. The Board may, at its discretion, recess and reconvene the Executive Session as needed, relating to any items on the agenda.

PLEDGE

The Pledge of Allegiance

ROLL CALL

Roll call by Board Secretary

OPENING REMARKS

Opening remarks by Chairman Maxwell

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964, as amended.

Reminder to fill out survey cards presentation

<https://docs.google.com/forms/d/e/1FAIpQLSdr7eC3VJShEFhDFijBRREvZGFhxJWP68MpJrUYlhRXcZVqVg/viewform>

CALL TO THE AUDIENCE (information only)

VIRTUAL:

An opportunity for citizens to discuss items of interest with the Board . To address the Board please fill out a Request for Public Input Form and email the form to boardinfo@azdot.gov. The form is located on the Transportation Board's website <https://aztransportationboard.gov/index.asp>. Request for Public Input Forms will be taken until 8:00 AM the morning of the Board Meeting. Since this is a telephonic/WebEx conference meeting everyone will be muted when they call into the meeting. When your name is called to provide your comments, you will indicate your presence by virtually raising your hand using your phone keypad or through the WebEx application.

To raise your hand over the phone:

If you have joined us using your telephone, raise your hand by pressing *3 on your phone keypad. You will be unmuted by the meeting moderator and asked to make your comments. When you have finished speaking or when your time is up, please lower your hand by pressing *3 on your phone keypad.

To raise your hand using the WebEx computer or internet browser application:

If you have joined us using the WebEx computer or internet browser application, open your participant panel located on the menu on the bottom left of your screen. When the participant panel opens, click on the hand icon on the right side of your name on the participant panel. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished making your comment, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

To raise your hand using the WebEx iPhone or Android application:

If you have joined us using the WebEx iPhone or Android application, select the three dot menu icon on the bottom of the screen. When it opens, select "Raise Hand" at the top of the menu screen. You will be unmuted by the meeting moderator and asked to make your comment. When you have finished speaking, the moderator will mute your line and we ask that you please lower your hand by clicking on the hand icon again.

IN PERSON:

An opportunity for members of the public to discuss items of interest with the Board. Please fill out a Request for Public Input Form and turn in to the Secretary if you wish to address the Board.

A three minute time limit will be imposed.

BOARD MEETING

ITEM 1: Director's Report

The Director will provide a report on current issues and events affecting ADOT.

(For information and discussion only — Jennifer Toth, Director)

A) Overview of successes and current activities

B) Last Minute Items to Report

(For information only. The Transportation Board is not allowed to propose, discuss, deliberate or take action on any matter under "Last Minute Items to Report," unless the specific matter is properly noticed for action.)

ITEM 2: District Report— Northeast District Report

Staff will provide an update and overview of issues of regional significance, including an update on current and upcoming construction projects, district operations, maintenance activities and any regional transportation studies.

(For information and discussion only — Joshua Lee, Assistant District Engineer)

***ITEM 3: Consent Agenda**

Page 9

Consideration by the Board of items included in the Consent Agenda. Any member of the Board may ask that any item on the Consent Agenda be pulled for individual discussion and disposition. (For information and possible action)

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting
- Minutes of Special Board Meeting
- Minutes of Study Sessions
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they do not exceed 15% or \$200,000, whichever is lesser.

ITEM 4: Financial Report

Staff will provide an update on financing issues and summaries on the items listed below:

(For information and discussion only — Jacob Gable, Chief Financial Officer)

- Revenue Collections for Highway User Revenues
- Maricopa Transportation Excise Tax Revenues
- Aviation Revenues
- Interest Earnings
- HELP Fund status
- Federal-Aid Highway Program
- HURF and RARF Bonding
- GAN issuances
- Board Funding Obligations
- Contingency Report

ITEM 5: Multimodal Planning Division Report

Pursuant to A.R.S. 28-506, staff will present an update on the current planning activities, to include the following:

- A) Tribal Transportation Update
- C) Last Minute items

(For information and discussion only — Justin Feek, Division Director, Multimodal Planning Division)

ITEM 6: AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program

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Staff will present AZ SMART fund program report.

- A) July 2026 AZ SMART Fund Report

(For discussion — Iqbal Hossain, Deputy Division Director, Multimodal Planning Division)

***ITEM 7: Priority Planning Advisory Committee (PPAC)**

Page 89

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2026 - 2030 Statewide Transportation Facilities Construction Program.

(For discussion and possible action — Justin Feek, Division Director, Multimodal Planning Division)

***ITEM 8: Performance Audit of the Maricopa Association of Governments Regional Transportation Plan and ADOT Response**

Page 98

Staff will present a summary of the MAG Regional Transportation Audit for consideration and concurrence with findings and the response to the recommendations.

(For discussion and possible action — Audra Merrick, State Engineer/Deputy Director)

***ITEM 9: State Engineer's Report**

Page 170

Staff will present a report showing the status of highway projects under construction, including total number and dollar value. Provide an overview of Construction, Transportation and Operations Program impact, due to the public health concerns.

(For information and discussion only — Audra Merrick, State Engineer/ Deputy Director)

*ITEMS that may require Board Action

***ITEM 10: Construction Contracts**

Page 177

Staff will present recommended construction project awards that are not on the Consent Agenda.

(For discussion and possible action — Audra Merrick, State Engineer/Deputy Director)

ITEM 11: Suggestions

Board Members will have the opportunity to suggest items they would like to have placed on future Board Meeting agendas and any topics for the next board meeting. Staff will remind everyone of the location for the next board meeting.

***Adjournment**

*ITEMS that may require Board Action

Items on the Consent Agenda generally consist of the following:

- Minutes of previous Board Meeting , Special Board Meeting and/or Study Session
- Right-of-Way Resolutions
- Construction Contracts that have no bidder protest or State Engineer inquiry and meet the following criteria:
 - Low bidder is no more than 15% under state estimate
 - Low bidder is no more than 10% over state estimate
- Programming changes for items that are a part of the approved scope of the project if they exceed 15% or \$200,000, whichever is lesser.

RIGHT OF WAY RESOLUTIONS (action as noted)

- | | |
|--------------------|---|
| *ITEM: 3a RES. NO. | 2026-07-A-024 |
| PROJECT: | I-10-2(33) |
| HIGHWAY: | EHRENBURG - PHOENIX |
| SECTION: | Perryville Rd – Bullard Ave. (Estrella Pkwy - I-10) |
| ROUTE NO.: | Interstate Route 10 |
| DISTRICT: | Central |
| COUNTY: | Maricopa |
| DISPOSAL: | D-C-141 |
| RECOMMENDATION: | Abandon to the City of Goodyear, in accordance with Intergovernmental Agreement No. 24-0009601-1, dated February 01, 2024, right of way acquired for construction along Estrella Parkway that is no longer needed for the State Transportation. |
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- | | |
|--------------------|---|
| *ITEM: 3b RES. NO. | 2026-07-A-025 |
| PROJECT: | 040 CN 236 F0775 / 040-D(253)T |
| HIGHWAY: | FLAGSTAFF - HOLBROOK |
| SECTION: | Meteor Crater Rest Area |
| ROUTE NO.: | Interstate Route 40 |
| DISTRICT: | Northcentral |
| COUNTY: | Coconino |
| RECOMMENDATION: | Establish new right of way as a state route under the above referenced project to be utilized for the reconfiguration and improvements, necessary to enhance convenience and safety for the traveling public. |
-
- | | |
|--------------------|---|
| *ITEM: 3c RES. NO. | 2026-07-A-026 |
| PROJECT: | 093 YV 190 F0738 / 093-B(230)T |
| HIGHWAY: | KINGMAN - WICKENBURG |
| SECTION: | Vista Royale |
| ROUTE NO.: | U. S. Route 93 |
| DISTRICT: | Northwest |
| COUNTY: | Yavapai |
| RECOMMENDATION: | Establish new right of way as a state route and state highway to accommodate design change and facilitate the construction phase of roadway improvements including widening to a four- lane divided highway for increased traffic flow, necessary to enhance convenience and safety for the traveling public. |

RIGHT OF WAY RESOLUTIONS (action as noted)

*ITEM: 3d RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way – SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai
RECOMMENDATION: Establish new right of way as a state highway to facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the abandonment of certain right of way acquired for Ehrenberg - Phoenix Highway within the above referenced project.

The right of way to be abandoned was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Goodyear has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Intergovernmental Agreement No. 24-0009601-1, dated February 01, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209.

Accordingly, I recommend that the State's interest in the right of way be abandoned, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: EHRENBURG - PHOENIX HIGHWAY, Perryville Rd. - Bullard Ave., Interstate 10, Project I-10-2(33)", and is shown in Appendix "A" attached hereto.

I further recommend that the right of way depicted in Appendix "A" be removed from the State Highway System and abandoned to the City of Goodyear, in accordance with that certain Intergovernmental Agreement No. 24-0009601-1, dated February 01, 2024, and as provided in Arizona Revised Statutes §§28-7207 and 28-7209; subject to the retention of existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and subject to the reservation of a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under control of the Arizona Department of Transportation, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project.

All other rights of way, easements and appurtenances thereto, subject to the provisions of Arizona Revised Statutes §28-7210, shall continue as they existed prior to the disposal of the right of way depicted in Appendix "A".

The abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes §28-7213.

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

This resolution is considered the conveying document for the right of way to be abandoned; and no further conveyance is legally required.

Pursuant to Arizona Revised Statutes §28-7046, I recommend that the Arizona State Transportation Board adopt a resolution making this recommendation effective.

Respectfully submitted,

AUDRA MERRICK, P. E., Deputy Director
for Transportation/State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

RESOLUTION OF ABANDONMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 17, 2026 presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes §28-7046, recommending the abandonment of certain right of way to the City of Goodyear within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Goodyear has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Intergovernmental Agreement No. 24-0009601-1, dated February 01, 2024, executed pursuant to the provisions of Arizona Revised Statutes §28-7209.

Accordingly, it is recommended that the State's interest in the right of way be abandoned.

The right of way to be abandoned is delineated on the maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the EHRENBURG - PHOENIX HIGHWAY, Perryville Rd. - Bullard Ave., Interstate 10, Project I-10-2(33)", and is shown in Appendix "A" attached hereto.

WHEREAS said right of way is no longer needed for state transportation purposes; and

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

WHEREAS the City of Goodyear has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with that certain Intergovernmental Agreement No. 24-0009601-1, dated February 01, 2024, executed pursuant to the provisions of Arizona Revised Statutes § 28-7209; and

WHEREAS for the convenience and safety of the traveling public, it is necessary that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, shall retain existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and shall reserve a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on said maps and plans; and

WHEREAS this resolution is considered the conveying document for such right of way; and no further conveyance is legally required; and

WHEREAS this Board finds that public safety, necessity and convenience will be served by accepting the Deputy Director's report; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Goodyear, in accordance with that certain Intergovernmental Agreement No. 24-0009601-1, dated February 01, 2024, and as provided in Arizona Revised Statutes §§ 28-7207, 28-7209 and 28-7210; be it further

RESOLVED that within the area of abandonment, the State of Arizona, acting by and through its Department of Transportation, hereby retains existing access control and all other currently existing facilities and structures of the State Transportation System, if any; and reserves a perpetual easement for ingress, egress and maintenance of said existing facilities and structures, if any, including, but not limited to: said access control, soundwalls, drainage, signage, utilities, and any and all appurtenances thereto, which shall remain intact and under ADOT control, as depicted in the attached Appendix "A" and on the maps and plans of the above referenced project; be it further

RESOLVED that this abandonment becomes effective upon recordation in the Office of the County Recorder in accordance with Arizona Revised Statutes § 28-7213; and that this resolution is the conveying document for the right of way abandoned herein; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director provide written notice to the City of Goodyear, evidencing the abandonment of the State's interest.

July 17, 2026

RES. NO. 2026-07-A-024
PROJECT: I-10-2(33)
HIGHWAY: EHRENBURG - PHOENIX
SECTION: Perryville Rd. - Bullard Ave. (Estrella Pkwy -
I-10)
ROUTE NO.: Interstate Route 10
DISTRICT: Central
COUNTY: Maricopa
DISPOSAL: D-C-141

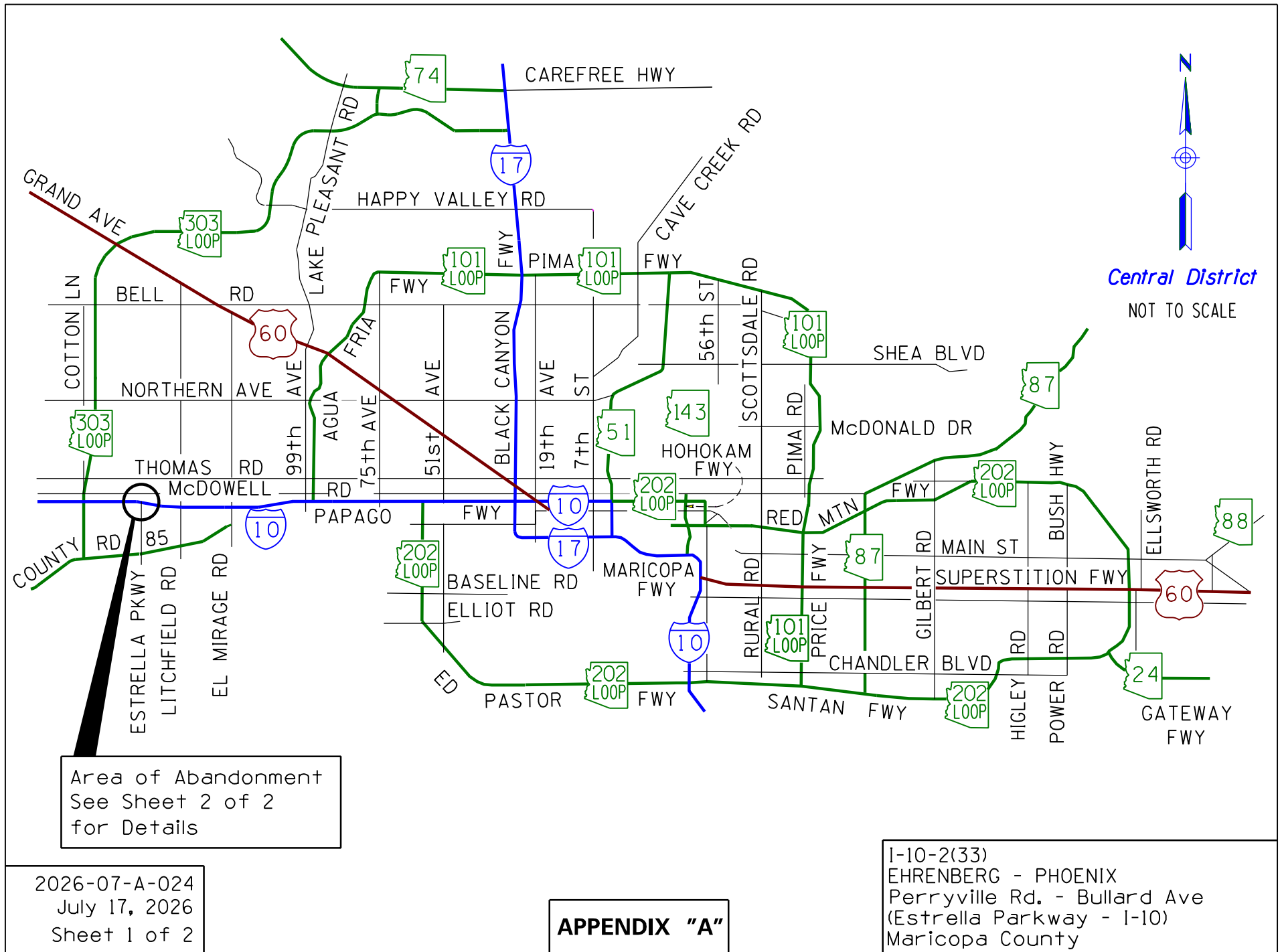
CERTIFICATION

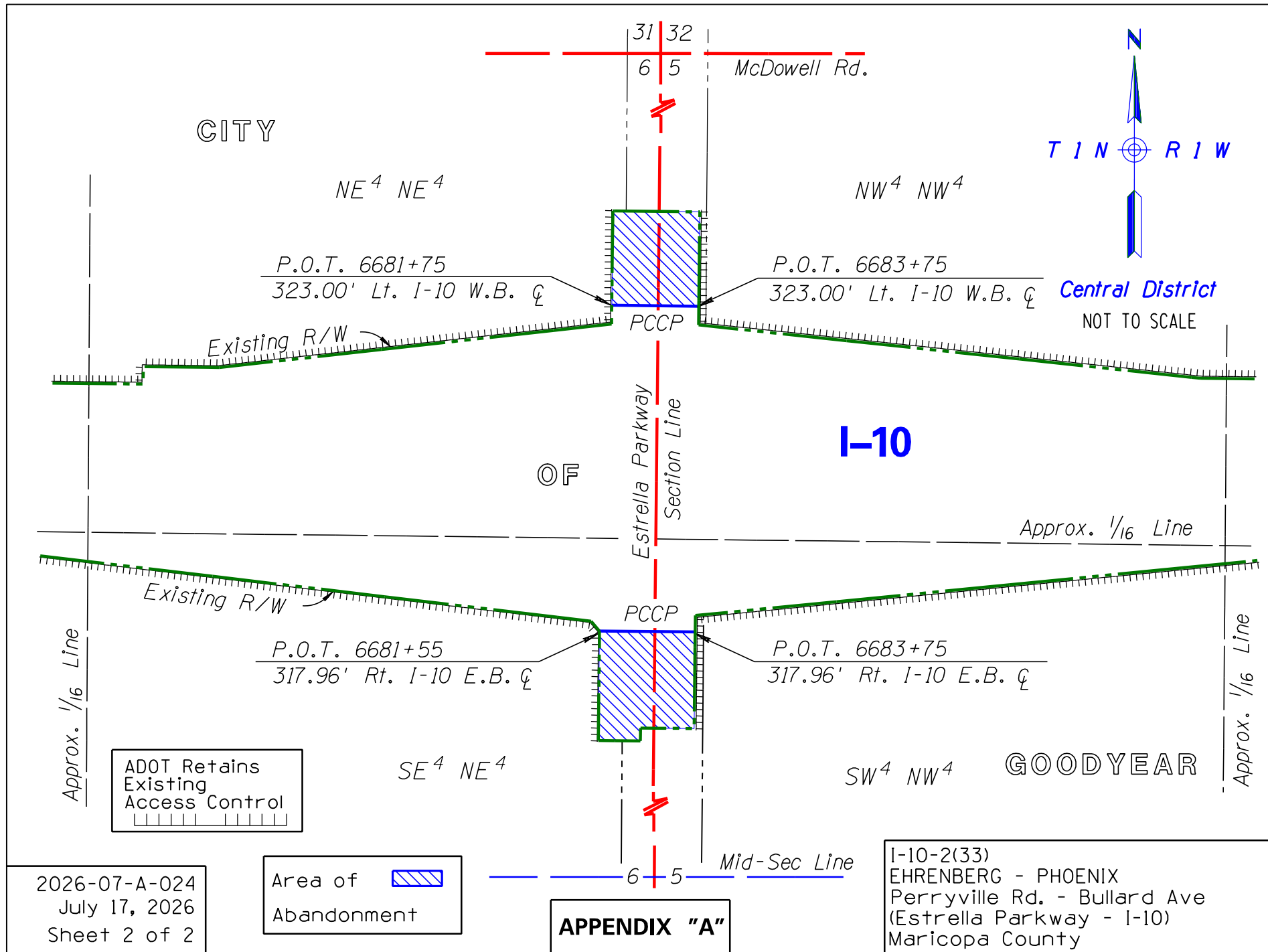
I, AUDRA MERRICK, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 17, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 17, 2026.

AUDRA MERRICK, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal





July 17, 2026

RES. NO. 2026-07-A-025
PROJECT: 040 CN 236 F0775 / 040-D(253)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Meteor Crater Rest Area
ROUTE NO.: Interstate Route 40
DISTRICT: Northcentral
COUNTY: Coconino

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment and improvement of the Flagstaff - Holbrook Highway, Interstate Route 40, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to be utilized for reconfiguration and improvements, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, including access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage II Design Plans, dated May 28, 2026 of the FLAGSTAFF - HOLBROOK HIGHWAY, Meteor Crater Rest Area Truck Parking Expansion, Project 040 CN 235 F0775 01C / 040-D(253)T".

July 17, 2026

RES. NO. 2026-07-A-025
PROJECT: 040 CN 236 F0775 / 040-D(253)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Meteor Crater Rest Area
ROUTE NO.: Interstate Route 40
DISTRICT: Northcentral
COUNTY: Coconino

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established and improved as a state route, that access be controlled, and that the new right of way shall be established as a state highway prior to construction.

I further recommend the acquisition of the new right of way pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, an estate in fee, or such other interest as required, including advance, future and early acquisition, access rights, exchanges, donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

AUDRA MERRICK, P. E., Deputy Director
for Transportation/State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 17, 2026

RES. NO. 2026-07-A-025
PROJECT: 040 CN 236 F0775 / 040-D(253)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Meteor Crater Rest Area
ROUTE NO.: Interstate Route 40
DISTRICT: Northcentral
COUNTY: Coconino

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 17, 2026, presented and filed with the Arizona State Transportation Board his written report under Arizona Revised Statutes § 28-7046, recommending the acquisition and establishment of new right of way for the improvement of the Flagstaff - Holbrook Highway, Interstate Route 40, as set forth in the above referenced project.

New right of way is now needed to be utilized for reconfiguration and improvements, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Stage II Design Plans, dated May 28, 2026 of the FLAGSTAFF - HOLBROOK HIGHWAY, Meteor Crater Rest Area Truck Parking Expansion, Project 040 CN 235 F0775 01C / 040-D(253)T".

July 17, 2026

RES. NO. 2026-07-A-025
PROJECT: 040 CN 236 F0775 / 040-D(253)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Meteor Crater Rest Area
ROUTE NO.: Interstate Route 40
DISTRICT: Northcentral
COUNTY: Coconino

WHEREAS establishment as a state route, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way needed for this improvement, and that access to the highway be controlled as delineated on the maps and plans; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

RESOLVED that the new right of way as depicted in Appendix "A" is hereby designated a controlled access state route, that the new right of way shall be established as a state highway prior to construction, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as indicated by the maps and plans. Where no access is shown, none will be allowed to exist; be it further

July 17, 2026

RES. NO. 2026-07-A-025
PROJECT: 040 CN 236 F0775 / 040-D(253)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Meteor Crater Rest Area
ROUTE NO.: Interstate Route 40
DISTRICT: Northcentral
COUNTY: Coconino

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired and that necessary parties be compensated.

July 17, 2026

RES. NO. 2026-07-A-025
PROJECT: 040 CN 236 F0775 / 040-D(253)T
HIGHWAY: FLAGSTAFF - HOLBROOK
SECTION: Meteor Crater Rest Area
ROUTE NO.: Interstate Route 40
DISTRICT: Northcentral
COUNTY: Coconino

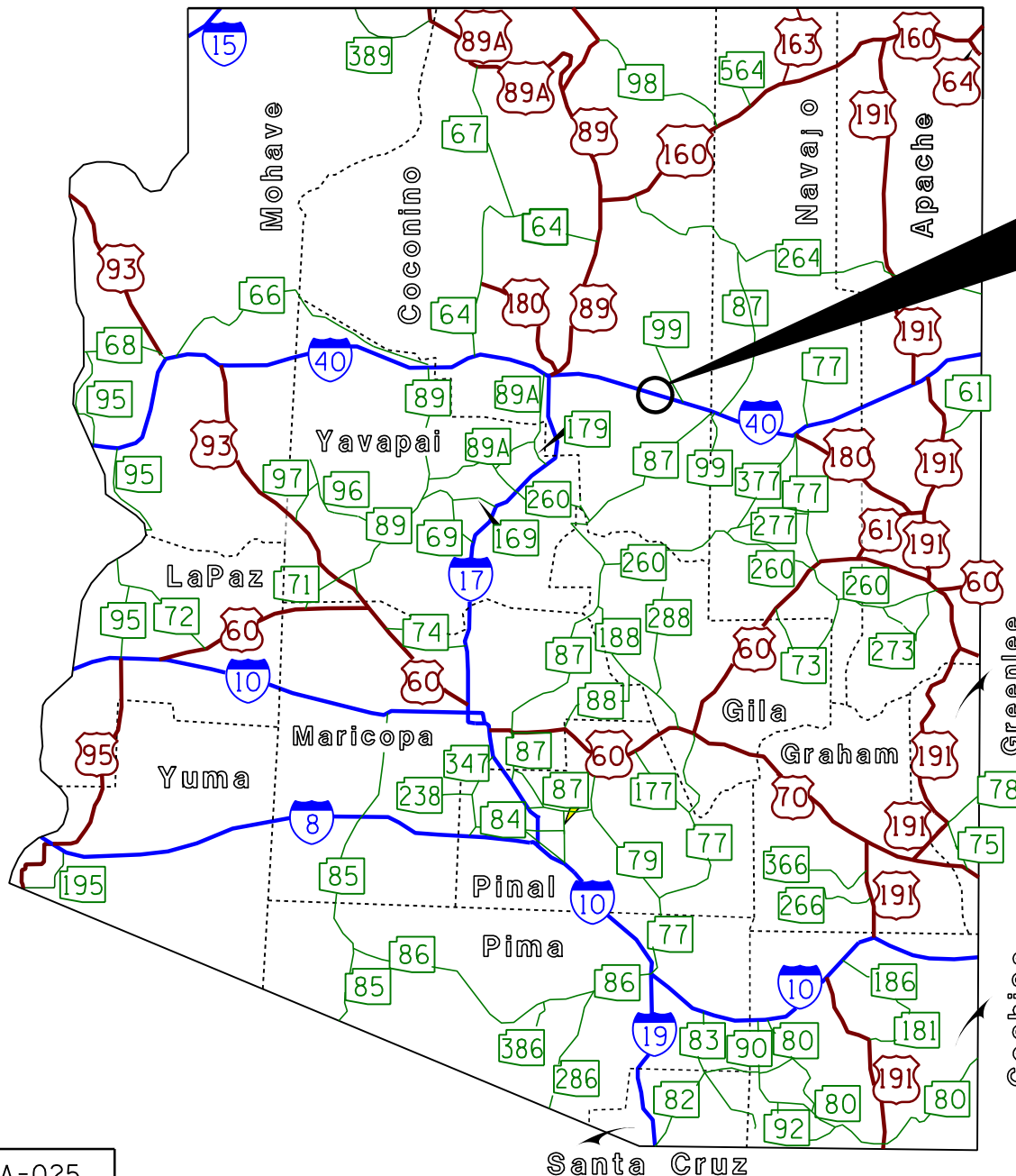
CERTIFICATION

I, AUDRA MERRICK, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 17, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 17, 2026.

AUDRA MERRICK, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal



Area of Establishment
See Sheet 2 of 2
for Details



2026-07-A-025
July 17, 2026
Sheet 1 of 2

APPENDIX "A"

040 CN 236 F0775 / 040-D(253)T
FLAGSTAFF - HOLBROOK
Meteor Crater Rest Area
Coconino County

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state route and state highway for the improvement of the Kingman-Wickenburg Highway, U.S. Route 93, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to accommodate design change and construction of roadway improvements including widening to a four-lane divided highway for increased traffic flow, necessary for enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the KINGMAN - WICKENBURG HIGHWAY, Vista Royale, Project 093 YV 190 F0738 / 093-B(230)T".

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state route and state highway, and that access is controlled.

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, as an estate in fee, or such other interest as is required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state route and state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

AUDRA MERRICK, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 17, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way as a state route and state highway for the improvement of the Kingman-Wickenburg Highway, U.S. Route 93, as set forth in the above referenced project.

New right of way is now needed to accommodate design change and construction of roadway improvements including widening to a four-lane divided highway for increased traffic flow, necessary for enhanced convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state route and state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state route and state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the KINGMAN - WICKENBURG HIGHWAY, Vista Royale, Project 093 YV 190 F0738 / 093-B(230)T".

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

WHEREAS establishment as a state route and state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state route and state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state route and state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state route and state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that written notice has been provided to the County Board of Supervisors in accordance with Arizona Revised Statutes §28-7043, and to the affected governmental jurisdictions whose local existing roadways are being immediately established as a state route and state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state route and state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

July 17, 2026

RES. NO. 2026-07-A-026
PROJECT: 093 YV 190 F0738 / 093-B(230)T
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Vista Royale
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

CERTIFICATION

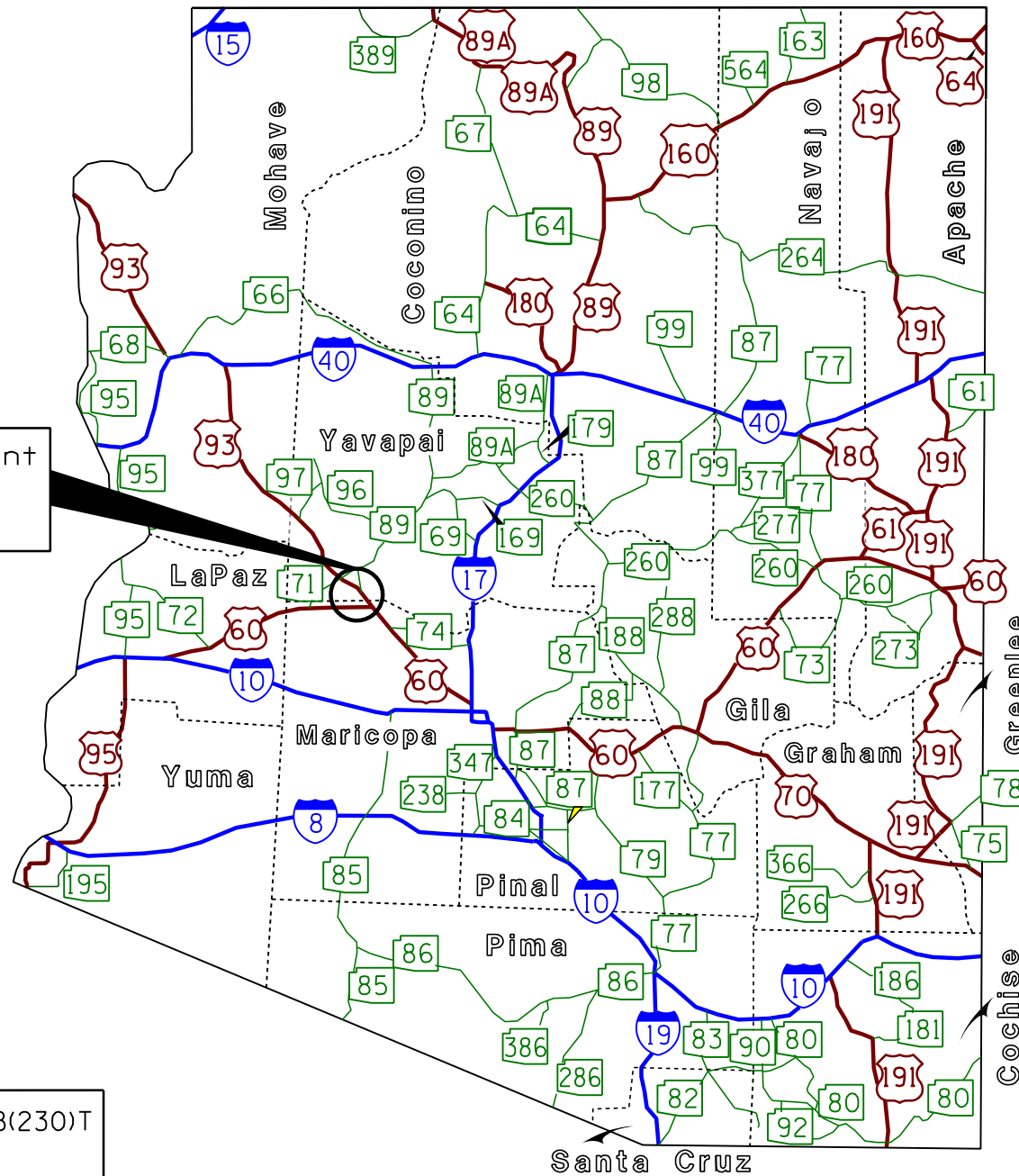
I, AUDRA MERRICK, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on July 17, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 17, 2026.

AUDRA MERRICK, P. E., Deputy Director
for Transportation / State Engineer
Arizona Department of Transportation

Seal

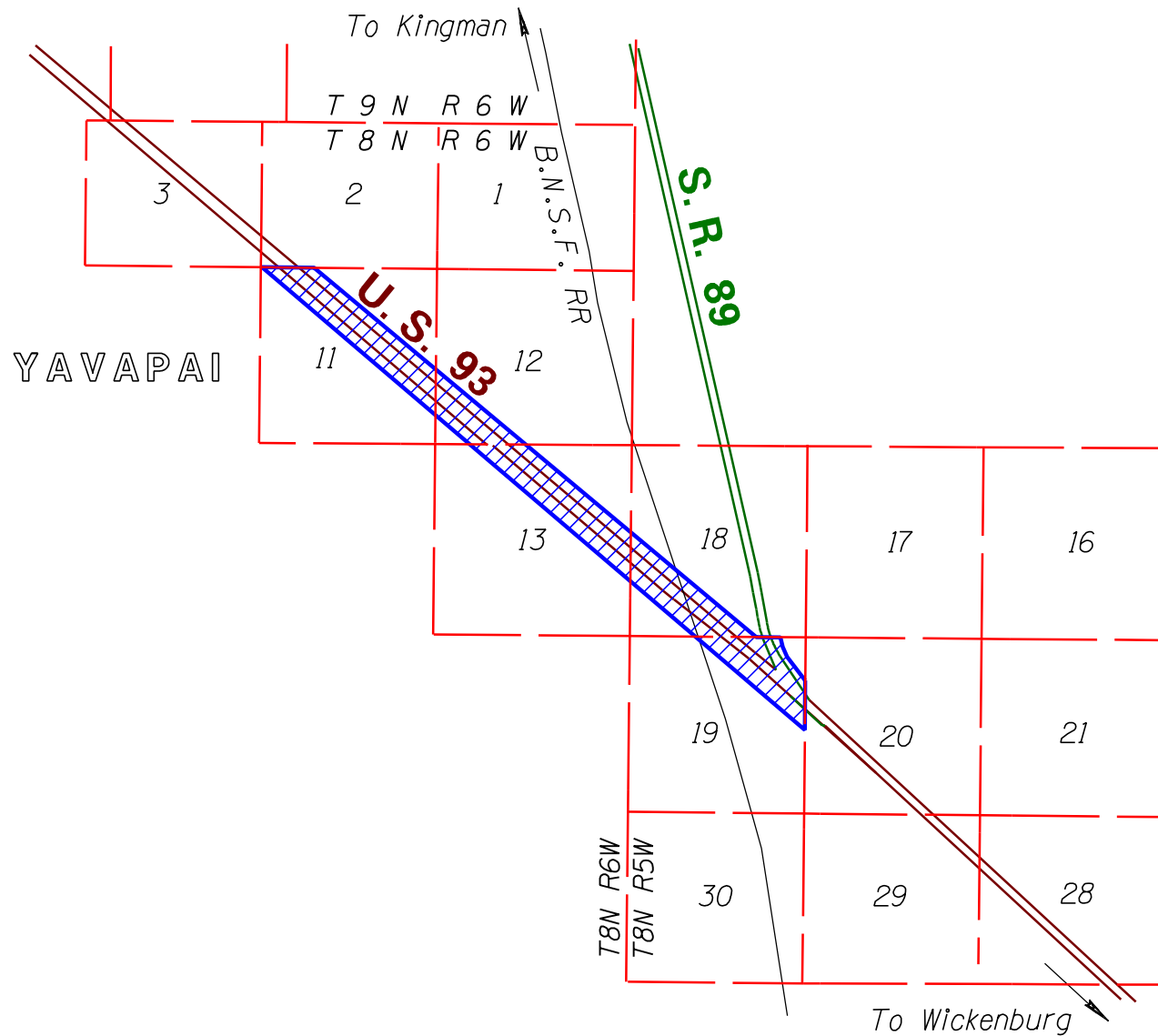
Area of Establishment
See Sheet 2 of 2
For Details



093 YV 190 F0738 093-B(230)T
KINGMAN - WICKENBURG
Vista Royale
Yavapai County

APPENDIX "A"

2026-07-A-026
July 17, 2026
Sheet 1 of 2



Northwest District
NOT TO SCALE

093 YV 190 F0738 093-B(230)T
KINGMAN - WICKENBURG
Vista Royale
Yavapai County

Area of 
Establishment

APPENDIX "A"

2026-07-A-026
July 17, 2026
Sheet 2 of 2

July 17, 2026

RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the establishment of new right of way as a state highway for the improvement of the Kingman - Wickenburg Highway, U. S. Route 93, within the above referenced project.

The existing right of way was previously established by various resolutions placed of record over the years by the Arizona State Highway Commission, and/or its successor, the Arizona State Transportation Board, which became the governing body of the State Transportation System on July 01, 1974.

New right of way is now needed to facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the KINGMAN - WICKENBURG HIGHWAY, Wickenburg Ranch Way - SR 89, Project 093 YV 194 F0125 / 093-B(217)Z".

July 17, 2026

RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

In the interest of public safety, necessity and convenience, I recommend that the new right of way depicted in Appendix "A" be established as a state highway, and that access is controlled.

I recommend the acquisition of the new right of way, pursuant to Arizona Revised Statutes §§28-7092 and 28-7094, as an estate in fee, or such other interest as is required, including advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans.

I further recommend the immediate establishment of existing county, town and city roadways into the state highway system as a controlled access state highway, which are necessary for or incidental to the improvement as delineated on said maps and plans, to be effective upon signing of this recommendation. This resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required.

July 17, 2026

RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

Pursuant to Arizona Revised Statutes §28-7046, I recommend the adoption of a resolution making this recommendation effective.

Respectfully submitted,

AUDRA MERRICK, P. E., Deputy Director
for Transportation/State Engineer
Arizona Department of Transportation

ARIZONA DEPARTMENT OF TRANSPORTATION
205 South 17th Avenue
R/W Titles Section, MD 612E
Phoenix, Arizona 85007-3212

July 17, 2026

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HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
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RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on July 17, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes §28-7046, recommending the acquisition and establishment of new right of way as a state highway for the improvement of the Kingman - Wickenburg Highway, U. S. Route 93, as set forth in the above referenced project.

New right of way is now needed to facilitate the construction phase of the above referenced project, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the new right of way as a state highway, and that access be controlled as necessary for this improvement project.

The new right of way to be established as a state highway and acquired for this improvement, to include access control as necessary, is depicted in Appendix "A" and delineated on maps and plans on file in the office of the State Engineer, Project Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the KINGMAN - WICKENBURG HIGHWAY, Wickenburg Ranch Way - SR 89, Project 093 YV 194 F0125 / 093-B(217)Z".

July 17, 2026

RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

WHEREAS establishment as a state highway, and acquisition of the new right of way as an estate in fee, or such other interest as required, is necessary for this improvement, with authorization pursuant to Arizona Revised Statutes §§28-7092 and 28-7094 to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the new right of way as a state highway needed for this improvement and that access to the highway be controlled as delineated on the maps and plans; and

WHEREAS the existing county, town or city roadways, as delineated on said maps and plans, are hereby established as a state highway by this resolution action; and this resolution is considered the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; therefore, be it

RESOLVED that the recommendation of the Deputy Director is adopted and made part of this resolution; be it further

RESOLVED that the right of way depicted in Appendix "A" is hereby designated a state highway, to include any existing county, town or city roadways, and that ingress and egress to and from the highway and to and from abutting, adjacent, or other lands be denied, controlled or regulated as delineated on said maps and plans. Where no access is shown, none will be allowed to exist; be it further

July 17, 2026

RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, pursuant to Arizona Revised Statutes §§ 28-7092 and 28-7094, an estate in fee, or such other interest as is required, to include advance, future and early acquisition, access rights, exchanges or donations, haul roads, material for construction, and various easements in any property necessary for or incidental to the improvements, as delineated on said maps and plans; be it further

RESOLVED that written notice has been provided to the County Board of Supervisors in accordance with Arizona Revised Statutes §28-7043, and to the affected governmental jurisdictions whose local existing roadways are being immediately established as a state highway herein; and that this resolution is the conveying document for such existing county, town and city roadways; and no further conveyance is legally required; be it further

RESOLVED that the Deputy Director secure an appraisal of the property to be acquired, including access rights, and that necessary parties be compensated - with the exception of any existing county, town or city roadways being immediately established herein as a state highway. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

July 17, 2026

RES. NO. 2026-07-A-027
PROJECT: 093 YV 194 F0125 / 093-B(217)Z
HIGHWAY: KINGMAN - WICKENBURG
SECTION: Wickenburg Ranch Way - SR 89
ROUTE NO.: U. S. Route 93
DISTRICT: Northwest
COUNTY: Yavapai

CERTIFICATION

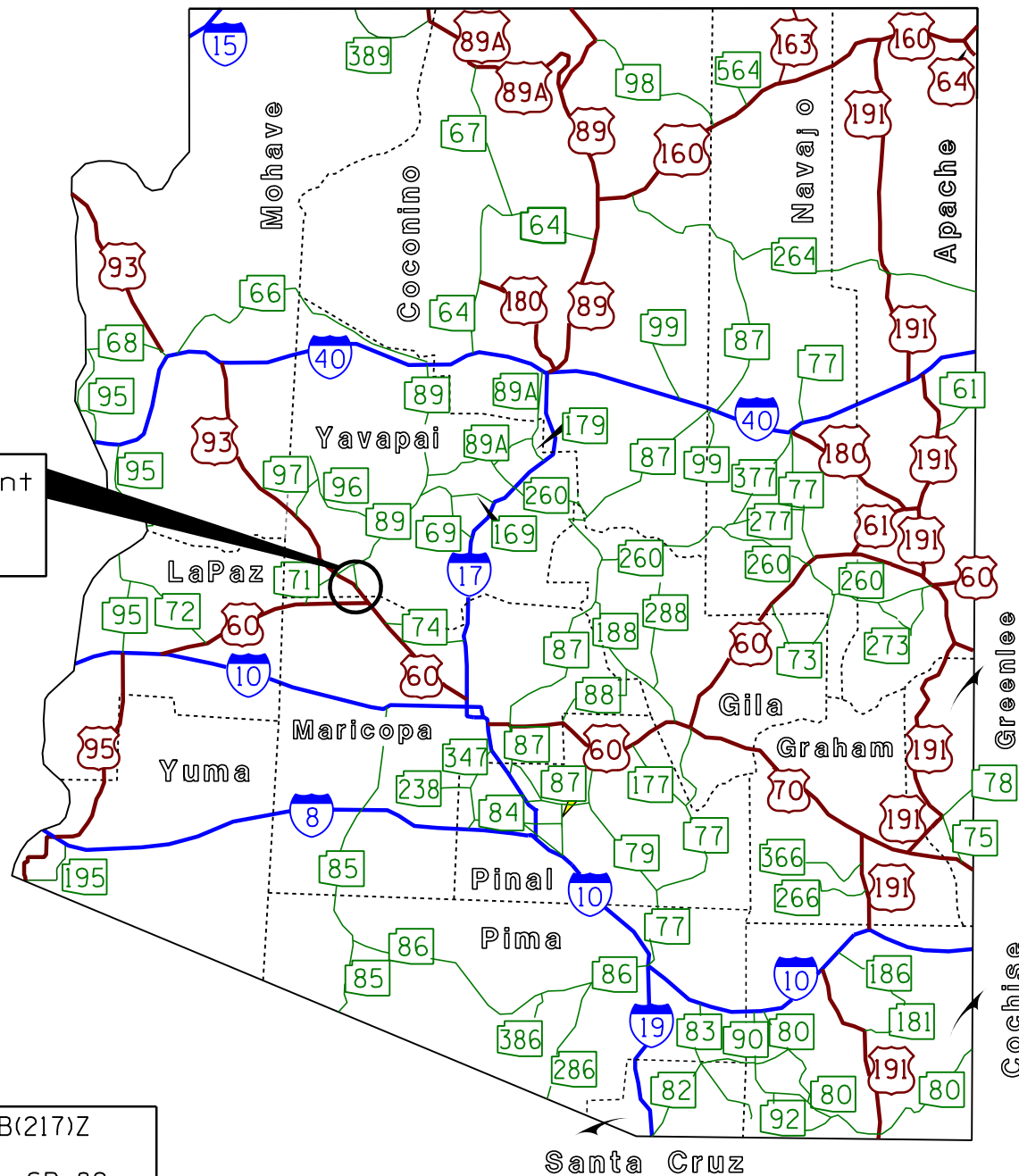
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IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on July 17, 2026.

AUDRA MERRICK, P. E., Deputy Director
for Transportation/State Engineer
Arizona Department of Transportation

Seal

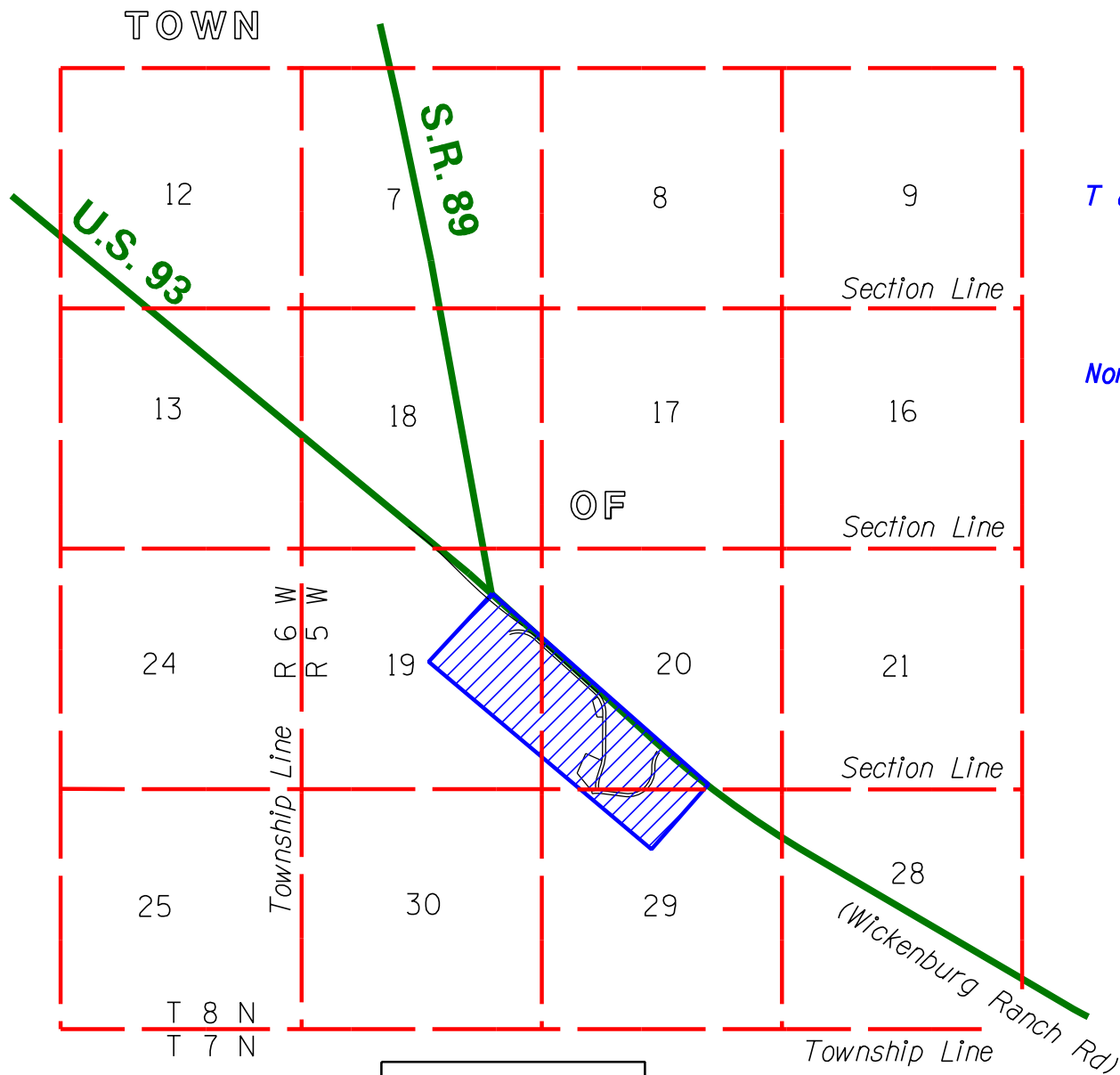
Area of Establishment
See Sheet 2 of 2
for Details



093 YV 194 F0125 / 093-B(217)Z
KINGMAN - WICKENBURG
Wickenburg Ranch Way - SR 89
Yavapai County

APPENDIX "A"

2026-07-A-027
July 17, 2026
Sheet 1 of 2



093 YV 194 F0125 / 093-B(217)Z
KINGMAN - WICKENBURG
Wickenburg Ranch Way - SR 89
Yavapai County

Area of 
Establishment

APPENDIX "A"

2026-07-A-027
July 17, 2026
Sheet 2 of 2

**STATE TRANSPORTATION BOARD MEETING
IN PERSON AND
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, December 19, 2025

Call to Order

Chair Jenn Daniels called the State Transportation Board Meeting to order at 9:02 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roerich

Roll Call by Board Secretary, Karen Eatherly

A quorum of the State Transportation Board was present. **In attendance (In Person and Via WebEx):** Chair Jenn Daniels, Board Member Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , Vice Chair Ted Maxwell, Board Member Alexis Hermosillo, and Board Member Bracker were in attendance. There were approximately 70 members of the public on-line and approximately 28 attendees in person.

Opening Remarks

Chair Jenn Daniels

Title VI of the Civil Rights Act

Floyd Roerich, read Title VI of the Civil Rights Act of 1964, as amended. Floyd also reminded individuals to fill out survey cards, with the link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

BOARD MEETING

VIA WEBEX AND IN PERSON AT:

December 19, 2025
9:00 a.m.

PREPARED FOR:
ADOT STATE TRANSPORTATION BOARD
(Certified Copy)

In-Person Speakers

Julia Wheatley, Mayor of Queen Creek.....	5
Rich Vitiello, Pinal County Board of Supervisors.....	8
Nancy Smith, Mayor of Maricopa.....	9
Bill Robertson, City of Maricopa Planning & Zoning Commission.....	11
Kevin Biesty, Freeport-McMoRan.....	13
Vincent Manfredi, Vice Mayor, City of Maricopa.....	15
<u>Telephonic/WebEx Speakers</u>	
Jeronimo Vasquez, Coconino County Board of Supervisors.....	18
Ron Angerame, Resident of Maricopa.....	19

Telephonic/WebEx Speakers

PROCEEDINGS, ARIZONA DEPARTMENT OF TRANSPORTATION, STATE
TRANSPORTATION BOARD MEETING, was reported from electronic media
by TERESA A. WATSON, Registered Merit Reporter and a Certified
Reporter in and for the State of Arizona.

Board Members:

Jenn Daniels, Chair
Ted Maxwell, Vice Chair
Jenny Howard, Board Member
Sam Elters, Board Member (Absent)
Jamescita Peshlakai, Board Member
Alexis Hermosillo, Board Member (via WebEx)
Bruce Bracker, Board Member

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Item 3 - Consent Agenda.....	36
Item 4 - Financial Report, Kristine Ward, Chief Financial Officer.....	36
Item 5 - Multimodal Planning Division Report, Matt Moul, Director, Multimodal Planning Division.....	43
Item 6 - AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program, Iqbal Hossain, Deputy Director, Multimodal Planning Division.....	44
Item 7 - Priority Planning Advisory Committee (PPAC), Iqbal Hossain, Deputy Director, Multimodal Planning Division.....	45
Item 8 - State Engineer's Report, Maysa Hanna, Deputy State Engineer.....	46
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Item 11 - State Transportation Board Policies 2025, Floyd Roehrich, Jr., Deputy Director - Business Enterprise.....	60
Item 12 - Transportation Board Organization - Board Chairperson and Vice Chairperson designation for 2026 in accordance with A.R.S. §28-303(B).....	65
Item 13 - Recognition of Chair Daniels, District 1.....	71
Item 14 - Suggestions.....	69

5

1 (Beginning of excerpt.)

2 CHAIRWOMAN DANIELS: We'll proceed with our call

3 to the audience, and our first individual to speak today is

4 Mayor Julia Wheatley from the Town of Queen Creek.

5 Mayor, again, thanks for hosting us.

6 MAYOR WHEATLEY: Good morning. It's kind of fun

7 to be on this side.

8 Chairwoman Daniels, members of the State

9 Transportation Board, welcome to Queen Creek. It is so

10 fantastic to have you here, and just really appreciate you

11 recognizing all of the time you devote to the great state of

12 Arizona, and your time to drive to all of these communities,

13 especially this time of year, does not go unnoticed, and we are

14 so grateful for that dedication you have and so appreciative.

15 I really can't think of a better place to host a

16 meeting about transportation than in Queen Creek. Always one of

17 the fastest growing communities across the state. Just a couple

18 days ago, I was doing an interview with -- we were ranked second

19 biggest boom town across the country based on population

20 percentage growth, and we truly are booming. 88,000 residents

21 here in Queen Creek, and then, of course, our neighbors to the

22 south here, newly incorporated San Tan Valley, with over 100,000

23 residents. And so transportation is always top of mind.

24 We just finished our citizen survey, and with all

25 of the great things we're doing to build a thriving community,

6

1 secure future, safety, all of these things, transportation is

2 always top of the list for our residents, and it's just so

3 important.

4 While we've been able to make a lot of

5 improvements over the years, we cannot wait for my favorite

6 thing to talk about, which is the permanent construction of

7 State Route 24 and the extension of that to Ironwood Road,

8 starting next year in 2026. We still have a lot of work to do,

9 most notably on our north-south connection point. This includes

10 the planned Central Arizona Canal Parkway, aligned with the

11 extension of the State Route 24, and headed south along the

12 canal, with phase one to Ocotillo Road. The parkway, which is

13 planned by Pinal County, will serve as an important reliever to

14 many of our arterials today, including Ironwood Road.

15 We've also taken the lead on improvements to

16 Ironwood Road and are working closely with ADOT on the final

17 design of the State Route 24 and Ironwood at-grade interchange

18 to service over 30,000 vehicles per day. We believe this design

19 will provide the temporary relief necessary until the time in

20 which a bridge further east to the canal occurs within our 4,200

21 acres of State Trust land. The Trust land is a key opportunity

22 for us to continue our partnership with ADOT and with the state,

23 as that area is largely planned for industrial and commercial

24 development, and, of course, is home to LG Energy Solution, the

25 first battery manufacturing plant of its kind in the nation.

7

1 Transportation funding for Pinal County, portion

2 of Queen Creek, is definitely a challenge. As you likely know,

3 there's no dedicated sales tax in this region, as we have in

4 Maricopa County, and even if it were in place, it -- the

5 revenues would pale in comparison to the needs that are in that

6 area of the county. This is ultimately why we've looked to the

7 state legislature, but as our board -- as their budget forecasts

8 continue to be negative, we will have to be creative and seek

9 out additional opportunities working with you all.

10 Lastly, I would be remiss if I did not mention

11 the intersection of Sossaman and Germann. This Proposition 479

12 plan project is the one that we get the most emails about. The

13 intersection itself is only a few miles south of Mesa Gateway

14 Airport and truly in no man's land, with Maricopa County, the

15 City of Mesa, Union Pacific Railroad, all sharing the closest

16 jurisdiction in this area. The town has taken the lead on the

17 necessary redesign of this intersection and planning to bring it

18 forward to the Corporation Commission early next year due to the

19 significant impact to our residents.

20 Again, I want to say, thank you for being here,

21 and for taking your time to drive through our community, and

22 hopefully you can see a few of those projects that we have

23 mapped out that we have given for you. If you have any

24 questions, need any assistance, please don't hesitate to reach

25 out to myself or any staff here.

8

1 And again, we really appreciate you coming to

2 Queen Creek and all the work. I know it can be a thankless job

3 sometimes. So from the bottom of my heart, thank you for what

4 you do and your dedication to the state of Arizona. And Merry

5 Christmas, happy holidays, and I imagine this is -- this is the

6 last time you'll get together before the end of the year. So,

7 happy New Year's. Appreciate it.

8 CHAIRWOMAN DANIELS: Thank you, Mayor. Your

9 visions for your community and for the region is impressive, so

10 thank you for sharing some of that with us today.

11 Pinal County Supervisor Vitiello, and on deck

12 will be Mayor Nancy Smith.

13 MR. VITIELLO: Good morning, Chair, Vice Chair,

14 staff members, board members. Thank you for being here in this

15 wonderful chamber. I've been attending meetings here, and it is

16 an awesome chamber, and I love coming here because it's so

17 beautiful.

18 The first thing I want to say is thank you for

19 the 347. I know how hard and how many years everybody's been

20 working on the 347 north of the city. Just want to put a little

21 jingle in your ear. There is a southern portion that I need to

22 work on. With 79,000 homes planned in the southern portion of

23 Maricopa, that's going to start becoming an issue, and we are --

24 as Pinal County is looking at this, we need to figure out how

25 we're going to do it. We know it took 20 years to get 347 north

9

1 fixed, but again, patience. I tell everybody, it's patience.
2 It's hard work, dedication from the Board and a lot of money.
3 So I just wanted to put that little bit of a
4 jingle in your ear, because there is going to be a few Maricopa
5 people coming up to speak about other things in the city of
6 Maricopa that I also support, but I also want Pinal County
7 residents to know that I'm here to support all of Pinal County,
8 not just the southern portion, the western portion that I
9 represent in District 1.
10 I'm honored to be here. I'm honored to speak to
11 you, and I just wanted to wish you Merry Christmas, happy New
12 Year, God bless you for what you do, because it is a thankless
13 job, and I'm glad we have hardworking people like yourself here
14 to do it and understand where we come from. Thank you. Have a
15 great day.
16 CHAIRWOMAN DANIELS: Thank you, Supervisor.
17 Mayor Nancy Smith, and on deck will be Bill Robertson.
18 MAYOR SMITH: Hi. Thank you all for the
19 opportunity to speak. Today I want to speak on obviously 347 in
20 regards to some of the great things that are happening. Thank
21 you, Director Toth, for the partnership in regards to your
22 design team and working with the City of Maricopa. Things are
23 moving along very nicely on that project, so we're excited about
24 that. The partnership is beautiful.
25 One element that I wanted to talk about is on

10

1 your agenda today, and I believe it might be on consent, is the
2 right-of-way for the Riggs Road overpass. That's very important
3 to us, and so we're excited to see that on there. Just any
4 movement at all is really wonderful, and I am just excited about
5 that. We also have two other projects within our city that we
6 have major complaints about, and so I'm excited about those
7 projects as well.
8 One thing I wanted to share with you is that we
9 were asked to give a presentation on 347 to Senator Farnsworth's
10 committee, transportation committee, and it was a joy to give
11 that presentation, but what it did, Senator Farnsworth is a
12 wonderful transportation advocate, and he wanted to know more
13 about how to connect with what the needs are in terms of
14 statewide. So, Ted, I know you've been actually meeting with
15 some of our legislators, and I told him I would mention this to
16 you and connect you with Senator Farnsworth, because he's very
17 excited to learn more from that perspective. So I thought that
18 was really exciting news.
19 But really, just thank you for the project that's
20 moving forward. Thank you for the work, and thank you for
21 partnering with the City of Maricopa with the design so that we
22 understand better what's happening there. So I appreciate you
23 all. Merry Christmas.
24 CHAIRWOMAN DANIELS: Thank you, Mayor.
25 Bill Robertson, and on deck will be Kevin Biesty.

11

1 MR. ROBERTSON: Good morning, Chairman Daniels
2 and the Board. My name is Bill Robertson. I'm a resident of
3 the City of Maricopa. I also serve on the city planning and
4 zoning commission.
5 I'd like to take the opportunity to address you a
6 little bit more about 347 and thank you for the hard work. It's
7 been a long road, and the cooperation that has taken place with
8 the director, their staff at ADOT and yourself is remarkable.
9 Great progress, and soon to celebrate great improvements on 347,
10 hopefully this coming year. The planning and design process is
11 well underway, and for that we are grateful.
12 There is one element of the planning and design
13 that does kind of fall unlogical to me, and I thought I would
14 just raise the issue for future consideration. It seems that
15 the priority and emphasis on the safety of the two
16 intersections, Cement Plant Road, a/k/a Mammoth Road, and Casa
17 Blanca seem to be reversed. The traffic count and the accident
18 count for Casa Blanca far exceeds that of the Cement Plant Road.
19 Cement Plant Road, mind you, is a private road into a private
20 business, owned and operated by the Gila River Indian Community,
21 and only operates generally during the daytime hours, where
22 there's very little traffic, if none, at night, as opposed to
23 Casa Blanca, which is a 24/7 lifeline, actually, for those of us
24 in Maricopa for when 347 is closed or locked down, or even for
25 DPS, when Interstate 10 is closed and shut down. They ship

12

1 people through Casa Blanca, over to 347, back down to Casa
2 Grande. So it is a lifeline for us. So the fact that Mammoth
3 is getting the attention for possible overpass or underpass in
4 the design process, and very little is being done at Casa -- at
5 Casa Blanca seems to be reversed to me.
6 I understand that the train has left the station,
7 and that we do appreciate the cooperation and involvement of our
8 community neighbors at the Gila River Indian Community. They
9 have contributed lots to this project, and I understand their
10 sovereign authority and their wishes, but I wanted to just put
11 it on the table that if another opportunity comes up to re-look
12 at the Casa Blanca intersection for additional improvements,
13 maybe being -- set it up during the initial design where
14 improvements later could be made or added at a later date, make
15 that part of the initial design. So that's important to us to
16 keep that on the radar that I think we missed the target, to be
17 honest with you, when you talk about the safety portion of it.
18 The emphasis is really on the wrong intersection.
19 So I understand the involvement of our community
20 partners at Gila River, and I respect their sovereignty. Let's
21 just keep it on the radar for future opportunities. That's
22 basically what I'm asking for. There may be other opportunities
23 in the design phase or maybe even down the road a little bit
24 further.
25 So once again, thank you for your work. Thank

13

1 you for meeting with us regularly and often. We often speak to
2 you. I think we've given you a little bit of a break in the
3 last several months, and that's good. So, with that, I will end
4 my comments with that, but I would also like to thank Floyd for
5 his over 35 years of service with the state of Arizona on your
6 upcoming retirement, and wish you well in your future endeavors.

7 MR. ROEHRICH: Thank you, Bill.

8 CHAIRWOMAN DANIELS: Thank you, Bill.

9 MR. ROEHRICH: Don't clap. I'm old enough. I
10 feel old enough. I don't need to be reminded. But thank you.

11 UNIDENTIFIED SPEAKER: Don't call security.

12 CHAIRWOMAN DANIELS: Kevin, you're up with Vice
13 Mayor Manfredi on deck.

14 MR. BIESTY: Good morning, Madam Chairwoman,
15 members of the Board, Director Toth. Kevin Biesty, for the
16 record, and I'm here today on behalf of Freeport-McMoRan. And
17 just to give a quick update on a project that we've been
18 partnering with with Director Toth and the department.

19 Just real quickly, about a, well, year and a half
20 ago, we came -- we were getting a lot of concerns from the
21 community about safety on 191, and recognizing that 191 is
22 primarily used by members of the community, and we wanted to see
23 if we could partner on doing some sort of education and
24 awareness campaign. Deputy Director Byres launched a roadway
25 safety assessment. We came up with some good observations on

14

1 what was going on. Of course, it's driver behavior, which we
2 face everywhere. So we've been working with the department to
3 identify those and to see if we can launch a campaign within the
4 company and with the community to educate them more on this. So
5 this week we posted Freeport with partnering with the Southeast
6 District, posting safety signs with messages telling people to
7 slow down and that, you know, families live here, and let's
8 get -- all get home safely.

9 And so I just want to recognize the Southeast
10 District. We were a little bit delayed in our part getting the
11 necessary paperwork in, but the South -- Southeast District
12 Partnering -- Permitting Office, particularly Susan Puzas and
13 Abby Jaloway, were amazing. Just stellar customer service, and
14 so I want to -- I want to just publicly thank them. Todd Emery
15 and Brian Jervas were also very instrumental in coordinating with
16 us.

17 And I also want to give a shout-out to the
18 communications team, which I hold very near and dear to my
19 heart, from when I was with ADOT, and Caroline Carpenter and
20 Doug Pacey, who I call the message master, because a lot of
21 those clever signs you see up on the freeway, that's Mr. Pacey's
22 doing. So I just wanted to take this opportunity to just thank
23 Director Toth and their leadership for partnering with us on
24 this.

25 And Board Member Daniels, you know, wishing you

15

1 all the best in, you know, the next season, and Board Member
2 Maxwell, look forward to working with you. So thank you all.
3 Merry Christmas, and let's do our part to be safe out there.
4 Okay? Thank you.

5 CHAIRWOMAN DANIELS: Thank you.

6 Vice Mayor Manfredi, and then we have two
7 individuals online that we'll call after.

8 VICE MAYOR MANFREDI: Thank you so much for
9 having us today. You know, we've been pushing and pushing, and
10 it's kind of weird coming here and not asking for something.
11 That's the hard part. It's like the 347 is funded. It's fully
12 funded. Everybody keeps talking about it, but today I wanted to
13 say thank you so much to the design team, the staff, everybody
14 that's working so hard, and especially with the communication
15 that we've had within the city and involving us. Everybody
16 realizes that this is a road outside of city limits. It's
17 really -- everything can happen without us being involved,
18 right? But the fact that you involve us in the discussions,
19 that's what we want to have. You want to be involved, and we
20 want to understand what's happening.

21 Bill made a couple great comments about Casa
22 Blanca Road, and we'd love to see an overpass there, but I just
23 remembered that it's not in Pinal County. I was going to ask
24 the supervisor for another big check. But we need to see,
25 hopefully, something at Casa Blanca, and if it doesn't happen

16

1 with this project, in the next project or next phase of a
2 project, the -- what's happening with Riggs Road and -- is
3 important on our -- today's agenda, as well as when you look at
4 the pre-construction bids that have gone out.

5 It's just so exciting to hear what's happening
6 and understand that this is something where next year, 2026, all
7 of us, whether you're on the board still or not, whatever it is,
8 are going to be standing on 347 and with a shovel and telling
9 everybody, this is what happens when you work together and you
10 understand the needs that are happening and coming together
11 instead of just asking, working together on something. It is
12 very important.

13 Thank you all for everything you do. I will wish
14 you all a merry Christmas, a happy New Year, and drive safe.

15 Thank you.

16 CHAIRWOMAN DANIELS: Thank you, Vice Mayor.

17 Okay. If we can go to Coconino County Supervisor
18 Jeronimo Vasquez, who's online. And Ron Angerame will be on
19 deck.

20 MR. ROEHRICH: Brandi, I know he's logged in as
21 well, but I think he might be also one of on those people who's
22 on the phone call. So if you see a number pop up.

23 WEBEX HOST: Yeah, he's --

24 MR. ROEHRICH: Okay.

25 WEBEX HOST: Please raise your hand again.

17

1 CHAIRWOMAN DANIELS: All right. Let's go to Ron

2 Angerame.

3 WEBEX HOST: I sent it.

4 CHAIRWOMAN DANIELS: Oh, you did? Okay.

5 (Speaking simultaneously.)

6 WEBEX HOST: I am unmuting you. I've unmuted

7 him. I think -- I believe you have to hit star six to unmute

8 yourself.

9 MR. ROEHRICH: Looks like he dropped off. Can we

10 go to Mr. Angerame?

11 WEBEX HOST: Yes. Mr. Angerame, please raise

12 your hand.

13 MR. ANGERAME: Can you hear me?

14 CHAIRWOMAN DANIELS: We can hear you.

15 (Speaking simultaneously.)

16 MR. VASQUEZ: Can you hear?

17 MR. ANGERAME: (Inaudible.)

18 MR. ROEHRICH: It looks like you unmuted both of

19 them.

20 WEBEX HOST: Yeah. It looks like they're both --

21 they're both unmuted.

22 CHAIRWOMAN DANIELS: Ron, you can hang tight for

23 just a second. We'll come back to you, Ron.

24 MR. ANGERAME: Will do.

25 CHAIRWOMAN DANIELS: Okay. Thank you.

18

1 (Speaking simultaneously.)

2 CHAIRWOMAN DANIELS: Mr. Vasquez, would you like

3 to start your comments over so we can hear you?

4 MR. VASQUEZ: Yes. Thank you, Chair, members of

5 the Board. My name is Jeronimo Vasquez. I'm Coconino County

6 Board of Supervisor for District 2. I'm on the MetroPlan board,

7 RTAC board, and Mountain Line board.

8 I'm here today to talk about the MetroPlan

9 region's priority project on the state highway system, US-180

10 safety improvement that will make it easier for our community

11 members to get home safely on one of our region's highest crash

12 roadways. There are currently no sidewalks leading to schools

13 and no crossing from residential areas to those schools and

14 parks on the other side of the road. In fact, there are no

15 signals or lighting crossings for over three miles in this core

16 area of Flagstaff.

17 This corridor is the mayor's number one

18 transportation complaint for community members. From 2018 to

19 2022, ADOT conducted a (inaudible) master plan alongside

20 partners from nine agencies to identify improvements.

21 (Inaudible) request is to implement the findings of that effort.

22 MetroPlan's members, Coconino County, the City of

23 Flagstaff, Mountain Line, and MAU held a workshop to prioritize

24 our number one need on the state highway system so that we could

25 clearly communicate it through ADOT. All the partners

19

1 unanimously voted on this project as our number one need.

2 MetroPlan partners are stepping up to help, moving components of

3 ADOT's US-180 corridor master plan fully on their own, at a cost

4 of \$3 million. We are asking ADOT to step up to finish

5 implementing the plan for an estimated 5.6 million. We urge you

6 to do a 180 to include the US-180 project in your next update to

7 your five-year capital plan. Thank you.

8 CHAIRWOMAN DANIELS: Thank you, Mr. Vasquez.

9 Ron, you're up, you

10 MR. ANGERAME: Hello. Can everybody hear me?

11 CHAIRWOMAN DANIELS: We can hear you.

12 MR. ANGERAME: Oh, great.

13 Thank you, ADOT Board, for the opportunity to

14 speak today about State Route 347. Once again, I want to

15 reiterate my sincere thanks for this -- the outstanding

16 decisions made at the Payson board meeting. Since that meeting,

17 communications regarding the project, the progress of this

18 project has been excellent. The flyover upgrade was wonderful

19 news, and it appears that we are even ahead of schedule.

20 Woo-hoo. Kudos to the ADOT team for that progress.

21 As I mentioned during my public input last month,

22 I'm still very interested in understanding how Mammoth Way, also

23 known as Cement Plant Road, was selected to receive an upgrade

24 from an intersection to a grade separation. In 2024, there were

25 72 reported accidents at Casa Blanca, which was three times the

20

1 number of accidents at Cement Plant Road. Given the difference

2 in accident history, I'm hoping to better understand the factors

3 that led Mammoth to be selected ahead of Casa Blanca.

4 Specifically, I would appreciate insight on how

5 decisions like this are evaluated and who ultimately makes that

6 determination. Having clarity on the process would be very

7 helpful for the community. I, along with many in the community,

8 remain eager to work collaboratively with ADOT, provide input

9 when helpful, and better understand how these important safety

10 decisions are prioritized.

11 As always, I truly appreciate the challenges you

12 face and the difficult decisions you must make with limited

13 resources. Thank you for your continued efforts, transparency

14 and commitment to improving safety and mobility along State

15 Route 347. Thank you.

16 CHAIRWOMAN DANIELS: Thank you, Ron.

17 And those comments were noted last month as well.

18 Can we ensure that someone from ADOT staff maybe creates a

19 one-pager for the community on the logic behind those --

20 DIRECTOR TOTH: Yes, ma'am.

21 CHAIRWOMAN DANIELS: -- decisions?

22 Thank you so much. I can't see you, Director.

23 DIRECTOR TOTH: I know.

24 CHAIRWOMAN DANIELS: It's making me kind of sad.

25 I can't tell if it's you or me.

21

1 Any other requests to speak that we may have

2 missed, Floyd?

3 MR. ROEHRICH: Madam Chair, we have not received

4 any others.

5 CHAIRWOMAN DANIELS: Okay. Thank you.

6 And thank you, Brandi, for helping us with the

7 online attendees and participants.

8 We'll move now to Item 1, our director's report,

9 and ask Director Toth to present to us.

10 DIRECTOR TOTH: Good morning, and thank you to

11 the Town of Queen Creek for welcoming us. We definitely

12 appreciate your hospitality.

13 I have a few agency highlights to share today.

14 Next slide, please.

15 So as I shared in September, we have embarked on

16 a statewide listening tour as a component of our long-range

17 transportation planning process, and we have several goals for

18 this tour. We really want to foster an inviting format that

19 encourages conversation and allows stakeholders to feel heard.

20 We also want to seek out and engage ambassadors from across the

21 state who can act as advocates for transportation outside of

22 just ADOT's team. And finally, we really want the listening tour

23 to help us establish a state vision for transportation that's

24 really derived from that grassroots process, and this is what

25 will drive the production of the long range transportation plan.

22

1 So, since we're a few months into the tour, let

2 me just show you where we've been and where we're headed. In

3 addition to what you see on the screen for upcoming sessions,

4 we're also in the process of scheduling sessions in about two

5 dozen other locations across the state. As you'll remember, we

6 kicked this off at the Transportation Policy Summit in Sierra

7 Vista, and we have had a lot of interest and appreciation in

8 terms of our ability to go out there, and really, truly, it's a

9 listening tour. It is not a telling tour. We generally go out,

10 we show plans and get information back, and we are a blank slate

11 and really want to hear what is important to the community and

12 how they use the transportation system.

13 Next slide, please.

14 As for what we're hearing so far, pavement

15 condition is definitely the prominent theme. Safety is also a

16 priority for everyone. Comments have focused on the rural roads

17 needing intersection control, widening shoulders, turning lanes,

18 and also passing lanes. People continue to comment that public

19 transportation to move vulnerable users, such as elderly,

20 disabled, veterans and youth, should be -- also be a part of

21 that statewide vision. And contact sensitivity has come up,

22 especially in relation to smaller communities where the state

23 routes act as main thoroughfares through their communities.

24 We've also heard that tourism and outdoor

25 recreation are major economic drivers, along with comments about

23

1 the need to protect our natural resources, including dark skies.

2 Back to safety, we've also heard that education

3 and enforcement, as you just heard from Mr. Biesty, are needed

4 because driver behavior is really problematic. And for some,

5 ADOT's government bureaucracy is seen as a barrier. So we're

6 glad we're hearing those comments as well so that we can improve

7 our internal processes.

8 There's also questions we're hearing about how

9 the transportation system is paid for, why there isn't more

10 money to meet the needs of these communities. So there's

11 certainly been a lot of great feedback, and we're going to keep

12 listening.

13 Right now, we're focused mainly on the

14 stakeholders, such as elected officials, tribal governments,

15 MPOs, industry leaders, and the municipalities, but we're going

16 to be expanding that to the public, the traveling public, in the

17 spring. Really looking forward to hearing their vision as well.

18 So after that, we will solidify that vision based on what we

19 have heard. We envision that last phase to include some

20 workshops for statewide stakeholder and public input.

21 So I'm really excited about implementing a very

22 unique and transformative component to our process. We have not

23 done this before, and it's been really interesting getting that

24 communication back and listening to the comments coming in. I

25 hope it will bring a new vision for transportation within

24

1 Arizona.

2 And moving on, it's the holiday season. Next

3 slide, please. There we go.

4 It's holiday travel season, as everybody knows,

5 and I just want to encourage everyone to be safe out there.

6 That really means keeping your eyes on the road, and you're

7 putting your phone down, and don't drive distracted. Last

8 month, I talked a little bit about the winter readiness and how

9 to prepare for potential snow and ice on the road, and today I

10 just want to quickly add that by reminding everyone to connect

11 with ADOT for travel information before they hit the road. So

12 you can visit AZ511.gov or dial 511 for updated road and weather

13 conditions. So we have a very active presence on social media,

14 if you don't already follow us. That's also a great way to stay

15 connected and better understand what the conditions of the

16 roadways are.

17 So with that, I will turn it back over to you.

18 Thank you.

19 CHAIRWOMAN DANIELS: Thank you, Director Toth.

20 All right. We will move on. Does anybody have

21 any questions for Director Toth?

22 MS. HOWARD: I just have a quick comment.

23 CHAIRWOMAN DANIELS: Please.

24 MS. HOWARD: So we are -- the listening tour is

25 coming to Graham County on the 19th of January, and staff has

25
1 done an amazing job at rallying the troops. We've got a lot of
2 interest from many different areas, and I feel like in rural
3 Arizona, when we have the five-year plan and the comments, I
4 think that a lot of the rural Arizonans feel like what they have
5 to say really doesn't matter. The number one comment I get,
6 well, it all goes to MAG and, you know, the metro areas anyways.
7 And it doesn't. You know, we listen. And so I really think
8 this is a great thing to bring those people out to the table.
9 It matters, and I really think that that rural Arizonans are
10 learning that it matters and that ADOT does listen to what they
11 have to say, and they act upon it. So thank you very much, and
12 please thank the staff.
13 CHAIRWOMAN DANIELS: Just to tag on to that,
14 actually, Board Member Howard, because I think you bring up a
15 valuable point, there is a great perception across the street
16 about the inequity of the funding as it relates to -- I think
17 one of the things we just have to continually remind people, and
18 some will accept it and others will not as a reason, but
19 Maricopa County has taxed themselves for, you know, a generation
20 now in order to pay for improvements, and it's not enough.
21 We'll never have enough to provide for all of the needs, but
22 there is a self-taxing mechanism that exists, and Maricopa has
23 now taxed themselves as well at a city level, and so I think
24 it's just an important component of the larger funding
25 structure.

26
1 You guys probably all remember Ken Bennett's
2 Kleenex box explanation of how the state budget worked, and I
3 almost feel like we need a modern day Kleenex box version. I'd
4 hate to see anybody going to any listening sessions with giant
5 boxes of tissue anymore, but there's got to be some other way
6 for us to visually explain to people how the budget works,
7 because numbers on a slide just don't work.
8 MS. HOWARD: If I may, it's the perception, that
9 we need to change that perception.
10 VICE CHAIR MAXWELL: Madam Chair, it's a great
11 topic, and I've got one question and then just a couple comments
12 on the listening tours (indiscernible) piggyback on what you're
13 saying.
14 How's the turnout been? I mean, we -- staff puts
15 a lot of work, we do a lot of -- you do a lot of driving, you --
16 you're going out to see the people. How -- what kind of
17 response have we seen?
18 DIRECTOR TOTH: It has been amazing. It really
19 has. We're getting people that we don't normally reach,
20 community leaders, chambers of commerce. I mean, it's... It's
21 just been really incredible, the participation that we -- and
22 the wanting -- I mean, we're constantly getting calls, hey, can
23 you come out here? Can you come out here? So it has been very
24 good, and we are doing a lot of that education. There are a lot
25 of questions about funding and how it works, and so it's a great

27
1 opportunity for us to share that and for people to better
2 understand where that funding is coming from.
3 VICE CHAIR MAXWELL: And, Madam Chair, the only
4 thing I would like to add to it is -- you've already hit on it.
5 It's -- the challenge we've got in this state is a lack of
6 funding, and, you know, everybody goes, oh, we don't want to pay
7 more taxes. It doesn't have to be taxes. There's a lot of
8 ways, and I think it's important.
9 I think we're going to see us engage more with
10 the Legislature on this idea, but the problem is the funding
11 that was established in '91 is not paying for as many road
12 repairs as it would have back in '91, and it's also, we're
13 adding lane miles. The growth doesn't stop. The mile -- the
14 lane -- the roads keep getting added throughout the state. And
15 it's also important to make sure we're showing on the five-year
16 plan, 50 percent of it's greater -- you know, it's very --
17 you've got a pie chart that kind of shows how much that --
18 everybody's getting.
19 Why it seems like perhaps Maricopa -- well,
20 particularly Maricopa being three generations in -- but Maricopa
21 County and Pima County get more is because of that self-taxing
22 thing. And we're trying to -- you know, for Pima County, we've
23 got our -- March 10th is going to be our vote for our continued
24 20-year self-taxing, self-investment in the region, as I like to
25 say. It's our self-investment in the region, and if that

28
1 doesn't go down, then it gets -- it's going to get even tighter.
2 I mean, and so we've got to address the big
3 issue, but we've also got to make sure everybody understands how
4 it works, because we need everybody's voice addressing that big,
5 big issue. Everybody wants to take a -- take a part of what
6 we've got, and the fact of the matter is there's not enough, and
7 we need to start letting our elected officials know, if
8 infrastructure is that important to us, which I believe it is.
9 I believe it's one of those core things.
10 Citizens get upset when the roads they're driving
11 on are not good or effective or they get stuck in jams, so we've
12 got to start letting those communities -- and I know you can't
13 advocate, but it's one of our policy goals, is that we can
14 advocate. So that's what I'm doing, advocating to get everybody
15 involved and letting your legislators know.
16 CHAIRWOMAN DANIELS: Yes. Board Member
17 Peshlakai.
18 MS. PESHAKAI: Madam Chair, thank you.
19 I have a question for Director Toth. I know you
20 said it's a listening tour, not a telling tour, and I like that.
21 And also, I think one of the things, as you bring
22 in the questions and what the needs and the response are from
23 the community, I think one of the things -- as I go out in my
24 communities, there is a lack of education and information of
25 funding and the layers of jurisdiction and how there's not just

29

1 one giant pot that we reach into, that these things have to be
 2 coordinated, and the different -- the different layers of
 3 government come together to build an entire road, and is
 4 there -- I hope there is a plan to maybe not do a educational
 5 tour, like your listening tour, but some kind of very stick
 6 figure drawing for folks to go onto ADOT and respond, saying
 7 this is what were questions and this is -- instead of doing a
 8 fact sheet, just something really simple, because as I go out
 9 into the community, that becomes a -- you can't educate one
 10 person ahead of time through millions of people, but -- so I
 11 just wanted to make that one comment, and I don't know if
 12 there's any plans for something like that. But thank you, Madam
 13 Chair. Thank you, Director.

14 CHAIRWOMAN DANIELS: -- Board Member Peshlakai.
 15 Do you want to --

16 DIRECTOR TOTH: Yes. Chair and Board Member
 17 Peshlakai, we will take a look at that and see what we are able
 18 to do during the public outreach component of it.

19 CHAIRWOMAN DANIELS: Board Member Bracker is
 20 refusing to speak on this topic. No, I'm just kidding. You
 21 don't have to. I'm just giving you an option.

22 BOARD MEMBER BRACKER: I think it's all been
 23 said, but I do like hearing the comments from Director Toth.
 24 We're talking about pavement conditions. We're talking about
 25 shoulders. We're talking about turning lanes. These are all

30

1 the things that we hear in rural Arizona, and the challenge is
 2 when you add a half cent sales tax in rural Arizona, you might
 3 generate \$2 million a year, might. It's just -- it's just a
 4 real challenge.

5 And as Vice Chair Maxwell said, when we're trying
 6 to deal with a funding stream that was developed in 1991, 1991,
 7 that's 11 years after I graduated high school -- actually, 10
 8 years after I graduated high school -- and you're trying to
 9 preserve what we have, and you're trying to meet the growth,
 10 which is an incredible amount of growth in the state of Arizona.
 11 There's just no money to do it, and every dollar that you invest
 12 in transportation, you're going to get three and a half dollars
 13 back in economic growth. This is not rocket science. This is
 14 the stuff that the economists are telling us, so it would be
 15 really nice if we could somehow -- and this board can't do it
 16 alone. It has to come from constituents.

17 Tell your legislators. They really need to put a
 18 priority on transportation, that you're willing to pay for it.
 19 The fact that the city of Maricopa was willing to tax their
 20 constituents, and in a very conservative area of the state, and
 21 the constituents accepted it, that is your -- that's your sign,
 22 that's your tell, as if you're at the gambling table. That's
 23 your tell. It's accepted. People will pay for this, because
 24 they use it every day.

25 So I didn't have anything to say, Chair Daniels,

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1 CHAIRWOMAN DANIELS: I feel like we should all go
 2 around the room and everyone can say where they were and what
 3 they were doing in 1991 when the tax passed. I was 12, making
 4 75 cents an hour babysitting.

5 VICE CHAIR MAXWELL: We don't need to go around
 6 the room and ask those questions.

7 CHAIRWOMAN DANIELS: I think it sounds fun.
 8 Maybe we'll have a meeting after the meeting. All right. Thank
 9 you all.

10 Board Member Hermosillo, would you like to make
 11 any comments? I do not want to leave you out if you're...

12 BOARD MEMBER HERMOSILLO: No. I appreciate it so
 13 much, and I appreciate your service so much. Thank you. So
 14 thank you for inviting us, and I look forward to (inaudible)
 15 your next chapter, and that's all I have for today, but I'm
 16 looking forward to serving alongside everybody. Thank you.

17 CHAIRWOMAN DANIELS: Thank you, Board Member
 18 Hermosillo.

19 I think that concludes the director's report, and
 20 I did see our attorney in the audience eyeballing us. I think
 21 we might have been slightly off topic, but I did think we
 22 captured -- maybe we were -- we were moving up Agenda Item 12,
 23 which is suggestions for future board meetings. We'll just put
 24 it under that.

25 Okay. We will move now to Item 2, our Central

32

1 District report, and invite our district administrator, Randy
 2 Everett, to come educate us.

3 MR. EVERETT: Floyd, do you have the -- you can
 4 do it for me?

5 UNIDENTIFIED SPEAKER: I'll do it.

6 MR. ROEHRICH: Chuck will. Just tell him advance
 7 to the next slide.

8 MR. EVERETT: You'll do it? Okay. Perfect.

9 Good morning, Madam Chair. Good morning, Board.
 10 Yes. Go ahead and start, Chuck.

11 We are a small group, obviously, in the
 12 construction area in Central District, but we are super busy.
 13 This is who leads the construction piece of Central District.

14 The first project that we've got going right now
 15 is our I-17. Not our biggest project, but it is a very
 16 important project, because it wraps up what will be the last of
 17 the asphalt and or concrete from about Dunlap all the way up to
 18 Black Canyon City. So we've got good pavement now in place
 19 after this project is completed. About 75 percent completed, so
 20 we should finish that in the early part of next year.

21 Go ahead, Chuck.

22 101, Princess to Shea. We are done. We really
 23 are out there doing a little bit of final cleanup, but that one
 24 should be done at the beginning of next year. FNF has done a
 25 really nice job with that project, and we are wrapping it up

33

1 next.

2 Next, please.

3 101. So, these are the ones I came to you last

4 time and said they were just starting out. Well, we have gone a

5 long way in that time. We're about 60 percent done with our

6 101, 17 to 75th. That is Coffman Specialties out there. About

7 60 percent done right now. So that one is on time, on budgets.

8 Doing very well. We should finish that one in spring of 2027.

9 Along with that one is our next one. That's the

10 202 San Tan. That was also just starting up last time I came to

11 see you in spring. That is now almost all 60 percent as well.

12 On time. On budget. That's Sundt Construction doing -- and

13 C&S -- CS Construction doing a great job out there. Again, that

14 one should finish up in spring of 2027 as well.

15 Next, 60X. This is the one that we are very

16 excited to give to our partners at MCDOT once it is done. This

17 one is almost done. The challenges have been we are on the

18 outside putting in a lot of accesses into buildings, but that is

19 nearly complete now. So we should finish that one up in about

20 the mid part of next year.

21 Okay, Chuck.

22 And then finally, we -- what's happening in our

23 world today is I-10, Gila River Bridge. That's an interesting

24 picture, because we have had some flooding in that area through

25 the year this year, but that is about 75 percent done. That

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1 bridge is going well. The construction is good. Pulice is

2 doing a fantastic job down there, and that should finish in the

3 later part of next year.

4 So what's coming? A lot. So we have got nearly

5 a billion dollars on the plate right now, but we should be -- at

6 some point next year, we will have about a billion and a half

7 when all things are together, both coming or starting and

8 leaving. So we have got an immense program in Maricopa, and we

9 are -- we have got so much going on, and we need to finish the

10 jobs we have so we can get started with the ones we've got

11 coming, which are just amazing amounts.

12 So, here's what's coming, just in the very short

13 future. I-17, the 303, that's a system-to-system interchange.

14 So that means people do not have to stop anymore from 303 to 17,

15 17 to 303. It's going to be very nice. It's about a

16 \$235 million job. That's going to start next month. So we will

17 have iron on the ground as soon as next month. Pulice

18 Construction has that. That's a couple-year project, so that

19 should finish in fall of 2028.

20 Next, please.

21 SR-303, Van Buren to MC 85. This is the piece

22 that will, in the future, tie in to the 30 and the west part of

23 the town. This is enormous for the district. It's a

24 \$500 million job. It's extremely exciting for us. We are ready

25 for it. It starts in -- well, the bids open in February, so it

35

1 will start in about summer of next year, and that should finish

2 in about the spring of 2029.

3 101/10. So 101/10, this -- that's the dedicated

4 HOV lane. That also starts -- the bids will open in January, so

5 that will start the spring of next year. Also, about a

6 \$300 million job. That should finish in about late 2028.

7 Jackrabbit, this is the big one. We'd like to

8 get this one done. It's a pretty quick job. It will start

9 somewhere about the summer of 2026. About a \$60 million job,

10 and we anticipate that that's just going to be a little bit over

11 a year to finish in the winter of 2027.

12 Then our final one is SR-51, and the reason I

13 bring this one up is because it is also on a pretty major route.

14 Not exactly lots of money, but it is a big job as far as there's

15 going to be a diamond grinding effort out there, and that's from

16 I-10 to Shea, and we should finish that one up in 2026.

17 That is just some of the very, very -- the things

18 that are coming right now. There's a whole lot more coming,

19 obviously. The 24 is coming. We've got a whole lot on the

20 plate coming up next year, but these are the ones that are just

21 coming up in the very near future.

22 If you have any questions, I'd be happy to

23 answer.

24 CHAIRWOMAN DANIELS: Thank you, Randy. Any

25 questions from the Board? Okay. Seeing none.

36

1 MR. EVERETT: Thank you so much.

2 CHAIRWOMAN DANIELS: Thank you.

3 All right. That moves us to Agenda Item 3, our

4 consent agenda. Does any member have an item they'd like to

5 have removed from consent for further discussion? Seeing none.

6 Is there a motion on our consent agenda?

7 MS. HOWARD: So moved.

8 VICE CHAIR MAXWELL: Second.

9 CHAIRWOMAN DANIELS: We have a motion by Board

10 Member Howard and a second by Board -- Vice Chair Maxwell. All

11 in favor, please say aye.

12 BOARD MEMBERS: Aye.

13 CHAIRWOMAN DANIELS: Any opposed?

14 That motion carries with a unanimous vote. Thank

15 you.

16 We'll move to Agenda Item 4 and invite Kristine

17 Ward to the podium to educate us on our financial status.

18 MS. WARD: Good morning. So I have some -- I

19 have some parting gifts for you. So let's go to -- and it

20 starts with an incredibly boring financial report.

21 CHAIRWOMAN DANIELS: I thought you were going to

22 give Ted Maxwell a big pot of money to work with next year.

23 VICE CHAIR MAXWELL: That would be nice.

24 MS. WARD: Oh, yeah. Uh-huh. Yeah. We'll move

25 on from there.

37

1 Okay. So this does start off with a very -- a
2 very stable report. I am happy to give you in that -- in terms
3 of the Highway User Revenue Fund, you know, we're, you know, a
4 few -- through November, we've got numbers, and we've got about
5 \$739 million collected year to date. We're right within target
6 range. Look at the nice little green checkmark. It's -- I'm
7 happy to report our forecasts are dead on.

8 If we can move on to the individual categories of
9 HURF. Nothing significant to report here. You will see a
10 little -- a little funkiness in the smallest category, the
11 "other" category. It represents very, very few actual dollars.
12 We've been -- we're digging into that. It's some increased
13 permit revenues, and I don't know if we've got a timing issue
14 that's going on, but we're looking at it.

15 Moving on to the Regional Area Road Fund, again,
16 right within target range. With the three months of data, we've
17 got \$255 million collected year to date. All is well.

18 Looking into the individual categories, same
19 thing. Nothing significant. We're wonderfully stable and
20 wonderfully boring.

21 If we can go on to the very last slide, the -- in
22 terms of the federal aid program, nothing to report there, but,
23 of course, next month we will be coming back to you and moving
24 on to the debt financing program. Next month we will be coming
25 back to you. We will be seeking the Board's authorization to

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1 issue bonds. That's next month's coming attraction that I will
2 not be presenting.

3 So last parting gifts. Since this is my final
4 report, I wanted to just leave you with a couple of things,
5 couple of gifts. One of those is financial stability. That is
6 what you are getting. We have -- we have got a good financial
7 foundation in the department, and I want to emphasize that that
8 will be the springboard for your innovation and creativity going
9 forward.

10 And the second, you've got an exceptional
11 financial team that has supported me through the years, and I
12 am -- for which I am deeply thankful, and they are -- they are
13 here to continue that financial stability.

14 With that, I thank you for your support over the
15 years, and that concludes my report. I'll be happy to take any
16 questions.

17 CHAIRWOMAN DANIELS: Thank you, Kristine.
18 You have been a gift to ADOT for many, many, many
19 years, and I hope that you have great plans. Would you mind
20 sharing with us what you plan on doing when you have a little
21 more time on your hands?

22 MS. WARD: I will -- okay. Well --
23 CHAIRWOMAN DANIELS: Let's --
24 MS. WARD: I will be hugging a lot of trees. I
25 got to tell you, I am going out in the middle of nowhere and hug

39

1 a lot of trees, and after I get my fill of hugging a lot of
2 trees, I've got some trips planned. Probably the biggest one
3 upcoming is probably Japan. So my wife is Japanese.
4 Fortunately, she will be able to handle the translation issues,
5 because I struggle with English. So, yeah. We're going to
6 probably go head off to Japan for a period of time, and...

7 CHAIRWOMAN DANIELS: I just wanted to be able to
8 picture you in retirement, and you've given me a great -- a
9 great visual. And again, thank you.

10 MS. WARD: Picture trees.
11 CHAIRWOMAN DANIELS: Trees first, traveling
12 second. I got it.

13 MS. WARD: Yes.
14 CHAIRWOMAN DANIELS: Any other comments from our
15 Board?

16 VICE CHAIR MAXWELL: Madam Chair.
17 I obviously want to say thank you for a lot of
18 reasons. You've given me a lot of knowledge and dug in very
19 deep on the progress that our financial funding from this state
20 and from others and where we sit, and I'm really disappointed,
21 because I thought you weren't done until March, which is
22 maybe true, but you've already figured out how to make it, so
23 you're done today, at least with this, because I was going
24 to suggest bringing you back at the January meeting to give that
25 same presentation that you've so eloquently and -- put together

40

1 for us that shows why we're in some of the financial situations
2 we've got, but more importantly, you've made sure that we get
3 every penny we're supposed to get, we get every dollar. We're
4 using it well. It's accounted for. You gave a lot of us a lot
5 of confidence that we know the funds are being handled
6 correctly.

7 So don't hurt yourself when you're hugging the
8 trees, and just remember you always can just -- if you don't
9 understand what somebody's saying, you just look at them and
10 smile. But I want to say thank you again very much, not only
11 for what you've done for the Board and for ADOT, for the many,
12 many years, but for the five years I've been on, I've learned a
13 lot from you financially. Thank you.

14 MS. WARD: Thank you.
15 MS. HOWARD: I have a comment, if I could.
16 Kristine, thank you. You're a professional, very
17 well educated. You're very good at what you do, but you're
18 approachable. I've asked you some pretty odd questions. You do
19 look at me and go, that's a very good question, and -- but, you
20 know, you always have an answer. And again, being approachable
21 is the number one thing, I think, for someone of your stature,
22 and you do a great job, and I appreciate you, and I wish you the
23 best.

24 MS. WARD: Thank you.
25 MS. HOWARD: And I hope you'll come to Thatcher.

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1 MS. WARD: Oh yeah. I'm going to need a regular
2 fix of olive oil.

3 MS. HOWARD: I brought you some.

4 MS. WARD: Thank you. All right.

5 MS. HOWARD: Thank you.

6 MS. WARD: Any questions?

7 CHAIRWOMAN DANIELS: Board Member Peshlakai.

8 MS. PESHAKAI: -- Madam Chair.

9 Thank you, Kristine, for all your work, and thank
10 you for training the folks that will be with us here continuing,
11 and then, also, I hope the world embraces you in your travels
12 and you enjoy everything. And once you're done with that, I
13 have a sheepherder opening on the reservation. So wanted to
14 make sure I let you know that. And then -- and that's another
15 type of enjoyment of life as you journey forward. Thank you so
16 much for all you've done. (Speaking Native language.)

17 MS. WARD: Thank you.

18 VICE CHAIR MAXWELL: Almost done.

19 CHAIRWOMAN DANIELS: Loves to be the center of
20 the Board's attention.

21 MS. WARD: No HURF questions?

22 MR. BRACKER: I've only been on the -- I've only
23 been on the Board a very short time, but I've been working with
24 you for many years, and the one thing I would like to reiterate
25 is approachable and incredibly knowledgeable. And thank you

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1 very much for working with communities and working with me and
2 the entities that I've represented. You've been terrific. And
3 I also thought we had a couple more months of you, but -- I'm
4 sorry to see you leave so quickly, but congratulations, and well
5 deserved. And if you're looking for something to do, I could
6 use a CFO at the restaurant.

7 MS. WARD: So you will -- you will probably not
8 see much of me, but I am on until March, mid-March, to support
9 the incoming CFO, who actually was supposed to be here today but
10 has pink eye and decided he didn't want to share that with you
11 on his -- on his first visit.

12 CHAIRWOMAN DANIELS: So he has good judgment
13 already is what I'm hearing.

14 MS. WARD: Yes, yes. Yes, he does. And you'll
15 see Jacob Gable over here -- wave, Jake -- yeah, and he is --
16 will be the deputy CFO. So you are in incredibly good hands.
17 They will advance this organization. Thank you.

18 CHAIRWOMAN DANIELS: So, we look -- we do look
19 forward to the presentation that you mentioned (inaudible).

20 VICE CHAIR MAXWELL: That's how we're going to
21 tell if they've actually been trained well.

22 CHAIRWOMAN DANIELS: Yes.

23 VICE CHAIR MAXWELL: We'll still get that
24 presentation, so...

25 CHAIRWOMAN DANIELS: Yes. Thank you, Kristine.

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1 MS. WARD: Very good. Thank you.

2 CHAIRWOMAN DANIELS: All right. We will move to
3 Agenda Item 5 and invite -- Matt? Yep. Sometimes they switch
4 on me, so I was double-checking to see who was moving. Thank
5 you, Matt. Our Multimodal Planning Division report.

6 MR. MOUL: Thank you, Matt Moul, Director for the
7 Multimodal Planning Division.

8 Go ahead, Chuck.

9 So, some tribal engagement updates on
10 November 18th and 19th. We held information meetings with the
11 Hopi Tribe and the Navajo Nation about the SR-264 Corridor
12 Planning Study to share the study recommendations with the
13 community.

14 On December 3rd, we held tribal information
15 sessions to introduce the initiative purpose -- the initiative
16 purpose, process and tribal involvement benefits of Next Move
17 Arizona, which is the actual branding for our listening tour.

18 On December 4th, we held a Hopi Tribe and ADOT
19 partnership meeting covering updates from the Hopi DOT, Hopi
20 Cultural Preservation Office, ADOT divisions, ADOT districts,
21 and the Northern Arizona Council of Governments.

22 And on December 1st, the Hopi Tribe welcomed two
23 newly-elected leaders, Lamar Kevvama as chairman, and Mikah
24 Kewanimpewa, Senior, as vice chairman.

25 Next slide.

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1 The Governor's Office on Tribal Relations will
2 convene the 31st Annual Indian Nations & Tribes Legislative Day
3 event on January 14th at the State Capitol. This event pays
4 tribute to the history and culture of the American Indian people
5 and their contributions to the prosperity and cultural diversity
6 of the United States. Event activities include tribal leader
7 keynote addresses, information sessions and a resource fair.

8 We plan to have -- ADOT plans to have an
9 information booth to address inquiries on programs and services,
10 and members of the state legislature, the governor, and other
11 elected officials and state and tribal agency representatives
12 are invited to attend. And that's probably too small for
13 anybody to scan, but the QR code is there.

14 That's my presentation for this month. I'm happy
15 to answer any questions.

16 CHAIRWOMAN DANIELS: Thank you, Matt.

17 Any questions from the Board?

18 Okay. We'll move on to Agenda Item 6. And
19 Iqbal, just to maybe save you a moment, you're providing a
20 financial accounting. There were no --

21 MR. HOSSAIN: Correct.

22 CHAIRWOMAN DANIELS: -- applications this month.

23 MR. HOSSAIN: Correct.

24 CHAIRWOMAN DANIELS: So does any board member
25 have a question for Iqbal on the AZ SMART grant? Okay. Seeing

45

1 none. Iqbal, I think we're good to go on this item. Thank you.

2 MR. HOSSAIN: All right. So then I can move on

3 to Item Number 7?

4 CHAIRWOMAN DANIELS: That would be great.

5 MR. HOSSAIN: Okay. Great. So I'll start with

6 the Item Number 7, and this is the Priority Planning Advisory

7 Committee items for discussion and possible action.

8 Today we have three categories of projects to

9 present: Project modifications, new projects, and airport

10 projects. As usual, I plan to group all categories together

11 under one motion for Board's approval.

12 Next slide, please.

13 So I would like to present the proposed changes

14 to FY 2026 through FY 2030 State Transportation Facilities

15 Construction Program, Items 7a through 7 3 (sic) project

16 modifications -- next slide -- 7d through 7f, new projects --

17 and next slide -- 7g through 7m, airport projects.

18 And for the Board's consideration, the requested

19 action is approval of Priority Planning Advisory Committee Items

20 7a through 7m.

21 CHAIRWOMAN DANIELS: Thank you.

22 Any questions from the Board on any of these

23 items?

24 All right. We will entertain a motion.

25 MR. BRACKER: Move to approve.

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1 CHAIRWOMAN DANIELS: We have a --

2 MR. BRACKER: Move to approve.

3 MS. HERMOSILLO: Second.

4 CHAIRWOMAN DANIELS: Thank you.

5 We have a motion by Board Member Bracker and a

6 second by Board Member Hermosillo for approval of the projects

7 7a through 7m.

8 All in favor, please say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRWOMAN DANIELS: Any opposed?

11 That motion passes unanimously. Thank you.

12 MR. HOSSAIN: Thank you.

13 CHAIRWOMAN DANIELS: All right. We will go to

14 Agenda Item 8, our state engineer's report, with Audra.

15 Good morning, Madam Chair and Board Members.

16 CHAIRWOMAN DANIELS: Audra, can you pull that

17 microphone right -- yeah.

18 MR. ROEHRICH: And could you introduce yourself?

19 Make sure we get that in the record, please.

20 MS. HANNA: Yeah. Maysa Hanna. I am the Deputy

21 State Engineer, assisting Audra today with Number 8, Item

22 Number 8 --

23 CHAIRWOMAN DANIELS: Sorry (inaudible).

24 MS. HANNA: -- and providing the district's

25 update.

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1 So what is -- the next slide.

2 Okay. For the Central District, we have multiple

3 projects. We have Central --

4 CHAIRWOMAN DANIELS: We don't have to go through

5 them all.

6 MS. HANNA: Okay.

7 CHAIRWOMAN DANIELS: Unless any member of the

8 Board wishes to look at all of these.

9 MS. HOWARD: I just have a question on one on

10 this first slide, if I could, if I may.

11 CHAIRWOMAN DANIELS: Please.

12 MS. HOWARD: Thank you.

13 The EB/WB deck replacement project on I-10, do we

14 have a schedule of completion on that? I know that the delays

15 are horrendous, up to two hours on that interstate, and I'm just

16 wondering if there's a schedule as to when that is going to

17 subside a bit or a schedule of completion on that one --

18 MS. HANNA: Which one? I'm sorry.

19 MS. HOWARD: I'm sorry. It would be the one,

20 two, three -- the fourth one down on the first slide.

21 MS. HANNA: Yeah. The fourth one has a

22 completion date of spring 2026.

23 MS. HOWARD: Spring 2026?

24 MS. HANNA: Yeah.

25 MS. HOWARD: Okay. Do you know by chance when

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1 the delays will lessen, I guess, on the interstate there? I

2 know it's down to one lane. There's been a lot of shutdowns

3 between 6:00 a.m. and 7:00 p.m.

4 MS. HANNA: Yeah. It's a deck replacement. So

5 as soon as they finish the work on the joints, mainly, they

6 should be able to -- the congestion should be less.

7 MS. HOWARD: Okay. And what was the month

8 completion on that again? I'm sorry.

9 MS. HANNA: I don't have the month.

10 MS. HOWARD: Okay.

11 MS. HANNA: It is spring of 2026.

12 MS. HOWARD: Okay.

13 MS. HANNA: So maybe we are looking for maybe

14 June.

15 MS. HOWARD: Okay.

16 MS. HANNA: Yeah.

17 MS. HOWARD: Thank you. Appreciate it.

18 DIRECTOR TOTH: Board Member -- Chair Daniels,

19 Board Member Howard, we'll get you some more detailed --

20 MS. HANNA: Absolutely.

21 DIRECTOR TOTH: -- information on that project.

22 MS. HOWARD: Thank you. I appreciate that.

23 CHAIRWOMAN DANIELS: Any other items that we wish

24 to discuss further as part of this report?

25 Okay. Thank you.

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1 MS. HANNA: Thank you.

2 CHAIRWOMAN DANIELS: Item 8 is completed. We'll

3 move to Agenda Item 9. That's our construction contracts. We

4 have a recommendation from our state engineer -- come on up,

5 Audra -- for approval or awarding of 9a through 9g, as well as

6 9i through 9l.

7 MR. ROEHRICH: (Inaudible) is that what you're

8 proposing, is -- do you want to vote for those individually, or

9 are you lumping all the awards together in one motion?

10 CHAIRWOMAN DANIELS: We're lumping together

11 today, but looking to the Board for any --

12 VICE CHAIR MAXWELL: Madam Chair, I know there's

13 one that we're -- was postponing or rejecting. I'd like to

14 cover the ones that are unique, the ones that are --

15 CHAIRWOMAN DANIELS: Yeah. We --

16 VICE CHAIR MAXWELL: -- straight approval

17 process --

18 CHAIRWOMAN DANIELS: That's going to be h, m and

19 n.

20 VICE CHAIR MAXWELL: Okay.

21 CHAIRWOMAN DANIELS: So let's go ahead and just

22 have a report on those, and then we'll take the vote afterwards.

23 VICE CHAIR MAXWELL: The other thing I'd ask is

24 the one that has to do with the -- some of the protests.

25 We've -- it's not often we've seen protests, and we've had a

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1 couple of those come to our attention between the last board and

2 this board. I'd like any project that we do have protests just

3 to explain to us the process.

4 CHAIRWOMAN DANIELS: Perfect. Okay.

5 So if you want to provide a note on 9c as well.

6 MS. MERRICK: Yes.

7 CHAIRWOMAN DANIELS: Thank you.

8 MS. MERRICK: Uh-huh.

9 VICE CHAIR MAXWELL: Thank you.

10 MS. MERRICK: Yeah. So, Chuck, we're looking at

11 projects -- we'll do the first few slides first with the tables,

12 and then we're looking at projects 9c, 9h, 9m and 9n, unless

13 otherwise told. Yeah. That slide is the first one. Yeah.

14 So good morning, Madam Chair, members of the

15 Board. It's good to see you all again. Happy holidays. I'll

16 see you more often next year. My name is Audra Merrick. I'm

17 the current ADOT PDO division director, and I'm presenting

18 Item 9 to you today.

19 We do have 14 contracts on the list for

20 consideration, as we just mentioned, 9a through 9n, as in Nancy.

21 And looking at the bottom of this slide, our monthly totals, you

22 can see that the projects run -- are running 1.4 percent over

23 the state engineer's estimate for the month.

24 And next slide.

25 And you can see that same demonstration on

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1 December there, along with the fiscal year to date. We're

2 looking at 9 percent -- 9.6 percent under. So for the -- for

3 December, we're over -- I may have said that wrong -- by the 1.4

4 percent, but for the month, for the fiscal year, we're still

5 under. Yeah.

6 And so that, Madam Chair, if I may, I can go

7 ahead and move to Item 9c.

8 CHAIRWOMAN DANIELS: Please.

9 MS. MERRICK: Okay. Before I start with Item 9c,

10 I want to point out with one correction on the slide. Your

11 agenda is complete. So the figures on your agenda are correct,

12 but on the slide, the correction that we'd like to make for the

13 meeting is right now we have a low bid listed as 17,845,460, and

14 the slide should say 17,845,579. So, again, your agenda is

15 correct. And the correct difference is 5,883,273. So, again,

16 we've corrected the slide just now. Your agendas are right.

17 So for item 9c, this is a payment preservation

18 project. It's actually a diamond grind project on State Route

19 51, from I-10 to Shea Boulevard. We do have a low bid of

20 17,845,579, with a difference of 24 percent under.

21 So we did speak with the apparent low bidder on

22 this project, and he explained that they are a specialized

23 contractor for the scope of work, and they plan to self-perform

24 the majority of the work using their own equipment, and so they

25 also plan to run multiple shifts at the same time. And so,

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1 therefore, what that did is the contractor was able to provide

2 really better pricing than what we had estimated in our -- in

3 our estimate.

4 There were two bidders on this project, and we

5 received a protest from the second bidder. You received a

6 synopsis in your packet and associated correspondence in the

7 packet as well. Upon review of the protest letter, the

8 department determined the bid protest should be denied for

9 failure to meet ADOT standard specifications for road and bridge

10 construction, and essentially, the protest was not received in a

11 timely manner.

12 It's required -- the protest was not received

13 within the required seven calendar days after opening is what

14 they had, and it was provided, I think, on day 10.

15 Additionally, the protester failed to send a copy of the protest

16 letter to all of the bidders. At the same time, it was sent to

17 the state engineer.

18 So it is the responsibility of the bidder to

19 provide a successful submission of its electronic bid prior to

20 the time specified for the submission of bids. The bidder

21 agrees that the department bears no liability resulting from the

22 bidder's failure to successfully submit an electronic bid. So

23 after review of the protest letter and review and analysis of

24 the low bid, the bid was determined to be responsive, and the

25 bidder is responsible, and we recommend the award to Emery Sapp

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1 & Sons, Inc.

2 VICE CHAIR MAXWELL: Thank you. I appreciate

3 you, Audra, going through that, because again, these --

4 sometimes the protests are unique and unusual, and this one,

5 obviously, the bidder submitted -- the protester submitted a

6 bid, as I understood it, with knowingly inaccurate -- a high bid

7 to make sure all their systems were working, and then when it

8 came down to it, they ran into some technical difficulties as

9 well. And I'm not saying we should not take the recommendation,

10 because I'm shortly here -- I'll be supporting that.

11 How often or with the AASHTO system do we

12 experience problems with people submitting bids?

13 MS. MERRICK: I asked staff, someone who has been

14 here for a very long time, and they couldn't recall this

15 happening before.

16 VICE CHAIR MAXWELL: All right. Thank you.

17 MS. MERRICK: It's rare. Yes.

18 CHAIRWOMAN DANIELS: I do think it's important

19 that we log any failures of any of our systems, just because of

20 this type of question that might come up. It's --

21 MS. MERRICK: Yeah.

22 CHAIRWOMAN DANIELS: It's lovely to be able to

23 rely on historical reference from somebody who's been here for a

24 long time, but --

25 MS. MERRICK: Yeah.

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1 CHAIRWOMAN DANIELS: -- people retire.

2 MS. MERRICK: Yeah. As you all know, you know,

3 ADOT, with the culture we have right now is -- is very

4 continuous or, you know, we're always looking at continuous

5 improvement on our things. And so sometimes when we run these

6 processes, things might not go so smoothly, and we do go back

7 and look at those processes and try to make sure that, you know,

8 we understand what happened and try and make things not

9 preventable and more efficient in the future, so yes. Uh-huh.

10 VICE CHAIR MAXWELL: Madam Chair, in that case,

11 I'll go ahead and move that we award Items 9a through 9g and 9i

12 through 9l as recommended.

13 MS. HERMOSILLO: Second.

14 CHAIRWOMAN DANIELS: We have a motion by Vice

15 Chair Maxwell and a second by Board Member Hermosillo.

16 All in favor, please say aye.

17 BOARD MEMBERS: Aye.

18 CHAIRWOMAN DANIELS: Any opposed?

19 That motion carries unanimously.

20 Would you like to go through 9h?

21 MS. MERRICK: Uh-huh.

22 CHAIRWOMAN DANIELS: 9n for us, Audra?

23 MS. MERRICK: 9h.

24 So Number 9h is a system enhancement project from

25 the Town of Gilbert for the half mile -- for the half mile of

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1 Mews Road east of Higley. The work consists of, for those

2 curious, paving a gravel road, which I thought was interesting,

3 constructing a drainage channel, plus some water line and sewer

4 line extension work. We have a low bid of 2,882,974, over the

5 State estimate by 703,127. We recommend postponement of this

6 aisle -- item. The Town of Gilbert is evaluating their funds

7 for the additional cost, and so we would like to give them time

8 to work through those processes.

9 CHAIRWOMAN DANIELS: Is there a motion, 9h?

10 VICE CHAIR MAXWELL: Madam Chair, I move we

11 postpone 9h.

12 MS. HOWARD: I'll second.

13 CHAIRWOMAN DANIELS: We have a motion by Vice

14 Chair Maxwell and a second by Board Member Howard.

15 All in favor, please say aye.

16 BOARD MEMBERS: Aye.

17 CHAIRWOMAN DANIELS: Any opposed?

18 That motion carries. Thank you.

19 And 9m.

20 MS. MERRICK: Sure. So moving on to 9m, as in

21 Mary -- looks like we have the right slide -- this is a roadway

22 project in Yuma County. It is a local project, and we have a

23 low bid of 1,299,695. It's under the State estimate by 112,114.

24 We did bring this one to the Board last month,

25 where the project was postponed to allow for the review process

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1 to take place. I believe Greg brought it to you last month.

2 And so the review process has since been completed, and the

3 contractor was notified of his failure to submit the required

4 bidder documentation. Something that we call the bidder's list.

5 At the same time, the contractor was notified of

6 that. He was notified of three things: One was failure to

7 submit, deems them to be non-responsible, and therefore

8 ineligible for award of the contract, for our contract

9 specifications. The right -- we gave them the right to protest

10 with a seven-day calendar deadline of December 1st, which was

11 communicated to them, and notice that the project will be placed

12 on the December 19th board meeting. We have not received the

13 required documentation or a protest. There was only one bidder,

14 so the sole bid was determined to be unresponsive, and we reject

15 the rejection of the bid.

16 CHAIRWOMAN DANIELS: Thank you. Any questions

17 for Audra?

18 All right. Is there a motion?

19 MR. BRACKER: Madam Chair, move to reject item

20 9m.

21 MS. HOWARD: Second.

22 CHAIRWOMAN DANIELS: I have a motion by Board

23 Member Bracker and a second by Board Member Howard.

24 All in favor, please say aye.

25 BOARD MEMBERS: Aye.

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1 CHAIRWOMAN DANIELS: Any opposed?

2 That motion carries unanimously. Thank you.

3 Last but not least, we'll move to 9n.

4 MS. MERRICK: Sure. So next we have -- next we

5 have Item 9n. It is a City of Apache Junction project on Old

6 Highway, from Idaho Road to Goldfield Road. The work consists

7 of constructing new sidewalks, ramps, box culvert extensions and

8 some other related work.

9 As you recall, this project was discussed as well

10 at our November board meeting, where the Board made a motion to

11 postpone the project and refer to the state engineer to hold

12 hearing. That hearing was held. The recommendation was to

13 award the project to the second lowest bidder. And today I

14 have -- or today I have ADOT Deputy Director Stacy Guillen, who

15 was appointed to serve as Mr. Byres' designee for the hearing,

16 and I like to ask Stacy to come up at this time to address this

17 item with you and any questions you may have. Thanks.

18 CHAIRWOMAN DANIELS: Welcome, Stacy.

19 MS. GUILLEN: Morning, Madam Chair, members. I'm

20 Stacy Guillen, Deputy Director at ADOT.

21 We held the hearing last Thursday after receiving

22 written briefs from both parties and oral arguments from DBA,

23 who was the second lowest bidder, and the department. And after

24 hearing all of that, my recommendation is to make the award to

25 the second lowest bidder, DBA. And I'm happy to answer any

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1 questions you might have.

2 CHAIRWOMAN DANIELS: Thank you, Stacy.

3 Any questions from the Board on the

4 recommendation? Okay.

5 VICE CHAIR MAXWELL: One follow-up. And you did

6 say you got -- you received letters and comments from both the

7 lowest bidder as well as the second lowest bidder in this

8 decision-making process?

9 MS. GUILLEN: Madam Chair, Board Member Maxwell,

10 yes. So Clyde, who is the lowest bidder -- for ease of keeping

11 them, I will call them Clyde and DBA. Clyde, who was the lowest

12 bidder, did submit a written memo to me prior to the hearing.

13 They asked to not attend the hearing and let the -- their

14 memorandum stand in place of their oral argument. So they did

15 not attend, but they did submit their written brief. And then

16 DBA, who was the second lowest bidder, submitted a brief, as

17 well as did attend the hearing.

18 VICE CHAIR MAXWELL: Thank you.

19 CHAIRWOMAN DANIELS: Thank you.

20 Seeing no other questions, is there a motion to

21 award 9n to DBA Construction?

22 MS. HOWARD: Madam Chair, I move we award Item 9n

23 as presented.

24 VICE CHAIR MAXWELL: Madam Chair, I'll second

25 that, and I'd also like to thank the staff for going through

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1 this process.

2 MS. GUILLEN: Of course. Thank you.

3 CHAIRWOMAN DANIELS: We have a motion by Board

4 Member Howard and a second by Vice Chair Maxwell.

5 All in favor, please say aye.

6 BOARD MEMBERS: Aye.

7 CHAIRWOMAN DANIELS: Any opposed?

8 That motion carries unanimously. Thank you.

9 That completes agenda item --

10 MS. MERRICK: Thank you.

11 CHAIRWOMAN DANIELS: Thank you, Audra. That

12 completes Agenda Item 9 in its entirety, and we will move to

13 Agenda Item 10, our 2026 board meeting and public hearing dates.

14 MR. ROEHRICH: Thank you, Madam Chair.

15 What you have in front of you are the dates and

16 locations that have been coordinated with, based upon the input

17 from the incoming chair, Board Member -- Vice Chair Maxwell, but

18 incoming chair for next year. I have contacted all those

19 locations, and we're in the process of finalizing the

20 coordination dates. So those locations are good, the dates are

21 good, and at this point, I would ask the Board to adopt those

22 dates and locations for 2026.

23 CHAIRWOMAN DANIELS: Any comments or questions

24 from the Board that they can direct to Vice Chair Maxwell?

25 VICE CHAIR MAXWELL: No. I want to thank

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1 everybody for giving me the input to where they'd like to see

2 them in their districts. I think it's really important. I do

3 also believe it's important for us to get out and change up the

4 locations we come to, especially when we're departing the two

5 more metropolitan areas. So it's a great opportunity to see

6 people, meet people, and more importantly, drive on those roads,

7 or in my case, a couple times next year, it's going to be flying

8 in to their airports, as we have that responsibility as well.

9 CHAIRWOMAN DANIELS: I would imagine the aerial

10 view is helpful as well. That's good.

11 All right. Is there a motion to approve the 2026

12 board meeting and public hearing dates and locations as

13 modified?

14 MR. BRACKER: Madam Chair, I move to approve the

15 locations of the meetings.

16 MS. PESHLAKAI: Second.

17 CHAIRWOMAN DANIELS: We have a motion by Board

18 Member Bracker and a second by Board Member Peshlakai.

19 All in favor, please say aye.

20 BOARD MEMBERS: Aye.

21 CHAIRWOMAN DANIELS: Any opposed?

22 All right. That motion carries.

23 That moves us to Agenda Item 11, our State

24 Transportation Board policies. There's been extensive work done

25 on these. Floyd or -- and/or Director Toth, do you have

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1 anything to guide us on?

2 MR. ROEHRICH: Madam Chair, I would like to

3 start, and I do want to reiterate what you just said. This is

4 something the Board adopts every other year. It's in statute to

5 review their policies and either update them or just reaffirm

6 them, and I will say, in the years that I've been working with

7 the Board, from the time I was a state engineer, 2008 until now,

8 I've had different roles, but this is the most extensive review

9 and editing that has been done to those policies.

10 So I will say kudos to the Board. I'll say a

11 special thanks to the staff that has responded to most of those

12 and have been able to glean through and -- and my God, I'll tell

13 you, wordsmith some of that stuff, which was starting to drive

14 me nuts. Aren't you just saying the same thing, but you're

15 saying it in reverse order? But anyway, okay.

16 CHAIRWOMAN DANIELS: They were modernizing the

17 language, Floyd.

18 MR. ROEHRICH: Yeah. But I will tell you, it is.

19 This is -- what we have in front of you now has been reformatted

20 and has been updated, and I believe it is the most comprehensive

21 look at establishing the vision, kind of the direction the Board

22 is looking at, and then the guidance that is providing to the

23 department. So kudos to you all for that.

24 CHAIRWOMAN DANIELS: Thank you, Floyd.

25 I do want to pay a special debt of gratitude to

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1 Board Member Maxwell, who I know worked long and hard on the

2 vision statement in order to make some adjustments there, and I

3 know everyone contributed substantially to it.

4 The only -- and I got the PDF version yesterday,

5 Floyd. There are just a few formatting and grammatical

6 adjustments that I think need to be made. I -- it makes me

7 think of that -- I know my mom was an English teacher, so let's

8 talk about that for a second, but -- PTSD -- it makes me think

9 of that meme that has gone around that says, I quit, I'm

10 drinking -- I'm not drinking until December or something, and

11 they moved the period, and it's like, no, I'm drinking all of

12 the month of December instead.

13 So the periods and the exclamation points and the

14 capitalization does matter for content, and so if the Board

15 would indulge me, I've just marked up my most recent copy,

16 because it wasn't a Word document. There is nothing

17 substantial. It is literally spaces, fonts, things like that,

18 for consistency. So I will turn this over to Floyd at the end

19 of the meeting, but if you would indulge me on using -- invoking

20 my mother in production of the grammatical changes. Thank you,

21 VICE CHAIR MAXWELL: Madam Chair.

22 CHAIRWOMAN DANIELS: Yeah.

23 VICE CHAIR MAXWELL: Yeah. I'd just like to make

24 one comment. It's -- we appreciate the folks that we -- that

25 come and speak to us. That's the most important thing we do, is

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1 it's the input from the -- from not only the elected officials

2 when we travel around the state, but also from the citizens.

3 But I would tell you, it's a good idea to take a look at this,

4 because the first time I think we saw it, we went, huh, that's

5 interesting.

6 There's a lot of things in here that kind of do

7 describe what our role is, especially since, you know, the --

8 ADOT works directly for the Governor. We're the board. We've

9 got responsibilities, it outlines them, but my favorite page

10 remains page 8, because it's the one that talks about the

11 commitments, the commitments of the -- what the Arizona State

12 Transportation Board is committed to doing.

13 Particularly, I like number 13, the advocating

14 for legislation that helps ADOT and Board achieve the best

15 transportation system for the citizens of the state, and I think

16 that's what we try to do up here. That's what we continue to

17 strive for, and I think you're going to see you've got a board

18 that I think is probably, as Floyd pointed out, in not only

19 doing this overview, we're also ready to step in, because we

20 feel really strongly that the state of Arizona is an incredible

21 place to live. We're growing. We've got flourishing

22 communities, and we need to have an infrastructure base to back

23 it up. So I want to thank you for all the work, Floyd, and the

24 rest of the staff.

25 And, Madam Chair, if you don't mind, I'll go

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1 ahead and move this, with your grammatical corrections, for

2 approval by the Board.

3 MS. HERMOSILLO: Second the motion.

4 CHAIRWOMAN DANIELS: Thank you, Board Member

5 Hermosillo. My mom would be proud.

6 MR. BRACKER: Chair?

7 CHAIRWOMAN DANIELS: Yes.

8 MR. BRACKER: I also wanted to thank staff,

9 because I know I've gone back and forth with staff several times

10 on a few items. So thank you very much for your patience with

11 me in working through this stuff.

12 CHAIRWOMAN DANIELS: Appreciate that, Board

13 Member Bracker.

14 And to the entire Board, I didn't even really

15 know that we were voting on board policies my first time that I

16 got to vote on this. The second time I tried to make changes

17 from the dais on the day that we were voting on it, and Floyd

18 very gently said, you know, we can review this at a later date

19 and make sure that we're doing it right, and so this time around

20 was my last and final opportunity to weigh in. So thanks for

21 letting me leave that maybe as my mark for the last six years.

22 VICE CHAIR MAXWELL: Good job, Madam Chair.

23 MS. HOWARD: If I may.

24 CHAIRWOMAN DANIELS: Please.

25 MS. HOWARD: I urge the Board to keep these

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1 policies at their right hand and evaluate and update them
2 throughout the next two years, and I think it will just give us
3 more time -- so many times policies get stuck in a drawer until
4 something comes up and you need to look at them, but I urge us
5 to bring them with us, work with them. It really -- it helps a
6 lot when the updates come as well, versus trying to cram in them
7 all in, so...

8 CHAIRWOMAN DANIELS: Thank you.

9 MS. HOWARD: Appreciate it. Thanks to staff.

10 CHAIRWOMAN DANIELS: Perfect. We have a motion
11 by Board Member Bracker -- no, Board Member Maxwell, and a
12 second by Board Member Hermosillo.

13 All in favor of adopting the State Transportation
14 Board policies, please say aye.

15 BOARD MEMBERS: Aye.

16 CHAIRWOMAN DANIELS: Any opposed? That motion
17 carries. Thank you.

18 All right. We will move to Agenda Item 12. This
19 is the shifting.

20 VICE CHAIR MAXWELL: The shifting.

21 CHAIRWOMAN DANIELS: Shifting. You know, I could
22 just pass things.

23 MR. ROEHRICH: Well, it's a little bit more
24 formal than that, but it is a time where we -- unfortunately,
25 every six years we -- well, unfortunately for us, because it

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1 means we get a turnover after we get very comfortable finally
2 working with a board member, and all of a sudden their term is
3 up. Now, the board member may think different, like, finally,
4 my six years is up, but for us, it just means that we end up
5 having to lose somebody that we've built some time with and that
6 we've actually gotten -- to me, in this case, very comfortable
7 dealing with their efforts within the board.

8 And, Madam Chair, as already been pointed out by
9 the policies, you've been a guiding hand and a driving force in
10 making sure that this board is relevant, is current, and is
11 taking actions and actually doing something, so... So I will
12 give kudos to that. And it is coming down. Your term is up in
13 January.

14 What we're proposing here today, obviously, is
15 designating a new chair and vice chair moving forward, and there
16 are statutory rules within that. So the chair will go to the
17 person who is in their final year, in this case, Board Member
18 Maxwell. The vice chair will be the person who is in their
19 final two years. In this case, that would be Board Member
20 Howard, unless they choose not to accept those positions.

21 VICE CHAIR MAXWELL: (Inaudible.)

22 MR. ROEHRICH: So I know there's been a time in
23 the past where one board member was upset with others and wanted
24 to change it, but you can't. It's in statute, unless they
25 decide not to accept that role. So what I'm proposing here

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1 as -- again, as part of the leadership adjustment, is that for
2 2026, Board Member Maxwell will be chair, and Board Member
3 Howard will be vice chair.

4 CHAIRWOMAN DANIELS: All right. We do need a
5 motion for that.

6 MR. BRACKER: Madam Chair, so moved.

7 CHAIRWOMAN DANIELS: And a second?

8 MS. PESHAKAI: Second.

9 CHAIRWOMAN DANIELS: We have a motion by Board
10 Member Bracker and a second by Board Member Peshlakai.

11 All in favor, please say aye.

12 BOARD MEMBERS: Aye.

13 CHAIRWOMAN DANIELS: And no one is opposed to
14 that. I already know that. Well, especially me.

15 All right. Congratulations, Chair Maxwell. I'm
16 excited for your leadership.

17 CHAIRMAN MAXWELL: Thank you. I'm looking
18 forward to it, and I will tell you, Jenn, it's been amazing to
19 work the last several years with you both on the board and in
20 the community. Your dedication to trying to improve the region
21 and the state as a whole is remarkable, but so much -- you've
22 got a really -- a love and a focus on infrastructure. I know
23 you're going to continue to be potentially standing on that
24 side, telling us what we have to do to correct what, you know,
25 we haven't gotten to yet, but I want to just thank you for all

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1 that. And I believe we've got an item later where we'll
2 formally say goodbye, but that's my only comments, and I look
3 forward to working with everybody, including the public and the
4 legislature.

5 MS. DANIELS: Perfect. The meeting's yours now.

6 CHAIRMAN MAXWELL: Oh, well...

7 MS. DANIELS: You're the chair.

8 CHAIRMAN MAXWELL: In that case, Vice Chair
9 Howard, do you have any comments that you would like to make as
10 part of the meeting?

11 VICE CHAIR HOWARD: I would. I'm looking very
12 forward to serving along with you next year, Chair. And I'm
13 going to miss you, Jenn. The two Jenns. We were forced to be
14 reckoned with. Three Jenns.

15 MS. DANIELS: Yeah.

16 VICE CHAIR HOWARD: Three Jenns.

17 You've been a great mentor and a great person to
18 work alongside. You're a Superwoman. I have learned that, both
19 in the public sector, private sector and in service, and I
20 admire you and truly appreciate you. Thank you very much.

21 MS. DANIELS: The beauty of an environment like
22 this is you get to make friends with people that otherwise you
23 may not have crossed paths with, and not only have I enjoyed
24 working with each of you, but very much enjoyed getting to know
25 you on a personal level as well, and just very much appreciate

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1 all the work that you do and continue to do. And it is a huge
 2 sacrifice for many of these people who own businesses and have
 3 full-time jobs and are serving on many, many boards and
 4 commissions and committees and may even be running for office
 5 someday. And so I just very much appreciate each of you and the
 6 continued effort that you make to serve the state. It's
 7 inspiring, and I will be cheering you on virtually.

8 CHAIRMAN MAXWELL: We still have your number, so
 9 that's good.

10 I'm going to skip Item 13, which is recognition
 11 of our outgoing chair. I want to go to 14, so that the last
 12 thing we get to hear today will be maybe some other closing
 13 remarks that Jenn may have.

14 Does anybody have any other suggestions? I --
 15 and Kristine, I'm serious about one of my suggestions that I
 16 would like the presentation you've given multiple times in
 17 multiple different environments. I'd like to do that at either
 18 the January -- not you, the new CFO and assistant CFO or the
 19 deputy CFO, to prove that they understand it, but I think it's
 20 good to set it, because I've said we're going to do some
 21 engagement with the legislature on trying to address this. And
 22 the best part is, we've got people. Neal Carter and I have had
 23 a great conversation about it. The challenge we have with the
 24 legislature is they all have -- figure there's different ways to
 25 fund it. They all agree that we need more money and

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1 infrastructure, so we're going to figure something out along
 2 that front.

3 So does anybody have any other suggestions for
 4 any meeting topics or in the coming year? Remember, we have a
 5 study session in February.

6 MR. BRACKER: Chairman Maxwell.

7 CHAIRMAN MAXWELL: Member Bracker.

8 MR. BRACKER: I'm not sure if it's a part of a
 9 meeting or if it's a meeting in itself. I think one of the big
 10 frustrations in the -- when on the Board and also with the
 11 people who deal with the Board, they don't understand the
 12 federal rules on getting a project completed and what the
 13 engineers have to comply with as they go through that.

14 So I was wondering if we could have a study
 15 session based -- that would have staff talk to us and explain to
 16 us what these things are, so when people come to us and say, why
 17 is my project taking so long or why is a community project
 18 taking so long, we would be able to answer that question.

19 CHAIRMAN MAXWELL: I think that's a great
 20 addition. And Floyd, if we could take note of that as trying to
 21 get us better engaged on how the federal roles and the other
 22 things that cause some of the projects to go fairly quickly and
 23 some could take more time.

24 MR. ROEHRICH: Yes, sir. Actually, we help train
 25 our people with the project development process, and what we'll

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1 do is we'll bring that in to here, and then -- well, we'll
 2 tailor down a little bit from, you know, them as does to more
 3 of here's the policy and the regulation requirements behind it
 4 for the Board and for the public. Absolutely we can do that.

5 MR. BRACKER: And I wish I could take credit for
 6 that idea, but that was part of the conversation I was having
 7 this hour last night as we were both commuting up here.

8 CHAIRMAN MAXWELL: See, they already know they're
 9 having their own individual meetings. It's going to be a long
 10 year for me. I can already tell.

11 MR. BRACKER: There were only two of us on the
 12 call.

13 MR. ROEHRICH: I was just going to say we can't
 14 have that conversation. Michelle's here. Michelle's here.
 15 Let's not be having that conversation.

16 CHAIRMAN MAXWELL: That's great. So we're going
 17 to go back -- any other suggestions from the Board?

18 All right. We're going to go back to Item 13. I
 19 think we kind of jumped ahead of it a little bit, and I started
 20 that by telling former Chair Daniels what I thought of her, but
 21 it's a six-year commitment for anybody that comes on this board.
 22 I think we're all passionate about it. We all enjoy it. You
 23 know, having been a former elected official yourself, you
 24 brought a lot of what I'd call straight talents to how to run a
 25 tight meeting.

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1 I mean, I'm sitting here trying to figure out how
 2 am I going to talk to -- for another hour and 30 minutes,
 3 because I don't want your last meeting to be the shortest one on
 4 record, but you've really, you've really created a lot of --
 5 you've showed me a lot of ways that our meetings can be tight,
 6 still be thorough, and still say enough so that the public and
 7 the members that -- or the folks that have come and joined us
 8 understand our decision-making process, and they see it, see how
 9 it goes through.

10 It also puts a lot on us and has, and it's
 11 probably changed my way of preparation on being prepared when we
 12 walk into this board. So I really want to appreciate -- say
 13 thank you for all that. As -- before I turn it over to the
 14 other members of the Board, as is tradition, we've all pitched
 15 in and gotten you a few items to say thank you for your all your
 16 hard work. This is -- figure out what's in that bag.

17 MS. DANIELS: I can help you with that one.

18 CHAIRMAN MAXWELL: Okay.

19 MS. DANIELS: Very excited. I know where
 20 (inaudible) going to be tonight.

21 CHAIRMAN MAXWELL: And this is a token of our
 22 appreciation --

23 MS. DANIELS: Thank you.

24 CHAIRMAN MAXWELL: -- that will hopefully give
 25 you some memories. And you don't need the pen, because you

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1 don't need to sign your own card.

2 MS. DANIELS: Thank you.

3 CHAIRMAN MAXWELL: So we greatly appreciate it.

4 Any of the other board members wish to comment or

5 say -- don't -- not say goodbye, but say thank you?

6 MS. PESHLAKAI: Excuse me. Mr. Chair.

7 CHAIRMAN MAXWELL: Member Peshlakai.

8 MS. PESHLAKAI: Thank you.

9 I really appreciated working with you. You're a

10 great chairwoman, and I still feel pretty new, and I feel like

11 almost every month people are leaving and retiring, so I'm

12 getting really anxious about the time when I'm going to be

13 sitting up here alone, but I've learned a lot from you, and I

14 wish you well as you move forward. Thank you. (Speaking Native

15 language.)

16 MS. DANIELS: Is the sheep herding opportunity

17 available to me, too?

18 MS. PESHLAKAI: Yes. Yes.

19 MS. DANIELS: I was jealous when she offered it.

20 MS. HERMOSILLO: Chair, I would like to also

21 comment.

22 CHAIRMAN MAXWELL: Member Hermosillo.

23 MS. HERMOSILLO: Yeah. So many may or may not

24 know that I actually met Jenn when I became a brand-new mayor,

25 and Jenn embraced me right away. I've looked up to her since.

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1 She's been an incredible mentor and person of inspiration. I

2 admire you, Jenn, so deeply. I respect you tremendously, and I

3 know this is not going to be the last time that we see each

4 other or work with each other. However, I deeply thank you for

5 everything that you've lent to me professionally and personally

6 and just look forward to your next chapter. And I'm here to

7 always support you along the way, but thank you so much for your

8 service and your leadership.

9 MS. DANIELS: Thank you, Mayor. You were a

10 fantastic addition to the Board. I was thrilled when they

11 announced to you.

12 MR. ROEHRICH: So, Mr. Chair, the department does

13 have a few comments and recognitions that we -- that the

14 director would have as well if you're ready for that.

15 CHAIRMAN MAXWELL: We are -- we are ready to move

16 on, though, but she thinks she's not going to open this thing

17 before she leaves, but she's going to. So we're not letting her

18 get away.

19 So Director Toth.

20 DIRECTOR TOTH: I going to come down here so I

21 can actually see you as I'm speaking.

22 We would like to take this moment to recognize

23 you. Chair Daniels, you were appointed in March of 2020, which

24 the world turned over during that time period, a whole new way

25 of doing meetings and relating to the public during those

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1 meetings. So you helped us through those years and continue to

2 advocate for better public engagement, and we really appreciate

3 that and that push and helping us to better connect with the

4 public as well.

5 So during your time on the Board, you've seen the

6 IJJA extension and probably the largest programs that we've had

7 over the time period. You were a strong proponent for Prop 400

8 and worked with many local agencies, and a number of those

9 projects have come to fruition. You were there at the South

10 Mountain ribbon cutting and the Broadway Curve improvement

11 project, and we just finished the I-17 flex lanes as well under

12 your guidance, and are continuing to work on that I-10 corridor

13 between Phoenix and Tucson.

14 So you've been a tremendous advocate for

15 transportation, and I personally just want to say thank you for

16 everything that you have been able to provide and the push that

17 you have pushed the department at many times is greatly

18 appreciated. Thank you.

19 MS. DANIELS: Thank you, Director Toth.

20 MR. ROEHRICH: We've just got a few commemorative

21 that Director (inaudible).

22 DIRECTOR TOTH: So we have a certificate --

23 MR. ROEHRICH: So one is a certificate of

24 appreciation signed by the director and all the board members.

25 We have a nice novelty gift with the commemorative copper

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1 license plate that the board member gets to choose, and

2 Ms. Daniels has chosen her name on the plate. We have an ADOT

3 pen and pencil set, commemorative. So I don't know if you ever

4 want to use it again or not.

5 MS. DANIELS: I'll use it every day.

6 (Inaudible.)

7 MR. ROEHRICH: And then another gift we provide

8 is something from the Arizona Highways magazine. In this case,

9 Ms. Daniels has asked for a subscription. So you will receive a

10 subscription, which I was told will start in January. Hopefully

11 it does, but the Arizona Highways magazine.

12 MS. DANIELS: (Inaudible.)

13 CHAIRMAN MAXWELL: And I'd like the staff and

14 everybody to stay around, too, for at least a couple

15 commemorative pictures before -- after we adjourn.

16 She'd rather speak first, you know, low key.

17 All right. So at this point I said I wanted to

18 close with her remarks, so I'm going to immediately adjourn this

19 meeting after her remarks are over. And Jenn, it's all yours.

20 MS. DANIELS: Thank you. Appreciate that. And I

21 like going back to my first name.

22 When I came into this position, I came on the

23 heels of Jack Sellers, who is an absolutely beloved member of

24 the state of -- citizens in the state of Arizona, and has

25 contributed greatly and continues to contribute in a tremendous

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1 number of ways. His advocacy for infrastructure in our state is
 2 unmatched, as far as I'm concerned, and so I felt the weight of
 3 that, that mantle, I think, very much in following in his
 4 footsteps.

5 And I think everybody knows, but I still have two
 6 teenagers at home, and so getting to board meetings in remote
 7 parts of the state hasn't always been very easy. So sometimes
 8 that required me to skip the Thursday night and come on Friday
 9 morning early and make sure that I was getting those teenagers
 10 out the door. I still think one of mine will graduate this
 11 year, which is exciting. It's the end of -- today is the last
 12 day of the semester, so there was some gnashing over finals this
 13 week, so -- but I think -- I think we did okay.

14 You mentioned, Director Toth, some of the changes
 15 that have occurred over the last five years, and beyond just the
 16 need for us to engage with the public differently given COVID,
 17 and then just the natural changes that have existed in the
 18 political world, we also had a tremendous leadership change when
 19 you were brought in as the director and appointed by Governor
 20 Hobbs, and you are so the right choice for this agency.

21 And I have seen and been able to witness even a
 22 shift in attitude from staff and a different, more collaborative
 23 approach. I'm thrilled with your listening tours. I think
 24 that's just such a fantastic process, and your ability to see an
 25 issue or something that arises from so many different angles,

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1 and then make a choice and a decision based on what is best for
 2 the entire state of Arizona is no small task, and I see you
 3 doing that on a regular basis. So thank you.

4 Floyd, when we first met, I was really scared of
 5 you, and I -- and I'm not a timid human, but I was like, A, he
 6 knows everything, everyone, and has been with ADOT for so many
 7 years. Where were you, actually, in 1991? No, I'm just
 8 kidding.

9 MR. ROEHRICH: I was at ADOT in '91.

10 MS. DANIELS: No, but I -- I'm happy for you on
 11 your retirement. I also am really glad that you're not retiring
 12 under my watch and that it's under Ted's instead, because you've
 13 been such an important part of the Board for so many years. So
 14 thank you for your leadership, and I very much appreciate that.

15 MR. ROEHRICH: Thank you for those kind words.

16 MS. DANIELS: We also had the passing of Board
 17 Member Knight over the last -- you know, the last few years, and
 18 what a loss that's been for our board, but very grateful for
 19 Board Member Bracker stepping up and taking that role, and --
 20 but that was also, I think, another sort of shift in us as a
 21 board and has helped me to realize not just the importance of
 22 the work, but there is a legacy that's being left behind in the
 23 time and energy and effort that we spend, and it makes a huge
 24 difference across the entire state. I was thrilled that they
 25 were able to dedicate Highway 93 to Board Member Knight.

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1 And a staff member earlier this year pulled me
 2 aside after the meeting and said, I want you to know that I've
 3 been working with this -- you know, working at ADOT for a very,
 4 very long time, and I have never seen a board so engaged as this
 5 one, and I think that's a huge compliment to each of you and for
 6 your willingness to dig into each item and to really understand
 7 what's going on and to make sure we're following process and
 8 that we're adopting sound policies and engaging in that way,
 9 because it provides a predictability in policy making, and it
 10 provides structure and stability for the state in ways that I
 11 think, again, are -- have a lasting impact on how our state
 12 operates. And so thank you to each of you for all of the extra
 13 time and efforts.

14 I'm very excited, Chair Maxwell, about your
 15 leadership, and so glad I have your cell phone number. And
 16 Board -- Vice Chair Howard, you as well. Just the continuity of
 17 leadership in both of you and your style and your willingness to
 18 collaborate and communicate with the residents. You were a huge
 19 champion for Maricopa and for their efforts, and you did such a
 20 great job in bringing that along.

21 And we get a lot of credit for the actual
 22 construction projects, and we don't deserve any of that. That
 23 really goes to ADOT staff and your field teams and your
 24 construction teams and our partners that we have that are doing
 25 the construction, the small businesses, small and large

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1 businesses, that are contributing all over the state to make
 2 sure that the system has the type of strength that it needs to
 3 support both economic development and the needs of our citizens
 4 and businesses.

5 So I -- we shouldn't get any of that credit, in
 6 my opinion. That credit really does belong to the people who
 7 are doing the work in the field and who are responding to, you
 8 know, the desperate need for a snow plow or trash and litter
 9 pickup and, you know, the people who are sweating it out in
 10 certain parts of our state in the hot summer months, laying
 11 asphalt for us.

12 And so, again, there's such nobleness in the work
 13 that everyone does, and I very much appreciate that and have
 14 been wanting for five years to be able to say it was my last
 15 meeting so I could say all these things, these heartfelt things
 16 of appreciation for the work that everyone does.

17 With that, I think that I will just end by
 18 saying, thank you for this incredible opportunity. It was
 19 Governor Ducey that appointed me way back when, and I thought it
 20 was January of 2020, but March makes sort of sense, too. But I
 21 do -- I do recall not getting a board training for several
 22 months because there just wasn't an opportunity to meet in
 23 person, and we wanted to make sure we -- I think we had to sit
 24 six feet apart during that, (indiscernible) as it was.

25 But, again, thank you to staff, thank you for

1 indulging me in the numerous questions and desires that I have
 2 to contribute. I know that sometimes I can be exhausting, if
 3 you will, but I hope that, you know, that it comes from a place
 4 of a deep desire both to understand and to support. So, thank
 5 you again for this opportunity, and I know this board will
 6 continue to do amazing things, and I will be cheering you on.
 7 Thank you.

8 CHAIRMAN MAXWELL: Thank you, Jenn. It's your
 9 leadership that got us to where we are.

10 And for those of -- all of you are worried about
 11 it, I just learned today she's actually going to attend the next
 12 meeting. The next meeting will be held in the city of Maricopa.
 13 So all the speakers that showed up today will be able to -- easy
 14 commute for you, but we'll be in the city of Maricopa.
 15 Appreciate everybody staying engaged, because, remember, this
 16 board's doing it for you.

17 And with that, this meeting is adjourned.

18 (Meeting adjourned.)
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 25

1 STATE OF ARIZONA)
 2) ss.
 3 COUNTY OF MARICOPA)

4 BE IT KNOWN that the foregoing proceedings were reported by
 5 me, TERESA A. WATSON, Registered Merit Reporter, Certified
 6 Reporter, Certificate No. 50876, State of Arizona, from an
 7 electronic recording and were reduced to written form under my
 8 direction; that the foregoing 81 pages constitute a true and
 9 accurate transcript of said electronic recording, all done to
 10 the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any of the
 12 parties hereto, nor am I in any way interested in the outcome
 13 hereof.

14 DATED at Phoenix, Arizona, this 7th day of July 2026.
 15
 16

17 /s/ Teresa A. Watson

18 TERESA A. WATSON, RMR
 19 Certified Reporter
 20 Certificate No. 50876
 21
 22
 23
 24
 25

Adjournment

Chair Jenn Daniels adjourned the State Transportation Board Meeting on December 19, 2025.

Meeting adjourned at 12:01p.m. PST.

Not Available for Signature

Jenn Dainels, Chair
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

**STATE TRANSPORTATION BOARD MEETING
IN PERSON AND
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, January 16, 2026

Call to Order

Chairman Ted Maxwell called the State Transportation Board Meeting to order at 9:02 a.m.

Pledge

The Pledge of Allegiance was led by Floyd Roerich

Roll Call by Board Secretary, Karen Eatherly

A quorum of the State Transportation Board was present. **In attendance (In Person and Via WebEx):** Chair Jenn Daniels, Board Member Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , Vice Chair Ted Maxwell, Alexis Hermosillo were in attendance. There were approximately 63 members of the public on-line and approximately 33 attendees in person.

Opening Remarks

Chairman Maxwell

Title VI of the Civil Rights Act

Floyd Roerich, read Title VI of the Civil Rights Act of 1964, as amended. Floyd also reminded individuals to fill out survey cards, with the link shown on the agenda.

Call to the Audience

An opportunity was provided to members of the public to address the State Transportation Board. Members of the public were requested not to exceed a three minute time period for their comments.

1	ARIZONA STATE TRANSPORTATION BOARD
2	BOARD MEETING
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11	<u>REPORTER'S TRANSCRIPT OF PROCEEDINGS</u>
12	<u>VIA WEBEX AND IN PERSON AT:</u>
13	City of Maricopa
14	39700 West Civic Center Plaza
15	Maricopa, Arizona 85138
16	January 16, 2026
17	9:00 a.m.
18	
19	
20	REPORTED BY:
21	TERESA A. WATSON, RMR
22	Certified Reporter
23	Certificate No. 50876
24	Perfecta Reporting
25	(602) 421-3602
26	
27	PREPARED FOR:
28	ADOT STATE TRANSPORTATION BOARD
29	(Certified Copy)

1	CALL TO THE AUDIENCE	3
2	<u>In-Person Speakers</u>	
3	Nancy Smith, Mayor of Maricopa.....	5
4	Vincent Manfredi, Vice Mayor, City of Maricopa.....	7
5	Ron Angerame, Resident of Maricopa.....	8
6	Jennifer O'Connor, NACOG Planning Director.....	10
7	State Representative Teresa Martinez.....	12
8	Kurt Harris, Public Works Director/City Engineer, Sedona.....	14
9	Paul Bulzacchelli, Resident of Maricopa.....	16
10	Jason Bottjen, Sun Corridor MPO Deputy Director.....	18
11	Bill Robertson, City of Maricopa Planning & Zoning Commission.....	19
12	Rich Patel, Supervisor.....	21
13	<u>Telephonic/WebEx Speakers</u>	
14	Austin Aslan, City of Flagstaff Councilmember.....	23
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1	REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC	2
2	PROCEEDINGS, ARIZONA DEPARTMENT OF TRANSPORTATION, STATE	
3	TRANSPORTATION BOARD MEETING, was reported from electronic media	
4	by TERESA A. WATSON, Registered Merit Reporter and a Certified	
5	Reporter in and for the State of Arizona.	
6		
7	PARTICIPANTS:	
8	Board Members:	
9	Ted Maxwell, Chairman	
10	Jenny Howard, Vice Chairwoman	
11	Sam Elters, Board Member	
12	Jamecita Peshlakai, Board Member	
13	Alexis Hermosillo, Board Member	
14	Bruce Bracker, Board Member	
15	Jenn Daniels, Board Member	
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4	Item 2 - District Engineer's Report.....	XX
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8	Item 6 - Adoption of Authorizing Resolution, HURF 2026, Tim Newton, Chief Financial Officer.....	45
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14	Item 12 - Amend 2026 Board Meeting and Public Hearing Dates and Locations, Floyd Roehrich, Jr., Deputy Director.....	61
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1 (Beginning of excerpt.)

2 CHAIRMAN MAXWELL: We're now going to move on to

3 the call to the audience. For those of you who are waiting

4 telephonically or via WebEx to make your calls, please make sure

5 that you're all muted, and when you call in to the meeting and

6 when your name is read, will you please virtually raise your

7 hand, either through the use of your phone keypad or through the

8 WebEx process? That will allow us to recognize you. The WebEx

9 host will then guide you through the unmuting and muting process

10 so that you can begin your comments and be included in the

11 meeting.

12 If you're here in person and you have not yet

13 filled out one of the speakers cards that you -- and you still

14 want to speak, please do so, but we will start with the

15 Honorable Mayor Nancy Smith, the Mayor of Maricopa.

16 MAYOR SMITH: Hello. Good morning. So glad to

17 have you here. I am excited that several of you were able to

18 experience one of our city's facilities last night, and in fact,

19 I heard from Jeremiah, one of the employees, that Chair Maxwell

20 went so fast he thought it was going to get wings.

21 It was a fun event, but most of all, just like

22 Chair Maxwell indicated, it's the conversation that happens

23 afterwards, and so we really appreciate you being here and

24 having our city council and our supervisor have an opportunity

25 to speak to you.

6

1 I want to thank Vice Chair Howard. Thank you so

2 much for recommending the City of Maricopa as the first meeting

3 of 2026. We appreciate you being here. You can see by the

4 crowd, we have people that are interested in what happens at

5 these board meetings. So thank you very much. You have been a

6 wonderful partner. I always enjoy our conversations, and you've

7 served the district so well in terms of what you represent. You

8 have a big, big area to represent, and you've done such a great

9 job. Thank you so very, very much.

10 I first want to start with the fact that last

11 meeting in Queen Creek, Jenn Daniels asked for a discussion in

12 how Casa Blanca ended up not to be an opportunity for an

13 overpass, and thank you very much, Director Toth. She sent out

14 some staff members to come and explain it. They did a

15 phenomenal job, and I want you all to know that. You'll

16 probably hear from some of those that attended the meeting today

17 on that, so I won't elaborate much, but a wonderful, phenomenal

18 job at explaining exactly how that decision was made and why it

19 was critical to make that decision. So we really appreciate

20 that very much.

21 We love the fact that the -- ADOT has appointed

22 or selected a contractor. That's phenomenal. I love that this

23 is moving at a fast pace. In fact, just to give you a little

24 idea about what our residents think, some of the comments that

25 I've read, and some of the phone calls and text messages and

7

1 face-to-face calls is basically: This is really happening in my

2 lifetime. And so, you know, it's moving fast. We appreciate

3 it, and we appreciate the attention to this, and so I just want

4 to thank you so much. Things are headed in the right direction

5 in regards to the projects that are listed on the State Route

6 347 project. Thank you very much.

7 CHAIRMAN MAXWELL: Thank you, Mayor Smith.

8 And now we'll go to Vice Mayor of Maricopa,

9 Vincent Manfredi.

10 VICE MAYOR MANFREDI: Along the same lines as our

11 mayor, I want to thank you all for coming down. You have 91

12 cities and towns to choose from when having these meetings, and

13 picking the first meeting of 2026 as the City of Maricopa, it

14 was very important. It shows not only us in the City of

15 Maricopa, but all the residents in the City of Maricopa how

16 important the project that you guys have worked so hard to get

17 past the finish. Well, at the start line. How you've worked so

18 hard to get to this point. It just shows that you do recognize

19 it, you understand it, and coming down here to just give us an

20 opportunity to say thank you to you.

21 I also wanted to say, again, thank you again for

22 the meeting that we had earlier in the week where we were able

23 to discuss the reasoning behind the Casa Blanca and the Cement

24 Plant Road. Having staff come down, and I was just talking to

25 her, to Director Toth about it, and having staff come down and

8

1 sit down with residents in the city of Maricopa to explain

2 something so complex, and taking time out of the day and just

3 coming down and having that conversation again shows that ADOT

4 is a partner in this -- in this process. We're working together

5 to get stuff done, and I just -- I appreciate it so much, and

6 that's about it for me. Thank you.

7 CHAIRMAN MAXWELL: Thank you, Vice Mayor.

8 Now Mr. Ron Angerame. Good to see you again.

9 MR. ANGERAME: Thank you, Chair and members of

10 the ADOT Board for this opportunity to speak to you again about

11 State Route 347.

12 First, I sincerely want to thank you for sending

13 your A team to Maricopa earlier this week. They did an

14 excellent job of explaining the who and the how behind the grade

15 separation decision at Cement Plant versus Casa Blanca. Also,

16 hearing about the progress coming out of the contractor kickoff

17 meeting was also very encouraging. Go ADOT.

18 I'm sure many of you have already seen the news

19 regarding yesterday's fatal accident on State Route 347.

20 Unfortunately, I was caught in the aftermath. When the

21 northbound lanes were shut down, traffic came to a standstill.

22 I checked my navigation app and saw my normal 35-minute commute

23 to east Chandler had grown to one hour and 23 minutes. When I

24 reached Casa Blanca on the 347 interchange, law enforcement

25 directed all traffic onto Casa Blanca for the detour. My

9

1 navigation immediately jumped to two hours.

2 Diverting traffic to Casa Blanca isn't a great

3 solution. As the congestion increased, my navigation system

4 began routing drivers, including me, onto dirt roads and narrow

5 lanes along irrigation channels in an attempt to save time.

6 Recognizing how unsafe and -- in practice this was, I ultimately

7 canceled my trip to head back home. Many other drivers did the

8 same, resulting in bumper-to-bumper traffic on Casa Blanca, this

9 time in the opposite direction. Unfortunately, that wasn't the

10 end of it.

11 While turning right from Field Road onto Casa

12 Blanca, I hit a large pothole I couldn't see in the traffic. It

13 blew out my right front tire. I was able to limp back into

14 Maricopa, where a tire replacement and alignment cost me \$700 on

15 my new 2025 Equinox. I mention that only because this vehicle

16 replaced my other car that was totaled eight months ago when my

17 son was rear ended at Casa Blanca and 347. I share the story

18 not for sympathy, but to illustrate the daily challenges and

19 real safety risks that exist on this corridor.

20 Yesterday was not an anomaly. It is a typical

21 example of what happens when something goes wrong. Yesterday, I

22 was the lucky one.

23 I deeply appreciate the work ADOT is doing and

24 the acceleration we're already seeing. Anything that can be

25 done to continue this great momentum is critically important to

10

1 our community.

2 In closing, while I better understand the

3 challenges surrounding the removal of the traffic light at Casa

4 Blanca, I would like to respectfully emphasize that it still

5 remains a critical safety issue, one that still needs to be

6 addressed as part of the solution for State Route 347.

7 Once again, thank you for your time, your

8 engagement and your continued partnership.

9 CHAIRMAN MAXWELL: Thank you, sir.

10 Jennifer O'Connor.

11 MS. O'CONNOR: Good morning, members of the

12 Board. Thank you for the opportunities to speak with you today.

13 My name is Jenn O'Connor, and I am the planning director for

14 Northern Arizona Council of Governments, NACOG. As you know,

15 our planning boundary extends from the Verde Valley and Yavapai

16 County to the Four Corners and includes four counties, five

17 tribes, 22 incorporated cities and towns, and two metropolitan

18 planning organizations.

19 I'm here today to speak to you about NACOG's

20 regional priority projects list, our fiscally constrained list

21 of roadway infrastructure projects from across the four county

22 region, Apache, Coconino, Navajo and Yavapai counties. This

23 list was developed in response to the request from the Rural

24 Transportation Advocacy Council, RTAC, to create a statewide

25 list of rural roadway projects for the State Legislature,

11

1 commonly known as the RTAC bill, which I know you're very

2 familiar with.

3 NACOG's current regional priority projects list

4 includes 15 projects from across the region, valued at \$81

5 million. While NACOG's RPPL represents only a small fraction of

6 the roadway infrastructure needs across the region, it aims to

7 advocate for the projects that are of the highest priority at

8 both the local and regional levels.

9 Our northern Arizona communities have long faced

10 the challenge of funding roadway maintenance and keeping up with

11 the wear and tear on the transportation infrastructure. In many

12 instances, the local street system includes state highways that

13 serve as both small town main streets and freight corridors,

14 further wearing away the pavement. In addition, population

15 growth and tourism increase traffic on local roads, placing

16 pressure on our municipalities and tribes to upgrade or pave

17 roadways that previously have seen very low use.

18 The City of Sedona is here today to speak to you

19 about the importance of their SR-89/Forest Ranger Road

20 roundabout project, which is ranked second on our regional

21 priority projects list. As you will hear, this congestion

22 relief project will bring much needed connectivity in Sedona --

23 to Sedona's roadway network, which can become gridlocked during

24 high volume periods, especially during the tourism season,

25 causing significant delays and safety issues. And Kurtis is

12

1 here to talk to you about that.

2 Increased transportation funding is greatly

3 needed for Northern Arizona's rural communities. NACOG

4 respectfully asks the State Transportation Board to continue to

5 search for long-term funding solutions for our state roadways.

6 In the meantime, we hope that you continue to support the State

7 Legislature's efforts to set aside one-time funding for rural

8 road projects.

9 Additionally, NACOG will maintain our education

10 and outreach efforts with the State Legislature, ADOT, and the

11 Governor's office about the importance of the AZ SMART program

12 and the need for additional funding to keep the program active.

13 Our region and the NACOG region has been awarded 20 of the 48

14 Arizona SMART fund awards and is actively pursuing additional

15 grants to support our federal grant application activities.

16 Finally, we look forward to seeing you in October

17 in Flagstaff for the next Transportation Policy Summit, which

18 will be hosted jointly by NACOG, with our friends from

19 MetroPlan. Thank you.

20 CHAIRMAN MAXWELL: Thank you, Jennifer.

21 I'll now go to State Representative Teresa

22 Martinez.

23 MS. MARTINEZ: Thank you very much. I appreciate

24 that. I'm State Representative Teresa Martinez, and welcome to

25 my district. I don't normally come to ADOT board meetings,

13

1 because we at the Legislature think we can do whatever we want,
2 so... As long as the Governor signs off.

3 Pinal County, in the city of Maricopa, according
4 to ChatGPT, 76,654 residents. Some local estimates put the mid
5 2024 population a bit higher, around 81,000 people in this one
6 area, with basically only two ways to get out, the 347 and
7 Maricopa-Casa Grande Freeway. I am not only the state
8 representative for this district, but I'm also the vice chair of
9 transportation, and I've recently become the chairman of the
10 rural and economic development.

11 I'm here to tell you in person -- and Director
12 Toth, I'm so glad that you were able to be here. I have a lot
13 of respect for this woman. She works very hard at ADOT -- that
14 roads are my number one priority in the state legislature.
15 Water is a very, very, very close second.

16 Understand that human life is lost on these
17 freeways, and economic development depends on infrastructure all
18 over, all over the state of Arizona, and I am going to tell you
19 that we are going to fight not only to keep the funding of the
20 347, we're not -- we're going to keep fighting and fighting and
21 fighting, and I think you can tell by the tenacity of these
22 folks in the community that literally show up almost every
23 single meeting, no matter where in the state, either virtually
24 or in person, that's the commitment that the town of Maricopa --
25 that the city of Maricopa has for the 347, and I'm here to say

14

1 that they have not one, not two, but three representatives at
2 the state legislature that intend to make it clear to the entire
3 body as well, as the government -- Governor, that the 347, the
4 I-10 are going to happen. They need to happen efficiently and
5 quickly, and I have the utmost faith in Director Toth that that
6 will happen.

7 As an FYI, I am also going to, once the I-10 is
8 where it needs to be, and I feel very comfortable that the I-10
9 is going well, once the 347 starts that path that I think that I
10 can start to look, my next road will be the I-11, and I look
11 forward to the director in our very upcoming meeting. We have a
12 couple of roads, the I-11, as well as Sossa (phonetic) Road --
13 Sossaman Road down in Red Rock, but I want to just be here in
14 person to tell you that, face to face, that we will at the
15 Legislature be fighting tooth and nail for the 347 in any way we
16 can. And with that, thank you so very much.

17 CHAIRMAN MAXWELL: Thank you, Representative
18 Martinez.

19 Kurt Harris.

20 MR. HARRIS: Good morning, State Transportation
21 Board. I'm Kurt Harris, and happy Martin Luther King, Junior,
22 holiday weekend. I'm the public works director, city engineer
23 for the City of Sedona. I worked with Jennifer Toth on State
24 Route 179 when that was constructed in 2008 to 2012.

25 I'm here today to talk about -- follow up with

15

1 Jennifer O'Connor mentioned about NACOG Regional Project
2 Priorities List. The project I helped develop and design, we're
3 at 100 percent design, we call "Sedona in Motion," SE. The 5 is
4 our strategies. There's 12 strategies that came from our city
5 transportation master plan.

6 Since 2018, the City's invested \$100 million.
7 It's -- I handed a packet out to you that has more details.
8 You're more than welcome to read through that. I won't go
9 through the details like that. And the City's also invested
10 about \$30 million in infrastructure improvements in our uptown
11 to relieve peak traffic congestion during high visitation.

12 So we're here today at the request of our state
13 legislators. Wendy Rogers and one says you need to tell your
14 story to the State Transportation Board, so that's why I'm here
15 today.

16 This roundabout is going to be essential on
17 creating a bypass. We've just extended the Forest Road
18 extension, and we have -- we'll be completing a parking garage
19 in uptown, a 270-space. So this roundabout is an ADOT right-of-
20 way, is going to be instrumental in finishing our city master
21 transportation plan to provide that connectivity and mobility.
22 More importantly, we're going to have preemption. We're going
23 to use intelligent transportation systems up and down the 89
24 corridor. The Y roundabout is where 89A and State Route 179
25 meet. That's the major connecting points between Flagstaff and

16

1 the Verde Valley.

2 Also, in process is the Verde Valley master
3 transportation plan that's regionally identified these projects
4 in Sedona to provide that connectivity mobility in -- throughout
5 the whole Verde Valley. My point is it's not just a city
6 project. It's a regional project that we're doing. So we've
7 applied four years ago for about an \$8 million ask. We're going
8 to commit 20 percent, up to 30 percent, and I'm willing to work
9 on reducing those costs that the city can absorb, because
10 there's a sister roundabout at Ranger/Brewer to provide that
11 bypass to the congestion at the Y roundabout.

12 This year, we're going to put in adaptive signals
13 and metering. We're under an encroachment permit at the Y
14 roundabout right now. So the council's directed us to get
15 outside funding because of the fatigue the city has invested in
16 their transportation improvement process. So that's why I'm
17 here today. I plan to attend remotely more State Transportation
18 Boards because it's so important.

19 Thank you for your time.

20 CHAIRMAN MAXWELL: Thank you, sir. Thank you,
21 sir.

22 Paul Bulzacchelli, and I hope I did not get that
23 too wrong.

24 MR. BULZACCHELLI: Thank you all very much for
25 coming here. When my wife and I moved out to Arizona from New

17

1 York in 2018, the Realtor from the Chandler area took us for a
2 ride down 347, from Chandler to Maricopa to look at the Province
3 development where we live now, and it was -- it was a Saturday,
4 midday, not much traffic. We were down there 15, 20 minutes,
5 and I said to myself, oh, this is fine. This is doable. And we
6 wound up buying here. I was able to get a job once I came out
7 here in 2019. In 2020, I went into Phoenix every day until the
8 until the COVID came. Then I worked from home, and after that,
9 the end of 2020, I said, I'm retiring.

10 And, you know, through the years since then, I
11 have seen that traffic just build on that road, and I
12 realized -- we realized to -- my real question is when the work
13 starts, and it will probably -- I don't know if any of this has
14 really been developed yet, but, you know, that it'll take a
15 couple of years. There will be -- you know, generally, with
16 anything like this, I've seen lane restrictions. I mean, if
17 we -- we have two lanes in each way now. If they're doing work,
18 will this -- do you have any thoughts as to whether this will be
19 narrowed down to one lane during the travel times, or has
20 anybody addressed that, you know, what to do? I know it's a
21 narrow road, but that basically is my question.

22 CHAIRMAN MAXWELL: Thank you, sir. We are not
23 allowed to engage during the call of the audience, but I think
24 you heard that the team is already working with the City of
25 Maricopa, and I would follow up with your local officials, and I

18

1 think you're going to get those answers.

2 MR. BULZACCHELLI: Okay. Thank you very much.

3 CHAIRMAN MAXWELL: Thank you, sir.

4 Jason Bottjen -- Bottjen.

5 MR. BOTTJEN: Good morning, Chairman Maxwell,
6 State Transportation Board members. My name is Jason Bottjen.
7 I am the deputy director with Sun Corridor Metropolitan Planning
8 Organization.

9 I want to start by just thanking ADOT staff and
10 this board for the good work that they have done and the
11 partnership and collaboration within our region over the years.

12 As you consider the FY '27 to '31 tentative five-
13 year construction program, I want to call to your attention a
14 critical pavement preservation project in the city of Casa
15 Grande. The project segments on Pinal Avenue from junction --
16 at the junction of SR-84 and 387 to the Santa Cruz Wash, and
17 from the Santa Cruz Wash to I-10, they ranked first and second
18 in both the Southcentral District and the statewide P2P process
19 for pavement preservation.

20 Given its importance and high ranking, I
21 respectfully ask that the Board give this pavement preservation
22 project full approval as you move forward in finalizing the FY
23 '27 to '31 program.

24 Thank you for your consideration and continued
25 support of Pinal County.

19

1 CHAIRMAN MAXWELL: Thank you, sir.

2 Bill Robertson.

3 MR. ROBERTSON: Good morning, Board. Chairman
4 Maxwell and Board. I'm Bill Robertson, citizen of the city of
5 Maricopa. Also served on the Planning and Zoning Commission,
6 and a member of the 347facts.com committee.

7 I'd like to -- I'm not going to rehash everything
8 you heard so far. They covered a lot of my points already, but
9 welcome to Maricopa. We're glad to have you here.

10 Last week we had the A team from the staff sent
11 down. Again -- once again, a few of us residents were invited
12 to that meeting and it's not -- it's not common to see that
13 level of authority coming into a community to meet with the
14 residents. They typically meet with the mayors and city
15 council, but you invited members of the public. A couple of us
16 were invited, and that was a privilege to be there and
17 understand how the sausage is made.

18 We've worked with you for the last couple years
19 in the 347, and it's been remarkable. We've got to the starting
20 line that we're ready to fire the starting gun, and we'll get
21 this project finished. A couple things I'd like to talk about,
22 though.

23 If you came in yesterday and you came in after
24 11 o'clock in the morning, you dodged a bullet. We had the
25 perfect storm between 5:00 a.m. and 11:00 a.m. yesterday on 347

20

1 in the region. First, we had a fatal motorcycle accident that
2 closed 347 from 5:30 a.m., roughly, to about 11:00 a.m. Then
3 traffic, as Ron said, was diverted onto Casa Blanca Highway, and
4 later on, a few hours later, they had a crash, closing that
5 road. Must have been after Ron got his tire fixed and got home.
6 So then they start diverting traffic. Everybody's going through
7 Casa Grande, Maricopa-Casa Grande Highway, using that as an
8 alternative, and guess what happens there at Val Vista? A
9 crash, closing all three major arteries within the same three or
10 four hours into our community. You missed the perfect storm.

11 In the 12 years I've lived here, I've seen 347
12 closed numerous times, but never had a perfect storm like this.
13 Our only out then was to go all the way down to 84 or go out to
14 38, to 85, and up to Buckeye, back into the West Valley. So
15 just think about that for a moment.

16 The perfect storm doesn't happen very often, but
17 we learned that it does happen. I'm concerned about our
18 funding. There's already rumors, and you've heard them, that
19 the State might be in a little bit of funding trouble again, and
20 we need to do everything -- that's going to be my ask of you and
21 the staff is to protect the 347 funding as we move through the
22 budget process. I know you're committed to it. I know you have
23 some limited abilities to impact that, but I can guarantee you
24 that the citizens of Maricopa will be on guard, watching for any
25 movement in the wrong direction with funding coming out of the

21

1 Governor's office, potentially. So we need to secure the
2 funding.

3 The five-year plan is also coming up for review,
4 the next five-year plan. We know that the five-year plan sounds
5 like a lock in the game, but it's really not, because we know
6 that every year the five-year plan is reviewed. Some things are
7 added and some things are detracted. Protect 347 in that
8 review. If there's any chatter, please push back and protect
9 347, both in the funding mechanism and the five-year review
10 plan.

11 Thank you so much for your cooperation and work
12 that you've brought to this community. We notice it. We see
13 it. We participated in it, and it's been a pleasure. Thank
14 you.

15 CHAIRMAN MAXWELL: Thank you, Bill.
16 Supervisor Rich Patel.

17 MR. PATEL: Good morning, Board Members. Thank
18 you for coming to Maricopa. We love seeing you here. We love
19 seeing you throughout the state as we attend all these meetings.

20 The state of Arizona is blessed to have seven
21 people who care about the state. I want to thank you for that,
22 and God bless you for what you do. Staff, too. We are very
23 lucky to have a staff who works so diligently with all the
24 cities and towns throughout the state of Arizona.

25 In the past, we've always spoke about 347 north.

22

1 It is obviously a passion of all of us who live here in the
2 city. Now, as a county supervisor, I now have to worry about
3 the 347 south, as I mentioned in last month's meeting in Queen
4 Creek. So with 118,000 homes plotted to be built south of the
5 tracks, we are going to have another issue with the 347.

6 I know it's going to take some time, but I just
7 want to keep it in the back of your minds that 118,000 homes
8 will probably happen over the next, I don't know, 10, 20, 30
9 years. If I had a crystal ball, I'd be able to tell you that.
10 But it's going to happen, and with 118,000, actually, plus
11 homes, we are going to need to make sure we have the 347 south,
12 which most of that traffic will come north to get to Phoenix and
13 Chandler and Gilbert where most of the jobs are.

14 Our developers are -- keep telling us that
15 there's plenty of jobs coming east of here. Well, when they
16 show me a list of 10,000 jobs available with 118,000 homes, with
17 two people average, 2.2 people average in a home, that's 236,000
18 cars. I don't know how they're going to get up the 347. I
19 don't know how they're going to get down Maricopa-Casa Grande
20 Highway. I don't know how they're going to get down 84, but
21 this is what these developers keep telling us.

22 So I just want to bring it to your attention that
23 the 347 south will be one of the things that you'll be hearing
24 from myself, probably Teresa Martinez, and I'm sure the City of
25 Maricopa will help us out with this, too, because again, we are

23

1 one team with one goal, to protect our citizens and make sure
2 that we can go to work, get home from work, and enjoy our
3 families, just like you do every day, traveling all over the
4 state for all these meetings. So God bless you. Happy New
5 Year, and thank you for what you do.

6 CHAIRMAN MAXWELL: Staff, city council --

7 MR. ROEHRICH: Thank you. I was just going to --

8 CHAIRMAN MAXWELL: So it wasn't my fault. Thank
9 you, Floyd. I appreciate it.

10 All right. We are now at the point where we will
11 go to the WebEx callers. We have one person that would like to
12 speak today, and that's Flagstaff City Councilmember Austin
13 Aslan.

14 MR. ASLAN: Good morning, Chair and members of
15 the Board. Thank you so much. I trust you can hear me. My
16 name is Austin Aslan. I'm the longest serving city council
17 member up here in Flagstaff. Greetings from snowy, frigid
18 lands.

19 I'm here today to talk about the MetroPlan
20 region's priority project on the state highway system, the
21 US-180 safety improvements, which will make it easier for our
22 community members to get home safely on one of our region's
23 highest crash roadways.

24 From 2018 to 2022, ADOT conducted a corridor
25 master plan to study improvements alongside partners from nine

24

1 agencies to identify these improvements, and this request is to
2 implement findings from that effort.

3 There is an elementary school on this corridor,
4 with our sidewalks leading to it from the south. There are no
5 signals or lighted crossings for over three miles in this core
6 part of Flagstaff, and the lack of crossing leads to pedestrians
7 running across the highway to get from their neighborhood to the
8 schools or parks on the other side of the road. The inability
9 to cross this road is one of the city's top transportation
10 complaints and a recipe for disaster.

11 MetroPlan's members, Coconino County, us, the
12 City of Flagstaff, Mountain Line, and NAU held a workshop to
13 prioritize our number one need on the state highway system so we
14 could clearly communicate it to ADOT. All the partners
15 unanimously voted this project as our number one need.

16 MetroPlan partners are stepping up to help, moving components of
17 ADOT's US-180 corridor master plan forward on their own at a
18 cost of 3 million.

19 We're asking ADOT to step up to finish
20 implementing the plan for an estimated 5.6 million more. This
21 project has previously been in the five-year plan, but it was
22 later removed, and we urge you to do another 180, to include the
23 US-180 project in your next update on your five-year capital
24 plan.

25 Thank you all very much, and see you up here in

25

1 October. It will be a really pleasant time of year for you guys
 2 to come visit us. Thank you.

3 CHAIRMAN MAXWELL: Thank you, Councilman.
 4 Okay. That is all the speakers we had today, so,
 5 we'll close call the audience, and we'll move on to the
 6 director's report.

7 Director Toth.
 8 DIRECTOR TOTH: Good morning. So thank you to
 9 the City of Maricopa for welcoming us. We greatly appreciate
 10 your hospitality. I do have a few agency highlights to share
 11 today, and then in terms of last-minute items, I'll report on
 12 the question about construction of 347 and lane restrictions.

13 So first up, I want to share -- wish a happy new
 14 year to everyone, and welcome Chairman Maxwell and Vice Chair
 15 Howard, into your new roles. We're very happy to work with you,
 16 and looking forward to a very busy and productive 2026. Already
 17 we've heard the Governor's State of the State address earlier
 18 this week, and when the legislation -- legislature --
 19 legislative session also kicked off. We'll see the Governor's
 20 budget later today, and once we've had a chance to review that,
 21 we'll continue to keep you posted on the potential impacts to
 22 ADOT.

23 So moving on. Next slide, please.
 24 I'll share some fun news. ADOT plowed the way to
 25 victory in the 2025 APS Electric Light Parade, earning the Best

26

1 Government Entry award. The winning floats were a snow plow
 2 decked out in festive lights and a truck and trailer hauling
 3 Santa's sleigh and eight reindeer. These were the festive works
 4 of our Mesa Maintenance Unit and also other ADOT volunteers. So
 5 this year, the team added a snow machine on the back of the
 6 sleigh, which really brought a lot of fun to the kids and the
 7 families on the route. So a big congratulation to everyone who
 8 participated and helped earn that award.

9 So speaking of snow plows, next slide, we do have
 10 snow plow season. Just a reminder that it is this time of year
 11 when we see the snow, as we were reminded by the council member
 12 just now. It is a wintry part of our state. When that happens,
 13 the plows are out, and we definitely need the drivers to slow
 14 down and be patient.

15 Just this week, we released a new episode on our
 16 podcast, which featured one of our snow plow drivers, who is
 17 based at our -- out of our Little Antelope maintenance yard
 18 along I-17 in Munds Park there. So he discussed what goes into
 19 clearing the snow and shared some safety tips for drivers,
 20 including staying at least four car lengths behind snow plows
 21 and equipment, watch out for snowplows operating in multiple
 22 travel lanes or when they're in tandem with each other. And if
 23 approaching an oncoming snowplow, slow down and give that
 24 plow -- please give them some extra room. So I encourage you to
 25 give the podcast a listen, and you can subscribe through Apple

27

1 podcast and Spotify, or you can also find it on our website.
 2 Next slide, please.

3 It's also a great idea to check in with ADOT
 4 before hitting the road. We have the AZ 511 system, or dial 511
 5 for updated road and weather conditions. And we also have an
 6 app, the AZ 511 app that people can download onto their -- to
 7 their phone. So it connects you with our traveler information,
 8 gives you a great resource for information on traffic and
 9 crashes and construction and closures, as well as alternate
 10 routes for drivers to avoid those backups.

11 So in terms of last-minute items, to address the
 12 question on 347, we are going to be using a construction manager
 13 at risk contracting method, and that allows the contractor to
 14 sit at the table and assist us with the maintenance of traffic
 15 and the phasing. We will be pushing traffic to the outside
 16 shoulders to try to maintain those two lanes during the day and
 17 then night work, when lane restrictions are needed. I will not
 18 say we will never have a lane restriction. That's very hard to
 19 do under construction, but we are going to try to minimize that
 20 as much as possible.

21 And with that, I'll turn it over to Amy Love to
 22 give us a legislative report for current activities.

23 MS. LOVE: Thank you so much, Director. Can
 24 everyone hear me? Awesome. Thank you so much.

25 Chairman Maxwell, welcome. It's wonderful to

28

1 work with you. Outgoing Chair Daniels, thank you for your
 2 service to the Board. I'm sorry I'm not there in person, but it
 3 is very, very busy down at the State Capitol, and we already
 4 have lots to talk about.

5 Next slide, please.

6 So I sent this slide deck over yesterday, and I'm
 7 already a liar, because we are well past 800 bills introduced.
 8 I think we're probably now closer to well over 1,200. So there
 9 were, I believe, more bills pre-filed this session than ever
 10 before. The rumor we heard last week, where the legislative
 11 council was seeing seven times the normal amount of bills
 12 introduced or pre-filed before session even began.

13 The great part about all of these bills being
 14 pre-filed, though, was it gave us an opportunity to begin going
 15 through them and reviewing all of them and start distributing
 16 them to our various divisions for impact, and there are several
 17 that I wanted to just bring to the Board's attention today, and
 18 also make sure that everyone is aware that we also have a web
 19 link that you hopefully have received that throughout the
 20 session, at any time, as we add more bills to your tracking
 21 list, you'll be able to visit that site and refresh the page,
 22 and as more bills are added, they will automatically populate.
 23 And you should see a summary, as well as information on where
 24 each bill is in the process. And if for some reason you have
 25 any issues opening that, please don't hesitate to reach out to

29

1 me, and I'd be happy to help troubleshoot.

2 Next slide, please.

3 So a couple of key dates ahead. The executive

4 budget will be released later today, and February 2nd will be

5 the last day for Senate members to introduce bills, and February

6 9th will be the last day for House members to introduce bills,

7 although there is now currently a seven bill limit imposed on

8 the 60 members of the State House. So, again, they still have

9 quite a bit of time to continue introducing bills. So I imagine

10 we'll see quite a few more in the days and weeks ahead, and

11 we'll be sure to add those to the tracking list for the Board so

12 that you are apprised of the movement as it occurs.

13 Next slide, please.

14 So the first two bills that I wanted to just flag

15 for the Board that would impact the work, the first is related

16 to public records and responding to them. Namely, requires

17 anyone that hosts public meetings or has public records to

18 respond within five days and fulfill that record request within

19 15 business days.

20 The second bill, 2148, Noncustodial federal

21 monies; appropriation. This is a bill that is often introduced

22 at the Legislature. I've seen it. This is now my 20th session,

23 if you can believe that, and it's quite common to see a bill

24 introduced that would allow the Legislature to have authority

25 over non-custodial federal dollars. So federal block grants,

30

1 federal monies intended for general revenue sharing or anything

2 that provides broad authority for the state to develop,

3 implement, or operate a program or service.

4 And if you're interested in either of these

5 bills, they are on the tracking list, and as they move through

6 the process, you'll be able to see if they have received a

7 hearing, and again, always reach out if you have questions.

8 Next slide, please.

9 So, there are a lot of funding bills that have

10 already been introduced. I believe I have several slides, so I

11 won't touch on all of them, but there are a few that I wanted to

12 just bring to the Board's attention, because they have already

13 been scheduled for a hearing next week.

14 The first is Senate Bill 1059, which you see

15 here. This would appropriate 9,200,000 from the State General

16 Fund for planning, designing, construction and acquiring right-

17 of-way for an additional right turn lane at the State Route 87

18 onto SR-260 in Payson. That bill will be heard Tuesday

19 afternoon in Mr. Farnsworths' Transportation and Appropriations

20 Committee.

21 He will also be hearing Senate Bill 1062,

22 Appropriation; Route 60 intersection improvements, which would

23 appropriate 1 million from the State General Fund for an

24 additional -- excuse me -- for a turn lane at the intersection

25 of US-60 and Superstition Mountain Drive.

31

1 And there is another -- oh, I'm sorry -- Senate

2 Bill 1064, Appropriation; US Route 66; improvements,

3 appropriating 3 million to the city of Flagstaff for

4 improvements along State Route 66. That bill is also scheduled

5 for a hearing this Tuesday.

6 So those three bills will be heard this coming

7 week, and we'll have an update for you all at the next meeting.

8 And not to reiterate, but very happy that the web

9 report you have will show you the results of that hearing if

10 you're interested, and just can't possibly wait 'til the next

11 meeting.

12 Next slide, please.

13 And again, I won't go into all of these. As far

14 as I know, none of these have been scheduled for a hearing yet,

15 but there are several bills in the House that will also be

16 appropriating monies to various projects around the state. Some

17 of them appropriate money is directly to ADOT for design,

18 construction, etc. Others, we simply serve as a passthrough.

19 So to the extent we are the passthrough, I tried to note that in

20 the summaries here.

21 Next slide, please.

22 And again, several more bills in the House. I'll

23 draw your attention to House Bill 2273. This bill appropriates

24 monies that are remaining from the Pinal County Excise Tax. So,

25 this is I don't believe scheduled for a hearing yet, but there's

32

1 quite a lot of various projects in there, so I wanted to flag

2 that one for you as well.

3 Next slide, please.

4 And again, several more appropriations in the

5 House.

6 Another bill I would draw your attention to is

7 House Bill 2304, appropriations; transportation projects. This

8 is the annual RTAC bill that makes various appropriations for

9 rural transportation projects. And I apologize for not

10 providing and for more information on all of the projects within

11 that bill, but it's rather lengthy, but you are certainly able

12 from the tracking list that you have to select and click on the

13 link to the bill, and it will take you directly to the text of

14 the bill, if you'd like to see all of the projects that are

15 included in the annual RTAC bill.

16 Next slide, please.

17 And then, finally, there is a House Concurrent

18 Memorial that is basically a postcard to the EPA administrator

19 urging the federal tax on Arizona's clean burning gas in

20 Maricopa and Pinal to be eliminated.

21 And that is all I have for you.

22 Next slide.

23 I'd be happy to answer any questions if you have

24 them.

25 MR. ROEHRICH: Push the button, you don't get the

33

1 green light? So --

2 CHAIRMAN MAXWELL: Okay. I got it. I got it

3 again. So it's -- maybe I have to turn it off every time

4 instead of leave it on for long periods of time.

5 MR. ROEHRICH: Yeah.

6 CHAIRMAN MAXWELL: Lesson learned.

7 Any board members have any questions for Amy

8 first?

9 Okay. Amy, I do have one, and since we're

10 sitting in Pinal, and it's an impact, 2273, so those Pinal

11 excise tax dollars, so they're not going to be -- as I

12 understand it, they will not be coming out of the General Fund

13 budget, or is it already embedded in the General Fund budget for

14 the -- for the Legislature? Where will those dollars truly come

15 from, and where do they sit now?

16 MS. LOVE: And I'm sorry, Mr. Chairman. The --

17 let me pull that one back up.

18 So 2067, is that the one --

19 CHAIRMAN MAXWELL: I think it was 2273. It was

20 the one that was dealing with the Pinal excise tax and the use

21 of the funds.

22 MS. LOVE: Oh, I apologize. Yes. 2273. Let me

23 pull that up.

24 CHAIRMAN MAXWELL: I think what we see on this is

25 there's a lot of legislative movement into the -- to the funds

34

1 for infrastructure in the state, which is good. I don't think

2 anybody's going to complain about that, but at the same time,

3 it's very specific and targeted. I'm just wondering if that

4 bill is dependent on the General Funds and part of the overall

5 budget.

6 MS. LOVE: Oh, I apologize.

7 DIRECTOR TOTH: Chairman --

8 MS. LOVE: I see. It -- no, sir. No. They --

9 these would be monies that have been collected pursuant to

10 the -- I believe is the PAG half cent sales tax that I believe

11 are in a separate fund, but I am not an expert on that. So I

12 apologize. But the bill does not reference the General Fund.

13 No.

14 CHAIRMAN MAXWELL: Okay. Thank you.

15 And I think, Director, you want to add to that?

16 DIRECTOR TOTH: Yeah. I was just going to say

17 that they are the -- the Pinal County tax -- transportation tax

18 that was litigated, there's funds still in the treasurer's

19 office, and I believe those funds are what is referenced there

20 to be redistributed to projects, but we will verify that and get

21 back to you.

22 CHAIRMAN MAXWELL: It's just one that I think is

23 important for the folks listening, especially here, to

24 understand if it's going to have any impact on the General Fund

25 or not, because there's going to be advocacy both for and

35

1 against all these, because they're all in competition for

2 limited funds this year. So I appreciate that explanation.

3 Any other questions for Amy?

4 Any questions from members of the Board for the

5 director?

6 Okay. Thank you, Amy, for what you're doing

7 there. Twenty years is amazing that you work in that

8 environment for that long, so we appreciate it, and please, we

9 look forward to keep hearing your updates.

10 And Director, thank you for the report.

11 DIRECTOR TOTH: Thank you.

12 MS. LOVE: Have a wonderful three-day weekend.

13 CHAIRMAN MAXWELL: I wish it was a three-day

14 weekend for all of us.

15 All right. We're now -- we do not have a

16 district report, as I understand it today.

17 MR. ROEHRICH: That is correct, Mr. Chair. We'll

18 be in this district multiple times this year, so... And you all

19 got an update from Randy Everett just last month as well, so we

20 forego this month.

21 CHAIRMAN MAXWELL: Okay. Thank you, Floyd.

22 We'll now move on to the consent agenda. Does

23 any member have or want any items they'd like removed from the

24 consent agenda?

25 All right, hearing nothing to be removed. Do I

36

1 have a motion?

2 MR. BRACKER: Move to approve the consent agenda.

3 VICE CHAIR HOWARD: I second.

4 CHAIRMAN MAXWELL: Okay. We have a motion by

5 Member Bracker and a second by Vice Chair Howard. Any

6 discussion?

7 All those in favor, please say aye.

8 BOARD MEMBERS: Aye.

9 CHAIRMAN MAXWELL: And I heard Mayor Hermosillo's

10 response. Any opposed?

11 All right. The Chair votes aye as well. The

12 consent agenda passes unanimously.

13 Let's move on to Item 4, one of our favorite

14 moments every day, and I'm looking forward to welcoming Tim

15 Newton as the new CFO, and this will be the first time in that

16 capacity, I believe, that you will get up and brief us in

17 detail. So looking forward -- welcome, Tim. We look forward to

18 working with you.

19 MR. ROEHRICH: Tim, is your microphone on? The

20 green light's on? You don't touch that. No. I wouldn't touch

21 that. Yeah. You might have to speak a little bit louder then,

22 because it's -- you're not coming clearly.

23 MR. NEWTON: Try again.

24 MR. ROEHRICH: Okay. Great. Great advice.

25 Thank you.

37

1 As Board Member -- Chairman Maxwell said, my name
 2 is Tim Newton. I'm the ADOT CFO for almost two weeks now, and I
 3 walked in this morning, I met Irene Higgs, and she said, good to
 4 meet you. You have awfully big shoes to fill. And I'm like,
 5 oh, thanks. No pressure. Thank you, Irene.
 6 So I've got the next few agenda items, and we're
 7 going to start with the financial report.
 8 Next slide, please.
 9 Let's start with the Highway User Revenue Fund,
 10 or HURF, and these are the year-to-date numbers. As you can
 11 see, we're .6 percent below our projection, but still within our
 12 target range. Through December, we've collected about
 13 \$897 million and really right where we want to be for this time
 14 of year.
 15 Next slide, please.
 16 This is -- so this is a snapshot of HURF for the
 17 month of December, and as you can see on the screen there, a lot
 18 of the categories are under the prior year and under our
 19 projected amounts, again, one month, stand alone. Nothing to
 20 really be concerned about. I went back for, like, the last 24
 21 months. There's fluctuation from month to month. Mostly
 22 concerned with where are we year to date, and as you saw in the
 23 previous slide, where we're within our target range.
 24 Having said that, the use fuel caught my eye, and
 25 I asked the team, hey, nothing to worry about, but please just

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1 check this out. Put some feelers out. Is there any reason why
 2 diesel might be lower in the month of December? They did some
 3 research, came across some factors that could potentially
 4 influence our diesel collection, most notably the container
 5 volumes at the port of L.A. and the port of Long Beach. When we
 6 looked at those container volumes this December compared to the
 7 year before, they were down 9 and a half percent. So that's a
 8 potential impact on our diesel revenue, fewer containers being
 9 transported across the state. Also, asked them, hey, put motor
 10 carriers and registration on your keep an eye on list, just to
 11 see if it becomes a trend.
 12 Next slide, please.
 13 Okay. So Regional Area Road Fund, or RAAF. As
 14 the Board may remember, we're a little bit lagging in RARF data.
 15 By the time the sales taxes are collected, they go to DOR, they
 16 come to ADOT. So we have five months worth of RARF data, and
 17 again, it's looking pretty good. Right within our target range.
 18 1.3 percent over projections, but right where we want to be.
 19 Next slide, please.
 20 And again, so here's our snapshot of the month of
 21 November for our RARF revenue. I did have the team again, just
 22 one point in time, doesn't make a trend, but I had the team say,
 23 just take a look at contracting. We see that it's down from
 24 projections and down over the prior year. We would typically go
 25 to the federal government resources and look at things like

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1 contract employment. Unfortunately, with the Fed shutdown, our
 2 typical sources of data were not available. The team did find
 3 in a contracting periodical some information that said that
 4 Arizona had the steepest drop in contract employment from
 5 October to November when compared to sister states. Not
 6 typically the authoritative source that we go to, but something
 7 to -- you know, to -- just to keep an eye on.
 8 The other two in this -- in this monthly snapshot
 9 that caught my eye were the rental of real property and the
 10 rental of personal property. They, at least for the month of
 11 November, well over the prior year and well over our estimates.
 12 Our team is beginning to do some research. Their preliminary
 13 research, at least on real property, the -- saying the
 14 semiconductor boom in Arizona is causing industrial space to
 15 become sort of a premium, and therefore, rental of that
 16 industrial space is in high demand. Just scratching the surface
 17 on it. There's probably many more contributing factors, but
 18 that's what they've uncovered so far.
 19 All right. Next slide, please.
 20 Don't really have anything to report on this
 21 slide other than to say got some really exciting agenda items
 22 coming up that deal with debt financing program. So Chairman
 23 Maxwell and Board, I'm happy to take questions on the finance
 24 component, or happy to move on to the debt topic.
 25 CHAIRMAN MAXWELL: Any board members have any

40

1 questions regarding the financial report?
 2 All right. Tim, let's go ahead and move into the
 3 debt topic, and I'll let you explain it, because it's got a long
 4 name.
 5 MR. NEWTON: Next slide, please.
 6 Okay. So this morning I'm seeking the Board's
 7 approval to refinance some outstanding debt and to issue some
 8 new debt. I'd like to start with the refinancing, if you will,
 9 and we have been working with our financial advisors, RBC
 10 Capital. I have a phone a friend in the audience from RBC in
 11 case you guys come up with some very challenging bond questions,
 12 but we're proposing to refinance our outstanding HURF 2016 and
 13 our outstanding HURF 2020 debt. Basically, taking some higher
 14 interest rate debt, replacing it with lower interest rate debt.
 15 It's estimated we could save the department about \$31.3 million
 16 by going ahead with these refinancings.
 17 We plan to tackle it in two different ways. The
 18 HURF 2016, with an outstanding principal of 194 million, is
 19 ready to be refinanced, refunded, and the way we would do that
 20 is very much like refinancing your house. We have a current
 21 interest rate of about 5 percent, and we expect that we would
 22 get a -- like, a true interest cost of about 2.68 percent should
 23 we refinance/refund the HURF 2016, and that's anticipated to
 24 save the agency about \$21.7 million.
 25 The HURF 2020, a little bit trickier with the --

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1 with the way we would go about prepaying or defeasing it. We
2 have \$191 million worth of outstanding principal, about 232 with
3 principal and interests, 232 million that we'd have to pay over
4 the life of the debt. What we would propose to do with that,
5 and it's not really ready to be refunded, and we're not actually
6 sure it will ever be a good candidate for being refunded, as
7 it's taxable debt, and those interest rates have gone up, but we
8 propose taking State Highway Fund dollars, \$191 million from the
9 State Highway Fund, and just pay out or defease that HURF 2020
10 debt. The trick is we need that \$191 million to put on
11 projects, so we would reissue the debt, make it a HURF 2026
12 debt. Lower interest rates. We're anticipating a little over a
13 \$9 million saving if we go -- get the go-ahead to proceed with
14 refinancing the 2020 debt.

15 As the note says on your screen there, same
16 terms, so we're not, like, stretching the debt over a longer
17 period or anything like that.

18 That's it for the refinancing.

19 CHAIRMAN MAXWELL: All right. We're taking --
20 we're taking this in two separate chunks, the refinancing. Then
21 we'll go on to the 2026 bonds later.

22 So do any board members have any specific
23 questions for Tim regarding the move for the refinancing?

24 Mr. Chairman.

25 CHAIRMAN MAXWELL: Member Elters.

42

1 MR. ELTERS: Thank you.
2 Tim, nice to meet you. Welcome to ADOT.
3 My question assumes that there will be alignment
4 between when the 2020 debt is paid from state fund and when the
5 new 2026 bond is extended, so that the state fund, the \$191
6 million is available at all time, and there's no gap or at least
7 not a substantial gap in between those two steps; is that
8 correct?

9 MR. NEWTON: Yes. Board Member Elters, that's
10 exactly -- that's exactly right. It's a very short gap, and we
11 won't be out of pocket for very long.

12 MR. ELTERS: Thank you, Mr. Chair.

13 CHAIRMAN MAXWELL: Vice Chair Howard.

14 VICE CHAIR HOWARD: First of all, I appreciate
15 your due diligence and staff and researching to bring us the
16 information when the numbers and the percentages are off, and in
17 that respect, so thank you so much.

18 So I'm understanding that the 500 million in new
19 bonds, the 191 would be part of that 500 million, or is that two
20 separate amounts?

21 MR. NEWTON: On top of. So --

22 VICE CHAIR HOWARD: Okay.

23 MR. NEWTON: So it would be, yeah, in addition to
24 500.

25 VICE CHAIR HOWARD: Plus the 191. Okay. Thank

43

1 you.

2 CHAIRMAN MAXWELL: Member Bracker.

3 MR. BRACKER: Excuse me. Congratulations on
4 your --

5 MR. NEWTON: Thank you.

6 MR. BRACKER: -- your new position at ADOT.

7 The -- what I just heard you say is you're going
8 to pay off, there's going to be a gap, and then you're going to
9 refinance?

10 MR. NEWTON: Yes, but it's almost simultaneous.

11 MR. BRACKER: Okay. So there's not days or
12 weeks, it's -- okay.

13 MR. NEWTON: Right.

14 MR. BRACKER: Thank you very much for that
15 explanation.

16 CHAIRMAN MAXWELL: All right. Tim, I've got one
17 more question. Obviously, those savings are all in present
18 value dollars, so you've talked -- you've already adjusted
19 everything for the -- maybe the longer time period we're paying
20 it off the interest rate.

21 MR. NEWTON: Chairman Maxwell, my apologies.
22 I -- that's important, and yes, it is present value.

23 CHAIRMAN MAXWELL: Okay. So just to kind of be
24 clear with the public, what's the risk, if there is any, of
25 doing this?

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1 MR. NEWTON: The risk is the market changes
2 dramatically between now and when we actually go to market. The
3 chance of that's pretty slim. We've been working with RBC, our
4 advisors. They've been doing this for a long time, so very
5 little risk. And should the market dramatically change, then we
6 would (indiscernible).

7 CHAIRMAN MAXWELL: Okay. So you -- if the market
8 was to change between now and the time when you're anticipating
9 making these changes in March or April, you'd come back to us,
10 if the ranges have -- the market --

11 MR. NEWTON: Yes, sir. We wouldn't --

12 CHAIRMAN MAXWELL: -- falling apart.

13 MR. NEWTON: -- go ahead if it wasn't a win for
14 the agency.

15 CHAIRMAN MAXWELL: Okay. Thank you. That's good
16 to know.

17 All right. Is there a motion to approve
18 authorizing resolution to prepay or redeem all or a portion of
19 the Board's HURF revenue, Series 2016, 2020 bonds as presented
20 for the purpose of achieving debt service savings?

21 MS. DANIELS: So moved.

22 MR. ELTERS: Second.

23 CHAIRMAN MAXWELL: All right. We have a motion
24 by Member Daniels and a second by Member Elters. Any further
25 discussion amongst the Board?

45

1 All right. All those in favor, please signify by
2 saying aye.

3 BOARD MEMBERS: Aye.

4 CHAIRMAN MAXWELL: Any opposed?

5 And the Chair votes aye as well. It passes --
6 the motion passes unanimously.

7 All right. Tim, can we move on to the resolution
8 to reauthorize the -- or the -- authorize the --

9 MR. NEWTON: Certainly.

10 CHAIRMAN MAXWELL: -- amendment of 2026 bonds.

11 MR. NEWTON: And so this request is to have the
12 Board approve \$500 million worth of new debt issuance for the
13 highway construction program. As you may recall, when we build
14 the five-year, the financing behind the five-year program, we
15 build in that debt. This 500 million is in the '26 through '30
16 program, so it's there and intended to be issued in '26, and I'm
17 just coming to the Board today to say, would you support moving
18 ahead with that issuance?

19 CHAIRMAN MAXWELL: And can you talk through --
20 you mentioned it as the risk. Can you talk through the steps
21 we've got, obviously on the slides, that kind of shows the
22 dates?

23 MR. NEWTON: Yeah. Absolutely.

24 CHAIRMAN MAXWELL: Talk about what happens if
25 this is approved today.

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1 MR. NEWTON: Yeah. The first thing is I would
2 need you and Director Toth to sign a resolution today before we
3 leave. And then next steps, we're in the process of getting some
4 underwriters on board. Once they're on board, we would then
5 next meet with the rating agencies in February, S & P and
6 Moody's. We teach them a little bit about the financial health
7 of the agency. Right now, we have very good ratings with both
8 of those entities. I think a double A plus with S & P and a
9 double A1 with Moody's, and we would anticipate keeping those
10 strong ratings.

11 Then the next step after our ratings are issued
12 is we would -- with RBC, we would travel to New York to meet our
13 underwriters, and we would sell the debt in early March, very
14 early March there, and closing about one month later. That's a
15 little bit of a lag compared to regular closing, and that's just
16 to do with that HURF 2016 and when it's truly able to be
17 refunded. So it's like timing it right at the beginning of
18 that.

19 CHAIRMAN MAXWELL: Okay. Thank you.

20 Any board members have any questions for Tim?

21 All right. Is there a motion to approve
22 authorizing the issuance of highway revenue series 2026 bonds as
23 presented for the support of the highway construction program?

24 MR. ELTERS: Mr. Chairman.

25 CHAIRMAN MAXWELL: Member Elters.

47

1 MR. ELTERS: I move to authorize the 2026 bond
2 issuance as presented.

3 CHAIRMAN MAXWELL: Do I have a second?

4 MR. BRACKER: I'll second.

5 CHAIRMAN MAXWELL: All right. We have a motion
6 by Member Elters and a second by Member Bracker. Any further
7 discussion amongst the Board?

8 All those in favor, please indicate by saying
9 aye.

10 BOARD MEMBERS: Aye.

11 CHAIRMAN MAXWELL: Any opposed?

12 And the Chair votes aye, and the motion passes
13 unanimously.

14 MR. NEWTON: Thank you.

15 CHAIRMAN MAXWELL: Okay. Thank you, Tim. Best
16 of luck. You do have some big shoes to fill, and, you know, we
17 don't like seeing those negative numbers, even if they're within
18 our constraints, so..

19 MR. NEWTON: Same here.

20 CHAIRMAN MAXWELL: All right.

21 MR. NEWTON: Thank you.

22 CHAIRMAN MAXWELL: Thank you.

23 MR. ROEHRICH: Yeah, because Kristine never said
24 no when the -- when the Board or the director wanted to spend
25 money. She always said yes.

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1 CHAIRMAN MAXWELL: Yeah.

2 MR. ROEHRICH: So that's the bar that's set out
3 there, Tim.

4 CHAIRMAN MAXWELL: Yeah. All right. Well, we'll
5 move on to the Multimodal Planning Division report with Matt
6 Moul.

7 MR. MOUL: Good morning, Chair, members of the
8 Board. Matt Moul, Multimodal Planning Division Director for
9 ADOT.

10 I'm just pausing for the slides, Chairman.

11 CHAIRMAN MAXWELL: No worries.

12 MR. ROEHRICH: Russell, Monica, are you able to
13 call up Presentation Number 7, Item 7? There we go.

14 MR. MOUL: Next slide, please.

15 So Texas DOT is interested in learning how peer
16 DOTs integrate land use planning with planning, programming and
17 project development. ADOT was identified as a priority case
18 because of our statewide long range planning framework and
19 planning to programming process, strong coordination with MPOs,
20 COGs, and rural partners, corridor profile studies, and
21 corridor-based planning approach, as well as our tribal
22 consultation policy and tribal liaison roles. Several peer-to-
23 peer information exchange meetings will be scheduled this month
24 for -- in January of 2026

25 Next slide, please.

49

1 On December 18th, the SR-264 corridor planning
2 study. The project final report is completed, and the study
3 recommendations will be integrated into ADOT's planning to
4 programming process. The next step, it's expected that ADOT,
5 the Hopi Tribe and various stakeholder agencies will partner on
6 implementing priority study recommendations.

7 On January 7th, the Next Move Arizona listening
8 tour held a tribal consultation meeting with the Salt River
9 Pima-Maricopa Indian Community to hear tribal perspectives on
10 regional transportation needs and the future of the state
11 transportation system and its connection to the tribal
12 community.

13 On December 25th, the Havasupai Tribe welcomed a
14 newly elected leader, Melinda Yaiva, as the chairwoman.

15 On January 5th, ADOT released its weekly podcast,
16 which includes a discussion with Dezbah Hatathli, the ADOT
17 Native Nation Ambassador, on the ADOT tribal relation team's
18 role working with tribes on ADOT projects and considerations for
19 drivers when traveling through tribal lands. The podcast can be
20 located on the ADOT website by clicking on the podcast topic
21 link at the top of the homepage or subscribing like the director
22 suggested earlier.

23 Next slide, please.

24 The Osterman gas station. The Hualapai Tribe was
25 awarded additional transportation alternatives program funds to

50

1 redevelop the historic Osterman gas station. This gas station
2 is located in Peach Springs, Arizona, on historic Route 66. A
3 notice to proceed was issued to the consultant Kimley-Horn on
4 December 2nd of last year. An official project kickoff meeting
5 was held this week, on January 13th, with tribal representation
6 and key stakeholders. An initial project site visit will be
7 conducted on January 27th. A summary of architectural services
8 will include the site visit, existing conditions documentation,
9 a feasibility study and report, programming and space planning,
10 conceptual design and cost estimating. The project team agreed
11 that a full project design cannot be completed until scoping is
12 first done due to the unique complexities of this rehabilitation
13 and the age of the site.

14 That's all I have for you today. Any questions?

15 CHAIRMAN MAXWELL: Any questions from any members
16 of the Board?

17 And it's all you have for us now. We'll see you
18 later in the program. Thank you.

19 DIRECTOR TOTH: Mr. Chairman, if I might.

20 CHAIRMAN MAXWELL: Absolutely, Director.

21 DIRECTOR TOTH: I just wanted to say this will be
22 Matt's last meeting as the Multimodal Planning Division
23 director. He's been promoted to the Project Delivery and
24 Operations Division director, and just wanted to say thank you
25 for his time with MPD and leading the planning for this

51

1 organization.

2 CHAIRMAN MAXWELL: Thank you, Matt.

3 All right. We'll go -- we'll move on to Item 8,
4 which is the Arizona State Matching -- Match Advantage for Rural
5 Transportation, as we all know, AZ SMART program, with Iqbal
6 Hossain.

7 MR. HOSSAIN: Good morning, Mr. Chair, and the
8 members of the Board. For the record, my name is Iqbal Hossain.
9 I'll be presenting today Items 8 and 9.

10 Item 8, which is AZ SMART applications funds.
11 So, under the AZ SMART program, I have two items to present for
12 discussion and possible actions. The first one is rescission of
13 an AZ SMART match award granted to CYMPO, which is Central
14 Yavapai Metropolitan Planning Organization, and the second one
15 is the biannual redistribution of AZ SMART fund.

16 So next slide, please.

17 So I'll begin with the rescission of an AZ SMART
18 match award granted to CYMPO. The Board granted a match award
19 to CYMPO in September 2025 in the amount of \$125,000, and the
20 award was intended to match CYMPO's application for the Chino
21 Valley Safety Action Plan project under the federal Safe Streets
22 for All grant program, and last month CYMPO informed ADOT that
23 their grant application was unsuccessful and requested
24 rescinding the match award.

25 Next slide, please.

52

1 So today's requested action is rescinding the AZ
2 SMART award of \$125,000 to CYMPO.

3 CHAIRMAN MAXWELL: Any board member have any
4 questions on this action?

5 All right. Can I get a motion by a member of the
6 Board?

7 MR. ELTERS: Mr. Chairman, given that this is in
8 District 6, I would say I make the motion to approve the
9 rescission of CYMPO's award in the amount of 125,000.

10 CHAIRMAN MAXWELL: All right. We have a motion
11 by Member Elters. Second?

12 MS. DANIELS: Second.

13 CHAIRMAN MAXWELL: Second by Member Daniels.

14 Any further discussion on this issue?

15 All right. All those in favor, please
16 acknowledge by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN MAXWELL: Any opposed?

19 All right. I'm aye as well, so we have that --
20 that motion passes unanimously.

21 And Iqbal, can we go on to the AZ SMART fund
22 redistribution?

23 MR. HOSSAIN: Yes. Thank you, Mr. Chair and the
24 members of the Board for approving the rescission.

25 Next, we'll move on to the semi-annual

53

1 redistribution of AZ SMART funds.

2 Next slide, please. Perfect.

3 As the Board is aware, the 2024 legislation

4 provides an opportunity to rebalance the total available funding

5 twice a year, once in January, once in July, and the funds must

6 be evenly distributed across five funding categories, as shown

7 in the red box on the current available for awards line. The

8 total amount available for redistribution is \$13.9 million, and

9 the yellow highlighted line shows the results of the rebalancing

10 with each category reset as at \$2.78 million.

11 Next slide, please.

12 So the requested action is approval of the

13 January redistribution across all funding categories.

14 CHAIRMAN MAXWELL: Are there any questions for

15 any members of the Board for Iqbal on the redistribution?

16 I did have one question that I had asked in

17 advance. By statute, when we redistribute, it has to be even

18 across all categories. So we aren't allowed to move more into

19 any one, as you -- if you looked at the numbers, the

20 municipalities above 10k are the ones that tend to get the most

21 use of that. So they had the most money moved into their --

22 into their accounts, but by statute, we have to spread it evenly

23 for starting, and there is another opportunity, I believe, in

24 July to redistribute again, and hopefully we -- I personally

25 hope we'll see some money in the legislative budget by then that

54

1 will add to this program, because this program has been a huge

2 success.

3 So do I have any motion to redistribute the AZ

4 SMART funds?

5 MR. BRACKER: Mr. Chairman, I move that we

6 redistribute the proceeds in AZ SMART.

7 CHAIRMAN MAXWELL: I have a motion by Member

8 Bracker.

9 MS. PESHLAKAI: Second,

10 CHAIRMAN MAXWELL: Second by Member Peshlakai.

11 Any further discussion?

12 All those in favor, please acknowledge by saying

13 aye.

14 BOARD MEMBERS: Aye.

15 CHAIRMAN MAXWELL: Any opposed?

16 I am also an aye, so we approved that as well

17 unanimously.

18 All right. Iqbal, let's move on to Item 9.

19 MR. HOSSAIN: Yes. Next slide, please. Great.

20 Thank you.

21 Then I'll move on to Item Number 9, Priority

22 Planning Advisory Committee items for discussion and possible

23 action. We have three categories of projects to present:

24 Project modifications, new projects and airport projects. And,

25 as usual, I will - I plan to group all categories under one

55

1 motion for Board's consideration.

2 Next slide, please. Thank you.

3 I would like to present the proposed changes to

4 the FY 2026 through FY 2030 State Transportation Facilities

5 Construction Program, Items 9a through 9g, project

6 modifications -- the next slide, please -- item 9h through 9k

7 new projects. And finally -- next slide, please -- Item 9l is

8 airport project.

9 And for the Board's consideration, the requested

10 action is approval of Priority Planning Advisory Committee Items

11 9a through 9l.

12 CHAIRMAN MAXWELL: Any questions for Iqbal on any

13 of these issues?

14 And I -- as I understand it, you're asking us to

15 approve both of them simultaneously.

16 MR. HOSSAIN: All three --

17 CHAIRMAN MAXWELL: Yeah.

18 MR. HOSSAIN: -- new projects.

19 CHAIRMAN MAXWELL: Absolutely. 9a through 9l.

20 Okay. Just so everybody's aware, I have made

21 a -- one request of them in the future. On two of the projects,

22 they're moving the funds to the 49926 subprogram, which I say,

23 what's that, and it's actually keeping the -- keeping the

24 funding inside of MAG, because it was a MAG decision to defund,

25 and they're going to keep the money there. So in the future,

56

1 instead of showing subprograms, they're going to show the actual

2 name of where it's going to go so we'll have a better

3 understanding.

4 So based on that, I'm going to go off the script.

5 And Floyd's not shaking his head no, so I know it's okay. Does

6 anybody want to make a motion to approve Items 9a through 9l?

7 MR. ELTERS: Mr. Chairman.

8 CHAIRMAN MAXWELL: Member Elters.

9 MR. ELTERS: I move to approve the priority

10 planning projects 9a through 9l.

11 VICE CHAIR HOWARD: I'll second.

12 CHAIRMAN MAXWELL: Okay. We have a motion by

13 Mr. -- Member Elters and second by Vice Chair Howard. All --

14 any further discussion?

15 Okay. Can you -- all the members who are in

16 favor, please acknowledge by saying aye.

17 BOARD MEMBERS: Aye.

18 CHAIRMAN MAXWELL: Any opposed? I'm an aye as

19 well, so that passes unanimously.

20 Thank you, Iqbal. Appreciate it.

21 MR. HOSSAIN: Thank you. Have a great day.

22 CHAIRMAN MAXWELL: Thank you.

23 And Matt, who thought he was done with us

24 already, I'd like you to come back up for this -- for Item 10,

25 the state engineering's report -- engineer's report.

57

1 MR. MOUL: Good morning again.

2 So we'll start with an update district by

3 district of the projects we have that are active statewide.

4 Next slide, please.

5 And I'll go ahead and just go through district by

6 district, and if you have any questions, go ahead and stop me,

7 and I'll try to answer them.

8 This is the Southcentral District.

9 Next slide.

10 The Northcentral District.

11 Next slide.

12 The Southwest District, which appears incredibly

13 busy.

14 Next slide.

15 The Southeast District.

16 Next slide.

17 Northwest District.

18 Next slide.

19 The Northeast District.

20 Next slide.

21 And finally, the Central District.

22 No questions? We'll go on to the next slide.

23 We currently have 106 projects under

24 construction, valued at roughly \$2.4 billion. We finalized

25 three projects in December, valued at \$12.1 million, and fiscal

58

1 year to date, we finalized 56 projects.

2 Next slide, please.

3 In January, we awarded one project on US-180 for

4 \$6.174 million, and that is our -- total for the month, fiscal

5 year to date, we've awarded \$694.521 million.

6 Next slide, please.

7 Like on the previous slide, 6.174. Fiscal year

8 to date, we've opened 66 bids, awarded 61 projects valued at

9 that 694.521 million.

10 Next slide, please.

11 This is actually Item 11a. I don't -- do you

12 want me to just go ahead and roll into that, Chairman?

13 CHAIRMAN MAXWELL: No, Matt. First, I want to

14 thank you for that presentation. I'd like to -- I like both the

15 speed of it, but it still gave us enough time to take a look at

16 all that's really going on in the state, and it -- that's the

17 reminder we've got to remember how much is truly really going on

18 in the state when it comes to infrastructure. Doesn't mean

19 it's -- we wouldn't necessarily like more, but we are

20 accomplishing a lot on that front.

21 Does any member have a question regarding the

22 state engineer's report for Matt?

23 VICE CHAIR HOWARD: Mr. Chair, I have one

24 comment.

25 Vice Chair Howard.

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1 VICE CHAIR HOWARD: I just want to make sure

2 we're keeping to light the two maintenance projects that we

3 delayed in order to fund the 347 and that they're still on the

4 table, so when we have that funding available, we can reinstate

5 those projects as well. Thank you. And good luck in your new

6 position.

7 MR. MOUL: Thank you.

8 CHAIRMAN MAXWELL: All right. Let's go on to

9 Item 11. We have, I believe, a single contract for

10 consideration today.

11 MR. MOUL: That's correct. This is a project for

12 the Town of Gilbert, located at Mews Road and Higley Road. We

13 are requesting postponement of action. The bids came in higher

14 than the engineer's estimate. The town wishes to proceed with

15 the contract. We need to allow them time to go through the

16 approval process and accounting process to reallocate those

17 funds so they can be transferred to us and we can award. We've

18 spoken with the contractor. They're willing to honor their bid.

19 As it stands, the Town of Gilbert wants to move forward, so we

20 expect to bring this back to the Board next month for action.

21 CHAIRMAN MAXWELL: I've got one question before I

22 ask for a motion. So because they're honoring their bid, have

23 they given a time frame on how long they'll keep that bid

24 static?

25 MR. MOUL: Their bid, they're only required to

60

1 honor their bid for 60 days.

2 CHAIRMAN MAXWELL: Okay.

3 MR. MOUL: And they've agreed to allow us the

4 time necessary to bring it back to the Board next month.

5 CHAIRMAN MAXWELL: Okay. Thank you.

6 Does any other board member have any questions

7 before I ask for a motion on this one?

8 All right. Could I get a motion from a member to

9 postpone Item 11a?

10 MS. DANIELS: So moved.

11 CHAIRMAN MAXWELL: I was thinking that was going

12 to happen.

13 MR. ELTERS: I'll second that motion.

14 CHAIRMAN MAXWELL: All right. Thank you.

15 We've got a motion for a project, for this

16 postponement of this project in Gilbert by Member Daniels and a

17 second by Member Elters. Any further discussion?

18 All right. If all those -- you can acknowledge

19 your support for this motion with by saying aye.

20 BOARD MEMBERS: Aye.

21 CHAIRMAN MAXWELL: Any opposition? I'm an aye as

22 well, so the postponement passes unanimously.

23 MR. MOUL: Thank you.

24 CHAIRMAN MAXWELL: Thank you very much.

25 All right. We have one change that we have to

61

1 make to amend the 2026 board meeting and public hearing dates.
2 Floyd, do you want to describe them a little bit?

3 MR. ROEHRICH: Yes, sir. So, Mr. Chair, when I
4 took your recommendation of the sites and I started talking to
5 people, I gave them options like what month and -- so I had
6 written down and I got confused, I guess. I'm getting old, you
7 know, and who knows what happened. I transposed a couple of
8 commitments that people had said they wanted. So June 19th was
9 Santa Cruz County. We'll be in Nogales. That was a date they
10 committed to, and so we're good. And then July 17th would be
11 the City of Chandler, and I had those mixed up a little bit when
12 I was writing down when I finally heard back from them on their
13 dates. So I'm asking to make those changes.

14 CHAIRMAN MAXWELL: We will make those changes. I
15 didn't really want you to have to throw yourself under the bus,
16 but, you know, this happens.

17 MR. ROEHRICH: It happens.

18 CHAIRMAN MAXWELL: It happens.

19 MR. ROEHRICH: I know I'm not ashamed of the fact
20 I'm not perfect. Just ask my wife.

21 CHAIRMAN MAXWELL: We --

22 MR. ROEHRICH: She's not ashamed to tell you
23 either.

24 CHAIRMAN MAXWELL: Yeah, that's right.

25 All right. Can I get a motion from the Board to

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1 approve those two meeting date changes?

2 MR. BRACKER: Mr. Chairman, I moved to change
3 those two meeting dates.

4 VICE CHAIR HOWARD: I'll second.

5 CHAIRMAN MAXWELL: All right. I have a motion by
6 Member Bracker, second by Vice Chair Howard. Any further
7 discussion?

8 All those in favor, please say aye.

9 BOARD MEMBERS: Aye.

10 CHAIRMAN MAXWELL: Any opposition? I'm an aye as
11 well, so the motion carries unanimously.

12 All right. So real quick, we do have a upcoming
13 study session, and Floyd, if you could, could you just remind
14 the listeners, the folks who are here and who are listening in
15 on what those topics will be at that study session?

16 MR. ROEHRICH: So it's February 5th. It will be
17 all virtual. We will post the link, probably within the next
18 week or so, once we finish this meeting and move forward.

19 There will be two items. One, obviously, is we
20 will roll out staff's recommendation of the tentative program,
21 which will define the funding element for it, as well as the
22 major project kind of distribution along the different
23 categories of preservation, modernization and any expansion. So
24 we lay out the tentative as the (indiscernible) that we take so
25 we can finalize the printing and get ready to post it for public

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1 comment. Public hearing will be in May, so kind of to follow,
2 follow our timeline.

3 So the study session is the first time to work it
4 with the Board, gather some comments, so we can bring it back to
5 the Board at the February meeting to get approval on the final
6 draft, and then we can start the public comment period.

7 The second topic would be the financial report
8 that Kristine has been presenting to legislators and to, like,
9 the rural summit last year and other people on the health of
10 finances and kind of the transportation funding future and some
11 of those issues.

12 To start the conversation, Mr. Chair, as you and
13 even the previous chair, Ms. Daniels had wanted the discussion,
14 to start talking about revenues and how we are going to meet our
15 commitments to maintain the system, expand the system and make
16 it functional for all.

17 CHAIRMAN MAXWELL: Thank you, Floyd.

18 Any other comments regarding the study session or
19 anything in general from any members of the Board?

20 MR. BRACKER: Mr. Chairman.

21 CHAIRMAN MAXWELL: Member Bracker.

22 MR. BRACKER: I'd like to recommend at this study
23 session that we not have call to the public. The public will
24 have an opportunity to express their concerns at the regular
25 board meeting, and if we do that, it gives us more time to the

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1 discourse on the subject, the topics that we are studying.

2 CHAIRMAN MAXWELL: Okay. I'm going to turn real
3 quick to staff. Is there any problem with that, Floyd?

4 MR. ROEHRICH: Mr. Chairman, to turn to the
5 Board's attorney, who is online, Michelle Kunzman, and ask her
6 if that would be any type of a statutory issue or public issue
7 to not hold a call to the audience.

8 Michelle, are you there?

9 MS. KUNZMAN: Yes, I am. This is Michelle
10 Kunzman. The Chair can -- the Chair can make a decision to
11 actually forego the public comment without a problem.

12 CHAIRMAN MAXWELL: Okay. Thank you on that one.

13 So it's back on me. I'm going to turn and see if any other
14 members of the Board have any input to foregoing call to the
15 audience at this -- at the study session. We do have a February
16 meeting scheduled down in Pima County, and so that will be --
17 that will be full up.

18 So anybody have any concerns about foregoing,
19 since this is our first exposure to the five-year plan? It's
20 our first opportunity, really, to take a look at it, as well as
21 to some of the discussions we've had on funding statewide.

22 MR. ROEHRICH: Absolutely. Yes, sir. And that's
23 where we gather the input from the Board, so we can get ready to
24 approve it in February, take it to the public.

25 MR. ELTERS: Mr. Chairman.

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1 CHAIRMAN MAXWELL: Member Elters.
2 MR. ELTERS: I'll just weigh in, and I'll just
3 weigh in and say just the title of the session, a study session,
4 it really does imply that it's intended for the Board to receive
5 and see for the first time the five-year -- the draft five-year
6 construction program that will be rolled out to the public. I
7 think there's value in concentrating on what's in it, having an
8 opportunity to discuss, ask questions, get answers, opine, and
9 offer insight, understanding full well that the Board is not
10 making any decisions at this study session, and it will be acted
11 on in the regular State Transportation Board meeting in
12 February. So I see value in that, and I would support it.
13 Thank you.
14 MS. DANIELS: I'll just add that anytime someone
15 wants to communicate with the Board, they have the opportunity
16 to do that through an email. So it doesn't preclude anybody
17 from submitting email comments to the Board in advance of that,
18 and I think it does help with the efficiency of the study
19 session to be able to just dive right in and crank out some good
20 work.
21 CHAIRMAN MAXWELL: Thank you. Thank you both for
22 those comments. Any other thoughts?
23 Okay. I fully agree with everything we've heard
24 from the stage, because I think many folks, especially in this
25 room who have been involved in advocacy with the Board, know our

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1 emails can be -- hit quite heavily. So there is -- you can get
2 that information from ADOT, and I'm going to go ahead and then
3 Floyd ask call to the audience not to be included on the study
4 session. The purpose is just that study feedback and
5 conversation amongst the Board.
6 We welcome the public to tune in and listen to
7 see, so that they can learn at the same times we're learning on
8 some of this, and then you can also hear what our thoughts are
9 and our comments are. You might want to then participate in the
10 call to the audience if you did not like any of the things we
11 said at that point. So I think it will be a better and
12 efficient use of staff and board time for a true study session.
13 Any other suggestions?
14 And thank you, Member Bracker, for bringing that
15 one up.
16 All right. Hearing nothing, I officially adjourn
17 the January meeting. Thank you, everybody, for your
18 participation and attendance.
19 (Meeting adjourned.)
20
21
22
23
24
25

67

1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)
4
5 BE IT KNOWN that the foregoing proceedings were reported by
6 me, TERESA A. WATSON, Registered Merit Reporter, Certified
7 Reporter, Certificate No. 50876, State of Arizona, from an
8 electronic recording and were reduced to written form under my
9 direction; that the foregoing 68 pages constitute a true and
10 accurate transcript of said electronic recording, all done to
11 the best of my skill and ability.
12 I FURTHER CERTIFY that I am in no way related to any of the
13 parties hereto, nor am I in any way interested in the outcome
14 hereof.
15 DATED at Phoenix, Arizona, this 7th day of July 2026.
16
17 /s/ Teresa A. Watson
18 TERESA A. WATSON, RMR
19 Certified Reporter
20 Certificate No. 50876
21
22
23
24
25

Adjournment

Chairman Ted Maxwell adjourned the State Transportation Board Meeting on January 16, 2026.

Meeting adjourned at 10:36a.m. PST.

Not Available for Signature

Ted Maxwell, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

*Item

Cumulative AZ SMART Fund Report

Funding Category	ADOT	Muni < 10K	Muni 10K+	County < 100K	County 100K+	Total
Statute	ARS §28-339 F.5 738	ARS §28-339 F.4 734	ARS §28-339 F.3 735	ARS §28-339 F.2 737	ARS §28-339 F.1 736	
Revenue						
Legislative Appropriations	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$62,500,000
Interest Earnings/Match Received	\$1,755,852	\$1,717,907	\$1,671,531	\$1,728,280	\$1,679,328	\$8,552,898
Total Revenues	\$14,255,852	\$14,217,907	\$14,171,531	\$14,228,280	\$14,179,328	\$71,052,898
Approvals						
Grant Development		\$4,600		\$50,000		\$54,600
Match Awards	\$5,371,724	\$31,212	\$17,305,153	\$3,346,000	\$4,602,642	\$30,656,731
Design & Engineering	\$3,750,000	\$11,314,078	\$9,588,707	\$7,868,506	\$6,670,000	\$39,191,291
1% Program Administration	\$100,000					\$100,000
Match Released	(1,250,000)	0	(6,402,008)	(46,000)	0	(7,698,008)
Design Recovered	0	(807,500)	(1,546,772)	(1,204,452)	0	(3,558,724)
Net Approvals	\$7,971,724	\$10,542,390	\$18,945,080	\$10,014,054	\$11,272,642	\$58,745,890
Prior Redistributions						
Net Prior Redistributions ¹	(3,067,609)	(485,429)	5,991,108	(2,585,618)	147,547	0
Adjustments ²	(1,340,000)	(1,340,000)	(1,340,000)	(1,340,000)	(1,340,000)	-\$6,700,000
Available after Prior Redistributions/Adjustments	\$1,876,519	\$1,850,089	-\$122,441	\$288,609	\$1,714,234	\$5,607,008
July Redistribution Amount						
Change Amount for Each Category	-\$755,117	-\$728,687	\$1,243,843	\$832,793	-\$592,832	\$0
Current Available After Approval	\$1,121,402	\$1,121,402	\$1,121,402	\$1,121,402	\$1,121,402	\$5,607,008
Pending Requests						
Grant Development		\$15,200		\$0		\$15,200
Match Awards	\$0	\$0	\$3,964,767	\$0	\$0	\$3,964,767
Design & Other Eng Svcs (DOES)	\$2,500,000	\$1,305,209	\$0	\$0	\$0	\$3,805,209
Total Pending Requests	\$2,500,000	\$1,320,409	\$3,964,767	\$0	\$0	\$7,785,176
After Approval of Pending Requests	-\$1,378,598	-\$199,007	-\$2,843,365	\$1,121,402	\$1,121,402	-\$2,178,166

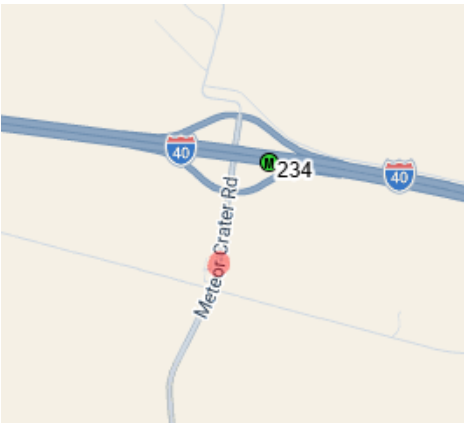
Notes:

¹ Includes all redistributions approved by the Board plus interest earned in January and July but received in the month following Board approval.

² Includes FY 2026 Legislative Transfer Out, \$6.7M to General Fund on or before June 30, 2026; SB1847 Sec. 121.

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7a	Route & MP:	40 @ MP
	Project Name:	Electric Vehicle Charging Infrastructure (Twin Arrows)
	Type of Work:	Deploy Electric Vehicle Charging Station
	County:	Coconino
	District:	
	Schedule:	
	Project:	MEV2601C TIP#: 104832
	Project Manager:	Emily Christ
	Program Amount:	\$796,000
New Program Amount:		\$0
Requested Action:		Delete Project.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/23/2026

2. Teleconference: No

3. Form Date / 5. Form By:

6/25/2026

Emily Christ

4. Project Manager / Presenter:

Emily Christ @ (602) 712-7682

206 S 17TH AVE, 157, 139A - 4124 P3 Initiatives

6. Project Name:

Electric Vehicle Charging Infrastructure (Twin Arrows)

7. Type of Work:

Deploy Electric Vehicle Charging Station

<u>8. CPSID:</u>	<u>9. District:</u>	<u>10. Route:</u>	<u>11. County:</u>	<u>12. Beg MP:</u>	<u>13. TRACS #:</u>	<u>14. Len (Mi.):</u>	<u>15. Fed Id #:</u>
-		40	Coconino		MEV2601C		040-D(255)D

16. Program Budget: \$79617. Program Item #: 10483218. Current Approved Program Budget:

\$796

18a. (+/-) Program Budget Request:

(\$796)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71225	\$796	.	

CURRENT SCHEDULE:21. CURRENT FISCAL YEAR:22. CURRENT BID READY:23. CURRENT ADV DATE:**CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71227	(\$796)	.	

CHANGE REQUEST/NEW SCHEDULE:21A. REQUEST FISCAL YEAR:22A. REQUEST BID READY:23A. REQUEST ADV DATE:20. JPA #'s:SIGNED:

NO

ADV:

NO

**PROJECT FUNDING VERIFIED BY PM**

<u>CHANGE IN:</u>	<u>24a. PROJECT NAME:</u>	NO	<u>24b. TYPE OF WORK:</u>	NO	<u>24c. SCOPE:</u>	NO	<u>24d. CURRENT STAGE:</u>	NOT APPLICABLE
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24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NOT APPLICABLE

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Delete Project.

26. JUSTIFICATION OF REQUEST

Delete NEVI Formula Program project for EV charging infrastructure located near I-40 and Twin Arrows due to unexpected, long term utility power constraints that prevent Francis Energy from delivering a compliant NEVI site within the required timeline.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 7/1/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7b	Route & MP:	40 @ MP
	Project Name:	Electric Vehicle Charging Infrastructure (Petrified Forest National Park)
	Type of Work:	Deploy Electric Vehicle Charging Station
	County:	Apache
	District:	
	Schedule:	
	Project:	MEV2801C TIP#: 105704
	Project Manager:	Emily Christ
	Program Amount:	\$800,000
New Program Amount:		\$0
Requested Action:		Delete project.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/23/2026

2. Teleconference: No

3. Form Date / 5. Form By:

6/25/2026

Emily Christ

4. Project Manager / Presenter:

Emily Christ @ (602) 712-7682

206 S 17TH AVE, 157, 139A - 4124 P3 Initiatives

6. Project Name:

Electric Vehicle Charging Infrastructure (Petrified Forest National Park)

7. Type of Work:

Deploy Electric Vehicle Charging Station

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
 - 40 Apache MEV2801C 040-E(234)D

16. Program Budget: \$800

17. Program Item #: 105704

18. Current Approved Program Budget:

\$800

18a. (+/-) Program Budget Request:

(\$800)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71226	\$800	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71227	(\$800)	.	.

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV:

NO

**PROJECT FUNDING VERIFIED BY PM**

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE: NO

24g. U&RR CLEARANCE: NOT APPLICABLE

24i. R/W CLEARANCE: NOT APPLICABLE

24k. SCOPING DOCUMENT: NOT APPLICABLE

24f. MATERIALS MEMO COMP: NOT APPLICABLE

24h. C&S CLEARANCE: NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE: NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Delete project.

26. JUSTIFICATION OF REQUEST

Delete the NEVI Formula Program project for EV charging infrastructure located near I-40 and the Petrified Forest National Park. No proposals were received during the Phase 1 and Phase 2 solicitations. ADOT decided not to include this project as part of the Phase 3 solicitation.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

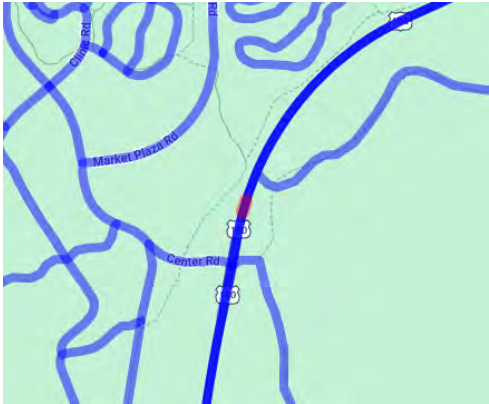
DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 7/1/2026

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7c	Route & MP:	64 @ MP
	Project Name:	Electric Vehicle Charging Infrastructure (Grand Canyon Village/Tusayan)
	Type of Work:	Deploy Electric Vehicle Charging Station
	County:	Coconino
	District:	
	Schedule:	
	Project:	MEV4601C TIP#: 105710
	Project Manager:	Emily Christ
	Program Amount:	\$800,000
New Program Amount:		\$0
Requested Action:		Delete project.



ARIZONA DEPARTMENT OF TRANSPORTATION
Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 6/23/2026

2. Teleconference: No

3. Form Date / 5. Form By:

6/25/2026

Emily Christ

4. Project Manager / Presenter:

Emily Christ @ (602) 712-7682

206 S 17TH AVE, 157, 139A - 4124 P3 Initiatives

6. Project Name:

Electric Vehicle Charging Infrastructure (Grand Canyon Village/Tusayan)

7. Type of Work:

Deploy Electric Vehicle Charging Station

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:
 - 64 Coconino MEV4601C 064-A(210)D

16. Program Budget: \$800

17. Program Item #: 105710

18. Current Approved Program Budget:

\$800

18a. (+/-) Program Budget Request:

(\$800)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71226	\$800	.	.

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
71227	(\$800)	.	.

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

23. CURRENT ADV DATE:

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s:

SIGNED:

NO

ADV: NO

**PROJECT FUNDING VERIFIED BY PM****CHANGE IN:**

24a. PROJECT NAME: NO

24b. TYPE OF WORK: NO

24c. SCOPE: NO

24d. CURRENT STAGE:

NOT APPLICABLE

24e. ENVIRONMENTAL CLEARANCE:

NO

24f. MATERIALS MEMO COMP:

NOT APPLICABLE

24g. U&RR CLEARANCE:

NOT APPLICABLE

24h. C&S CLEARANCE:

NOT APPLICABLE

24i. R/W CLEARANCE:

NOT APPLICABLE

24j. CUSTOMIZED SCHEDULE:

NOT APPLICABLE

24k. SCOPING DOCUMENT:

NOT APPLICABLE

25. DESCRIPTION OF REQUEST

Delete project.

26. JUSTIFICATION OF REQUEST

Delete the NEVI Formula Program project for EV charging infrastructure located near SR 64 and Grand Canyon Village/Tusayan. No proposals were received during the Phase 2 solicitation. After reviewing the existing charging in the area, ADOT decided not to include this project in the Phase 3 solicitation.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

DELETE PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 7/1/2026



PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7d

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Winslow-Lindbergh Regional
SPONSOR: CITY OF WINSLOW
CATEGORY: GA Community
PROJECT NUMBER: TBD
State Airport Engineer: Tim Morrison
AIP NUMBER: 3-04-0052-029-2025
DATE: 05/29/2026

New Project
X Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Design Rehabilitate Apron (AIP)	2026	\$3,750.00	\$3,750.00	\$142,500.00	150,000.00	
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Design Rehabilitate Apron (AIP)	2026	\$4,528.00.	\$4,528.00.	\$172,052.00	\$181,108.00	
Justification:						
This project has increased by more than 15% due to. Design bids that came in higher than expected (FSL) This project is currently on 2026 CIP list						

Aeronautics Recommends for PPAC action

Signed by:

Matthew Munden

C2D0E33391684F4...

Signed by:

Leticia Pineda-Daley

2EBD55F44A19406...

Aeronautics State Engineer Approval:

FMS Review and Approval:

Date: 6/19/2026

Date: 6/19/2026

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PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7e

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Winslow-Lindbergh Regional
SPONSOR: CITY OF WINSLOW
CATEGORY: GA Community
PROJECT NUMBER: TBD
State Airport Engineer: Tim Morrison
AIP NUMBER: 3-04-0052-028-2025
DATE: 05/29/2026

New Project
X Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Design Rehabilitate Apron (IJA)	2026	\$1,347.00	\$1347.00	\$51,191.00	\$53,885.00	
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Design Rehabilitate Apron (IJA)	2026	\$4,132.00.	\$4,132.00.	\$157,004.00	\$165,268.00	
Justification:						
This project has increased by more than 15% due to. Design bids that came in higher than expected (FSL) This project is currently on 2026 CIP list						

Aeronautics Recommends for PPAC action

Signed by:

Matthew Munden

C2D0E33391684F4...

Signed by:

Matthew Munden

Signed by:

Leticia Pineda-Daley

2EBD33F44A19406...

Aeronautics State Engineer Approval:

FMS Review and Approval:

Date: 6/19/2026

Date: 6/19/2026

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PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM 7f

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

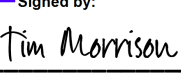
Project Committee Recommendations

AIRPORT: Airport Pavement Management System (APMS) ☐ New Project
SPONSOR: N/A - System Wide ☒ Changed Project(s)
CATEGORY:
PROJECT NUMBER: TBD
STATE AIRPORT ENGINEER: Tim Morrison
AIP NUMBER: N/A
DATE: 6/23/2026

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
APMS Design Effort for 2027. ADOT Airport Development Group Design	2027				\$300,000	
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
APMS Design Effort for 2027. ADOT Airport Development Group Design	2027				\$544,710	
Justification:						
The addition of Rolle Airfield near Yuma Arizona and Greenlee County Airport to the APMS has required additional funds for the design effort.						

Aeronautics Recommends for PPAC action

Aeronautics Approval:

Signed by:

8AF6DE191E24498
Tim Morrison for Matthew Munden

Date: 6/23/2026

FMS Review and Approval:

Signed by:

2EBD55F44A19400...
Leti Pineda-Daley

Date: 6/23/2026



ARIZONA AUDITOR GENERAL

Lindsey A. Perry, Auditor General

June 30, 2026

The Honorable Warren Petersen, President
Arizona State Senate

The Honorable Steve Montenegro, Speaker
Arizona House of Representatives

Members of the Arizona State Legislature

The Honorable Katie Hobbs, Governor

The Honorable Adrian Fontes, Secretary of State

Executive Director Koester Thomas
Maricopa Association of Governments

Chief Executive Officer Mefford-Miller
Valley Metro

Transmitted herewith is the report *A Performance Audit of the Maricopa Association of Governments Regional Transportation Plan*. This audit was conducted by the independent firm Sikich CPA LLC under contract with the Arizona Auditor General. This report is in response to Arizona Revised Statutes (A.R.S.) §28-6313. I am also transmitting within this report a copy of the Report Highlights to provide a quick summary for your convenience.

As outlined in its response, the Maricopa Association of Governments agrees with the finding and plans to implement or implement in a different manner all the recommendations directed to it, and Valley Metro agrees with the finding and plans to implement all the recommendations directed to it. My Office has contracted with Sikich CPA LLC to follow up with the Maricopa Association of Governments and Valley Metro in 6 months to assess their progress in implementing the recommendations.

I express my appreciation to the Maricopa Association of Governments Executive Director Koester Thomas, Valley Metro Chief Executive Officer Mefford-Miller, and Maricopa Association of Governments and Valley Metro staff for their cooperation and assistance throughout the audit.

June 30, 2026

Page 2

My staff and I will be pleased to discuss or clarify items in the report.

Sincerely,

Lindsey A. Perry

Lindsey A. Perry, CPA, CFE
Auditor General

cc: Arizona State Transportation Board Members
Maricopa Association of Governments Regional Council Members
Maricopa Association of Governments Transportation Policy Committee Members
Maricopa County Board of Supervisors
Valley Metro Rail, Inc. Board of Directors
Valley Metro Regional Public Transportation Authority Board of Directors



■ Arizona Auditor General

Maricopa Association of Governments'
Regional Transportation Plan
Performance Audit Report

JUNE 22, 2026



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Alexandria, VA 22314
+1 (703) 836-6701

sikich.com

Lindsey A. Perry, CPA, CFE
Arizona Auditor General
2910 North 44th Street, Suite 410
Phoenix, Arizona 85018

June 22, 2026

Dear Ms. Perry,

Sikich CPA LLC (Sikich) is pleased to submit the attached report detailing the results of our performance audit of the Maricopa Association of Governments' (MAG) Regional Transportation Plan (RTP), conducted under contract with the Arizona Auditor General pursuant to an October 7, 2025, resolution of the Joint Legislative Audit Committee and Arizona Revised Statutes (A.R.S.) §28-6313.

The objectives of this performance audit were to assess (1) whether MAG established goals and performance standards for RTP expenditures and projects for past and future fiscal years, 2021-2030, and used those measures to assess the performance of the system and projects, particularly in terms of relieving congestion and improving mobility; and (2) the extent to which the light rail system published consistent operational data for public consumption.

We conducted the audit fieldwork in Alexandria, Virginia; Phoenix, Arizona; Springfield, Illinois; and remotely from May 2025 through April 2026. We conducted this performance audit in accordance with *Generally Accepted Government Auditing Standards*, as issued by the Comptroller General of the United States (2018 Revision, Technical Update April 2021). Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives. We describe our objective, scope, and methodology further in Appendix G: Objectives, Scope, and Methodology.

As outlined in their responses, MAG and Valley Metro agree with the findings and plan to implement the recommendations or implement the recommendations in a different manner. We will follow up with MAG and Valley Metro in six months to assess their progress in implementing the recommendations.

We would like to thank all the personnel with whom we met, or who provided information, throughout the course of this audit for their cooperation and assistance. We also thank you for the opportunity to serve the public interest on behalf of the Arizona Auditor General.

Sincerely,

Sikich CPA LLC

Report highlights

Maricopa Association of Governments Regional Transportation Plan

Performance Audit

The Maricopa Association of Governments (MAG) selected projects to be funded by Propositions 400 and 479 in alignment with system-wide goals and has opportunities to better demonstrate whether the regional transportation system and individual projects achieved their intended outcomes, and Valley Metro can improve the consistency of its reported performance data.

Audit purpose

To determine whether MAG established goals and performance standards for projects funded by Propositions 400 and 479 and used the established goals and performance standards to assess the performance of the regional transportation system and projects; and to assess the extent to which Valley Metro (the Regional Public Transportation Authority, and a MAG implementation partner) published consistent operational data for public consumption.¹

Key findings

- MAG is responsible for developing the region's transportation plan and Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP). We found that MAG generally selected projects for inclusion in these plans based on system-wide goals.
- MAG has opportunities to better demonstrate whether the regional transportation system and individual projects funded by the half-cent sales tax have achieved their intended outcomes. Specifically, although MAG developed anticipated outcomes for 8 of the 13 metrics in its 2025 RSTIIP, it did not provide documentation that indicated how it might use this information to report on performance over time. In addition, MAG has not required its implementing partners or member agencies to develop project-specific objectives, targets, performance metrics, or performance measures tied to MAG's system-wide goals.
- Valley Metro reported inconsistent light rail and streetcar boarding data which may impact its ability to make informed decisions regarding service level and future budgets, and result in a lack of public transparency regarding its performance.

Key recommendations to MAG

- Develop and implement a process for establishing and monitoring system-wide objectives and targets for the goals, performance measures and targets identified in the RSTIIP.
- Develop and implement a process for implementing partners and member agencies which requires project documentation to explicitly identify performance management information.

Key recommendations to Valley Metro

- Develop and implement procedures to ensure the consistency of reported performance data.

¹ Sikich conducted this performance audit of the MAG Regional Transportation Plan/ Regional Strategic Transportation Infrastructure Investment Plan pursuant to an October 7, 2025, resolution of the Joint Legislative Audit Committee and Arizona Revised Statutes § 28-6313.

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Performance Audit Report

Introduction

On behalf of the Arizona Auditor General, Sikich has completed a performance audit of the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) and Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) pursuant to the Arizona Revised Statutes (A.R.S.) §28-6313, which requires the Arizona Auditor General to conduct a performance audit of the RTP and RSTIIP and its projects every five years.^{2,3} The transportation projects contained in the RTP within the scope of this audit are funded through either Proposition 400 (Prop 400) or Proposition 479 (Prop 479). Prop 400 and Prop 479 are voter-approved initiatives that extended a sales tax to fund transportation projects in the region as identified in the RTP and RSTIIP.⁴

This performance audit report addresses the following objectives:

1. Whether MAG established goals and performance standards for RTP expenditures and projects for the past five fiscal years (2021-2025), as funded through Prop 400 and for RSTIIP expenditures and projects for the next five fiscal years (2026-2030), expected to be funded by Prop 479;
2. Whether MAG used those measures to assess the performance of the regional transportation system and projects, particularly in terms of relieving congestion and improving mobility; and
3. The extent to which Valley Metro (the Regional Public Transportation Authority, and a MAG implementing partner) published consistent operational data for public consumption.

Based on the audit work performed, there are no significant changes warranted for the transportation system. However, to enhance the implementation of the RSTIIP and its associated projects, this report includes 5 recommendations to MAG in Chapter 3 and 4 recommendations to Valley Metro in Chapter 4.

² Specifically, A.R.S. §28-6313 requires the performance audit to review the plan and projects scheduled for funding within each transportation mode based on the performance factors established in section 28-505, subsection A; past expenditures of the plan and the performance of the system in relieving congestion and improving mobility; and make recommendations regarding whether further implementation of a project or transportation is warranted, warranted with modifications, or not warranted. In addition, for light rail systems, A.R.S. §28-6313 requires the audit to consider federal criteria as well as (1) service levels, (2) capital costs, (3) operation and maintenance costs, (4) transit ridership, and (5) farebox revenues.

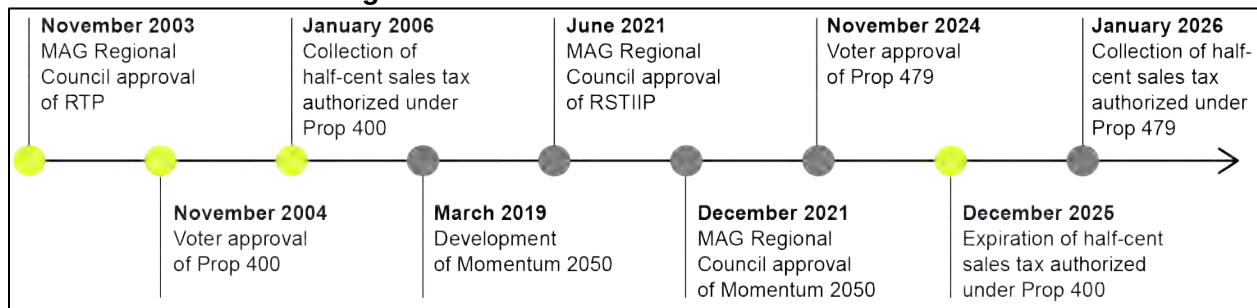
³ Unlike the RTP published in 2003, the RTP published in 2021, titled “Momentum 2050,” did not include the specific projects expected to be funded through Prop 479. Instead, in accordance with *Transportation Excise Tax; Maricopa County, ch. 203, 2023 Arizona Session Laws (2023)*, MAG developed a Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP).

⁴ This sales tax is formally known as the Transportation Excise Tax, but is informally referred to as the “half-cent sales tax,” which is the term used throughout this report, unless we are directly citing law or statute.

Revenues from the half-cent sales taxes collected under Prop 400 and 479 provide approximately half the funding for the transportation projects included in the RTP and RSTIIP for the greater Phoenix area

The half-cent sales tax was first approved by voters in 1985 through Proposition (Prop) 300, and remained in effect through December 31, 2005. Based on the 2003 RTP, voters then approved the Prop 400 extension of the sales tax in November 2004, which expanded allowable use of the funding to include improvements to the arterial street system, regional bus service, and high-capacity transit services such as light rail and express buses through December 31, 2025. In anticipation of the extension of the half-cent sales tax, MAG began developing its new RTP, titled Momentum 2050 in 2019. For the purposes of this report, we will refer to Momentum 2050 and the associated RSTIIP as the 2025 RSTIIP.⁵ Based on the Prop 479 planning documents, voters approved the extension of the half-cent sales tax through Prop 479, in November 2024 with an effective period from January 1, 2026, through December 31, 2045.⁶ See Figure 1.

Figure 1: MAG and its regional council developed RTPs that voters approved when voting to establish/extend the half-cent sales tax



Source: Sikich analysis of Prop 400 and Prop 479 information.

The RTPs are federally required, long-range planning documents for addressing the region's transportation needs.⁷ Projects included in the MAG RTPs are funded through different local, regional, state and federal sources, including from the half-cent sales taxes collected pursuant to A.R.S. §42-6105 and §42-6105.01, as shown in Table 1.

⁵ The 2025 RSTIIP was originally approved in 2021 and subsequently updated in 2025 following the passage of Prop 479. Depending on the information needed, we may cite either version throughout the report but will refer to the document overall as the 2025 RSTIIP.

⁶ Prop 479 prohibits the sales tax from being used for light rail, commuter train or trolley extensions, and certain projects that result in the reduction of existing lane miles on highway or streets. Specifically, A.R.S. §42-6105 states that the transportation excise taxes collected from and after December 31, 2025, cannot be used for projects that result in the reduction of existing lane miles on highway or streets unless the restriction under A.R.S. §42-6105 (2)(a-d) or §42-6105 E(3)(a-c) have been met.

⁷ 49 U.S.C. 5303 and 23 U.S.C. 134 require regional planning agencies to develop an RTP to receive federal transportation funding.

Table 1: Prop 400 and Prop 479 RTPs include several funding sources

RTP funding sources	Prop 400 total revenue (thousands), fiscal year 2006-2026 ^a	Prop 479 estimated revenue, 2026-2045 ^b
Half-Cent Sales Tax	\$9,416.90	\$14,946.65
Arizona Department of Transportation Funds	\$6,454.30	\$8,052.90
American Recovery and Reinvestment Act ^c	\$163.80	--
Statewide Transportation Acceleration Needs ^d	\$141.10	--
Federal Highway	\$1,845.20	\$2,875.70
Federal Transit Funds	\$1,945.90	\$2,341.30
Total	<u>\$19,967.20</u>	<u>\$28,216.55</u>

Sources: Sikich analysis of MAG's 2025 Annual Report Implementation Status of Proposition 400; and Planning Principles and Policies of the RSTIIP, 2023.

^a Prop 400 revenues reflect actual revenues from fiscal years 2006-2025, provided in Year of Expenditure (non-inflation adjusted), with forecasted values for fiscal year 2026.

^b Prop 479 estimated revenues are provided in 2020 constant dollars.

^c The American Recovery and Reinvestment Act (ARRA) of 2009 (Pub. L. No. 111-5, 123 Stat. 115) provided additional funding in response to the Great Recession. This funding was not originally anticipated in the 2003 RTP and will not be available under Prop 479.

^d The Statewide Transportation Acceleration Needs account was available beginning in 2007. In January 2009, the remaining funds were discontinued by the legislature in order to balance the fiscal year 2009 state budget. This funding was not originally anticipated in the 2003 RTP and will not be available under Prop 479.

MAG oversees the development of RTPs in conjunction with implementing partners and member agencies

MAG has served as the Metropolitan Planning Organization for the greater Phoenix region since 1973.⁸ MAG is responsible for developing the RTP in coordination with its member agencies through its Transportation Policy Committee and Regional Council, which provide final approval for transportation policy decisions in the region. MAG's implementing partners include Valley Metro, the Arizona Department of Transportation (ADOT), and its member agencies include 27 cities and towns, 3 Native nations, Maricopa and Pinal Counties:

- **Valley Metro:** Valley Metro is the Regional Public Transportation Authority that provides transit services to residents of metro Phoenix.⁹ Valley Metro provides regional bus, streetcar, light rail, and paratransit services to the Phoenix Metropolitan area. It is also responsible for planning, designing, constructing and operating the regional light rail and streetcar system. As noted in the 2025 RSTIIP, Valley Metro cannot implement projects or programs within the MAG region that are not consistent with MAG's RTP. MAG oversees these projects as part of its Transit Life Cycle Program.

⁸ According to the U.S. Department of Transportation, Metropolitan Planning Organizations are designated by agreement between state governors and local governments.

⁹ Valley Metro is governed by two boards of directors, the Regional Public Transportation Authority Board and the Valley Metro Rail Board. The Regional Public Transportation Authority Board consists of 19 public agencies that set policy direction for all modes of transit except rail. The Valley Metro Rail Board consists of four cities that set the policy direction for light rail, streetcar and high-capacity transit.

- **ADOT:** ADOT is responsible for building and operating the state highway system in addition to building and maintaining bridges in the state of Arizona. MAG is responsible for identifying the freeway projects to be completed using revenues from the half-cent sales tax, and ADOT is responsible for implementing the freeway projects included in the RTP, including all design, engineering, right of way acquisition, construction and maintenance activities. MAG oversees these projects as part of its Freeway Life Cycle Program.
- **Other member agencies:** MAG works with other member agencies to identify regional priorities and policy decisions through its Regional Council and Transportation Policy Committee. In addition, although MAG is responsible for determining the arterial projects funded through the half-cent sales tax, member agencies are responsible for proposing, designing, and constructing these arterial projects. MAG oversees these projects as part of its Arterial Life Cycle Program.

Chapter 1: Project selection process

MAG generally selected projects for inclusion in its Regional Transportation Plans on the basis of system-wide goals

We found that the 2003 RTP and the 2025 RSTIIP incorporated the performance factors required by A.R.S. §28-505.A into their system-wide goals, as shown in Table 2.

Table 2: Statutory performance factors compared to Prop 400 and Prop 479 goals

A.R.S. §28-505.A. performance factors	Prop 400 goal	Prop 479 goal
1. System preservation.	System Preservation	Preservation
2. Congestion relief.	Access and Mobility	Mobility
3. Accessibility.	Access and Mobility	Mobility
4. Integration and connectivity with other modes.	Access and Mobility	Responsiveness
5. Economic benefits.	Access and Mobility	Prosperity
6. Safety.	System Preservation	Safety
7. Air quality and other environmental impacts.	Sustaining the Environment	Livability
8. Cost-effectiveness of a project or service.	Accountability and Planning	Prosperity
9. Operational efficiency.	Accountability and Planning	Prosperity
10. Project readiness.	Accountability and Planning	Responsiveness

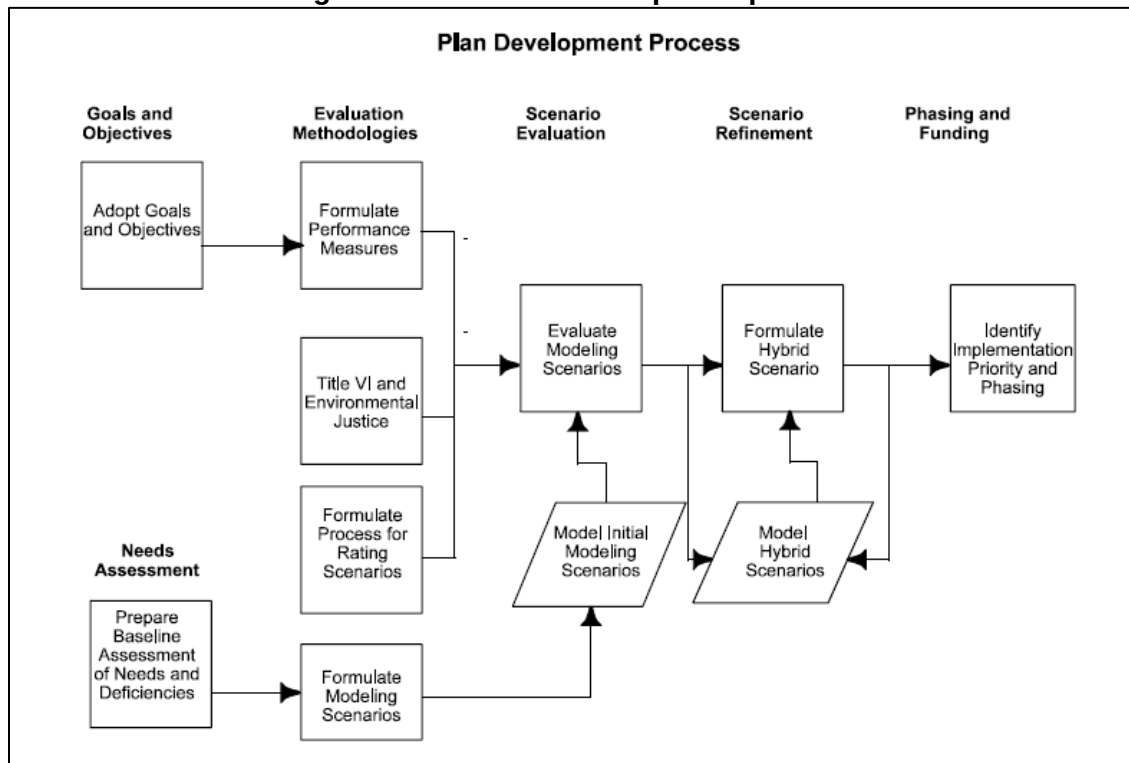
Source: Sikich analysis of MAG 2003 RTP and 2025 RSTIIP documentation.

For both Prop 400 and Prop 479, establishing these system-wide goals and the associated system-level performance measures and metrics that are described in Appendix A, pages 41 through 45, served as the first steps of the RTP development process. In addition, the RTP development process included needs assessments, project evaluations, scenario evaluations and refinement, followed by final project selection and phasing. For a complete list of the Prop 400 and Prop 479 projects within the scope of this audit, see Appendix B, pages 46 through 48 and Appendix C, pages 49 through 50.

Consideration of performance factors in Prop 400 project selection

Figure 2 shows the complete 2003 RTP development process used to select projects.

Figure 2: 2003 RTP development process



Source: MAG, 2003 RTP

The 2003 RTP includes the following additional details about key steps associated with project selection during the RTP development process:

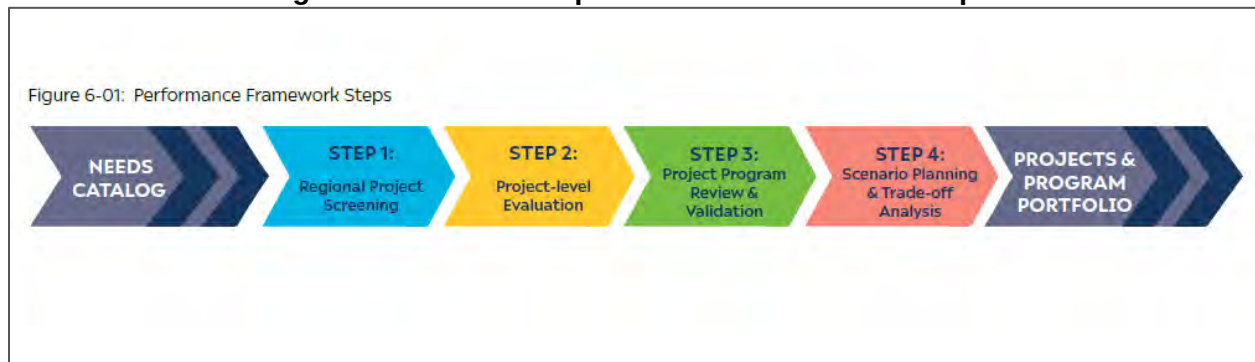
- **Needs assessment:** During MAG's goal development effort, it conducted a needs assessment at the system-level, based on a series of studies including transportation studies, corridor assessments, and others.
- **Evaluation methodologies:** Following the development of goals and the needs assessment, MAG developed a methodology for assessing system performance and evaluating scenarios used in subsequent steps of the project prioritization process. According to the 2003 RTP, the methodology was designed to identify the advantages and disadvantages of different projects and to assess the strengths and weaknesses of different modeling scenarios.
- **Scenario evaluation and refinement:** MAG analyzed different modeling scenarios that could potentially produce the type of project prioritization that MAG wanted to implement. MAG then refined the scenarios to develop a hybrid modeling strategy that MAG implemented to prioritize its projects.
- **Phasing and funding:** MAG assessed a final hybrid modeling scenario, which was established and defined in terms of elements for implementation and phasing, including potential funding mixes.
- **Performance Assessment:** MAG evaluated the 2003 RTP using the same performance measures that were used to evaluate alternative modeling scenarios. The performance measures were used to provide evaluate tradeoffs of applying different solutions to address

future travel demand. The performance evaluation provided a summary of the 2003 RTP's forecasted performance against a base network without any major investments in roadways or transit.

Consideration of performance factors in Prop 479 project selection

According to the 2025 RSTIIP, MAG developed a performance framework to determine the right mix of projects and programs to best address existing and future regional transportation needs. The steps of the 2025 RSTIIP performance framework are similar to the steps in the 2003 RTP development process (see Figure 3), but the Prop 479 needs assessment was more rigorous than what was conducted for Prop 400.

Figure 3: 2025 RSTIIP performance framework steps



Source: MAG, *Momentum 2050*, 2021 and 2025. (2025 RSTIIP)

MAG included all proposed projects in its initial needs catalog and regional project screening (Step 1 in Figure 3). During the project-level evaluation process, MAG conducted a needs assessment of each arterial and freeway project by assigning quantitative scores for performance measures associated with five of the six goals identified in 2025 RSTIIP (Step 2 in Figure 3).¹⁰ The performance measures used in the selection process do not fully align with the overall 2025 RSTIIP performance metrics. According to MAG officials, this is because the purpose of the project evaluation process was to identify the specific needs that the project would potentially address within the overall goals, rather than how the project is expected to perform in terms of the system-wide metrics intended to assess system-wide progress and performance. MAG assigned these quantitative scores based on its own review of the project documentation. The performance measures used to conduct the needs assessment are shown in Figure 4.¹¹

¹⁰ The needs assessment did not include a performance measure for 2025 RSTIIP goal of “Livability”.

¹¹ Due to the smaller number of high-capacity transit projects, MAG did not assess and assign quantitative scores to transit projects and instead high-capacity transit projects underwent a regional significance performance screening process at the beginning of scenario planning.

Figure 4: 2025 RSTIIP performance measures used in the Prop 479 needs assessment

Table 6-01: Performance Measures

Goal Area	Criteria	Arterial Measure	Freeway Measure
Safety	Total Crash Rate	✓	✓
	Serious & Fatal Crash Rate	✓	✓
Prosperity	Current Population Density	✓	✓
	Current Employment Density	✓	✓
	Future Population Density	✓	✓
	Future Employment Density	✓	✓
Responsiveness	Planning Time Index	✓	✓
	Truck Planning Time Index		✓
Preservation	Pavement Condition	✓	✓
	Bridge Rating	✓	✓
Mobility	Travel Time Index	✓	✓
	Volume / Capacity (LOS)	✓	✓
	Truck Travel Time Index		✓

Source: MAG, 2025 RSTIIP, 2021 and 2025. (2025 RSTIIP)

A higher score in the needs assessment indicated a higher need for the improvements proposed by the project; however, a higher or lower score alone did not result in a project qualifying or disqualifying from receiving funding through Prop 479. The resulting scores were used to determine a “cut-off” line—projects above the cut-off line moved to the project program review and validation step (Step 3 in Figure 3). The project program review and validation step provided an opportunity to fine-tune selection thresholds and assess projects that were not identified by the quantitatively-driven evaluation process to provide balance to the type of projects selected. During this part of the process, member agencies could submit a formal letter to MAG requesting reconsideration of projects that received scores below the cut-off threshold. Additional discussion related to the Prop 479 needs assessment is found in Chapter 3, pages 29 through 36.

In the scenario planning and trade-off step (Step 4 in Figure 3), MAG evaluated the forecasted performance of the overall package of projects against different policies, funding, and what-if scenarios. MAG used the final step to the performance-based evaluation process to develop the list of projects included in the 2025 RSTIIP. Additional discussion related to the Prop 479 scenario assessment is found in Chapter 3, pages 29 through 36.

Chapter 2: Sampled project summaries

We selected a judgmental sample of 16 projects from a total population of 135 projects funded through Prop 400 or expected to be funded through Prop 479 between fiscal years 2021 and 2030. The population included 99 projects funded through Prop 400, 54 of which were implemented between fiscal years 2021 and 2025, and 45 projects that were scheduled for implementation between fiscal years 2026 and 2030.¹² The population also included 36 projects expected to be funded through Prop 479 that were scheduled to be implemented between fiscal years 2026 and 2030. We judgmentally selected 16 projects to ensure our review included projects from both Prop 400 and 479, all three project types (arterial, freeway, and transit), a range of funding levels, as well as and geographic diversity. This chapter provides summaries for 12 Prop 400 and 4 Prop 479 projects we sampled for review. Each summary includes an overview of the project and the projected project benefits. For projects in our sample that are complete, the summaries also include an analysis of the project benefits identified through a review of project documentation (anticipated benefits) and performance after construction (reported outcomes).

Projects completed between fiscal year 2021 and fiscal year 2025

Seven of the 16 projects we sampled for review had been completed at the beginning of fiscal year 2026.

I-10 (Maricopa): I-17 Split to Loop 202 (Santan)

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Freeway	ADOT	2025	400	Complete	\$854,294,046 ¹³

Project overview

This freeway project was carried out by ADOT. The project added one general purpose lane in each direction to I-10 (Maricopa Freeway) from Ray Road to 24th Street, and one high occupancy vehicle lane from west of US 60 to I-17 (Black Canyon Freeway). The project also included collector-distributor roads between Baseline Road and 40th Street, reconstruction of the Salt River, SR 143 (Hohokam) Bridge, and Broadway Road bridges, the addition of new direct high occupancy vehicle lanes at SR 143 to and from the east, and the addition of pedestrian bridges at Alameda Drive, the Western Canal, and Guadalupe Road. Construction for the project started in the summer of 2021 and was completed in the spring of 2025.

¹² Phase IV of Prop 400 ends in fiscal year 2026 (June 30, 2026), six months after the Prop 400 half-cent sales tax collection ends. The half-cent sales tax collected until December 31, 2025, will be used to deliver projects promised as part of Prop 400, regardless of whether those projects extend beyond the collection period. Half-cent sales tax collected from January 1, 2026, onwards will be used to fund projects for Prop 479.

¹³ The project total represents total estimated costs for the project in the Transportation Improvement Program published on December 3, 2025. Although construction of the project is complete, the project has not been closed out financially. As of November 2025, a total of \$801,764,578 had been expended for this project.

Projected benefits

A 2016 Needs Assessment Report concluded that the I-10/I-17 corridor would continue to experience socioeconomic changes in the near future including increased population and employment. If left unimproved, the corridor would suffer costly congestion, travel delays, and limited options for moving goods, services, and people through the corridor.

A 2017 Alternatives Screening Technical Report determined that improvements on the corridor would increase Vehicle Miles Traveled in each segment by two to four percent. The report also determined that when compared to a no-build scenario, recommended improvements would add approximately 200,000 Vehicle Miles Traveled and an additional 40,000 trips corridor-wide.

Performance after construction

Traffic data collected from the INRIX system shows traffic conditions in the project location before and after construction of the project in the form of congestion scan.¹⁴ Congestion scans provide a visual illustration of speed, congestion, and travel times. The congestion scan for this project showed that it resulted in reduced congestion and improved speeds on both the north and southbound routes.¹⁵

- **Northbound route:** Exit 160 towards Exit 151.
 - **March 2019:** Average speed dropped to 30 miles per hour (mph) and below from exit 160, during morning peak hours (5 to 9 a.m.), until exit 153. The average speeds ranged between 50 and 60 mph from exit 153 to the end of the route during morning peak hours. During evening peak hours (1 to 7 p.m.), the average speed from exit 160 to exit 154 ranged between 30 to 40 mph. The speeds slowed down to 20 mph after exit 154 until the end of the northbound route.
 - **March 2025:** Average speed dropped to 40 mph after exit 151 between 7 and 9 a.m. but generally remained above 60 mph for the remaining duration of the morning rush-hour. Similarly, the average speeds dropped to 30 mph after exit 151 between 1 and 5 p.m. but remained above 60 mph for the remainder of the evening rush hour and route.
- **Southbound route:** Exit 151 towards Exit 160.
 - **March 2019:** Average speeds ranged between 40 and 50 mph from exit 151 to exit 152 from 6 to 7 a.m., however, average speeds were above 60 mph for the rest of the southbound route during morning peak hours (5 to 9 a.m.). The congestion scan showed significant slowdown starting at 1 p.m., as average speeds dropped to 20 mph between 2 p.m. to approximately 6 p.m. from the start of the route up to exit 153. Average speeds for the remainder of the route ranged between 30 and 50 mph.
 - **March 2025:** The average speeds generally remained above 60 mph, except from 3 to 5 p.m., when they ranged between 50 and 60 mph between exits 157 and 160.

¹⁴ INRIX Probe Data Analytics suite is a subscription services which provides transportation agencies access to transportation system management and operations related data. INRIX's Probe Data Analytics suite provides the ability to convert data into actionable insights such as congestion scans, animated trend maps, and performance charts.

¹⁵ Sikich found that MAG uses average speed over a period to monitor congestion in certain areas and/or time of day. Lower average speeds can be an indication of congestion in certain areas and/or time of day.

Loop 303 (Estrella): 51st Avenue and 43rd Avenue

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Freeway	ADOT	2023	400	Complete	\$100,209,159 ¹⁶

Project overview

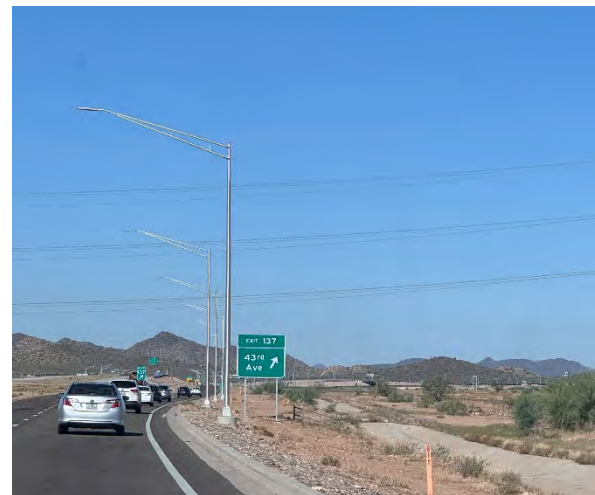
This freeway project was carried out by ADOT. In May 2020, the Taiwan Semiconductor Manufacturing Company, the world's largest contract silicon chip manufacturer, announced that it would spend \$12 billion on an advanced semiconductor factory located at Loop 303 and I-17 with a plan to open in 2024. To support the construction of the new facility, the project design included two traffic interchanges, one each at 51st Avenue and 43rd Avenue on Loop 303. The project also included the construction of two traffic interchange bridges and two general purpose lanes between the interchange areas, a westbound frontage road connecting 51st Avenue to 43rd Avenue, as well as reconstruction of a drainage channel west of 51st Avenue. Finally, installation of signing, pavement marking, and ramp gore lighting was also completed as part of this project. Construction for this project started in September 2022 and was opened to traffic in September 2023.

Projected benefits

The sampled project was prioritized to support the anticipated economic growth from the Taiwan Semiconductor Manufacturing Company's investment. An Economic Analysis of the Proposition 400 Extension noted that movement at the existing Loop 303/I-17 interchange was projected to fail starting as early as 2025 based on assumptions of traffic growth due to the original \$12 billion investment by the Taiwan Semiconductor Manufacturing Company. The full Loop 303/I-17 system interchange was therefore deemed necessary to support the planned Taiwan Semiconductor Manufacturing Company operations.

Additionally, a technical memorandum on Predictive Safety Analysis determined that the Average Annual Daily Traffic for the project location would be 43,600 vehicles in 2040 under a no-build scenario versus 95,300 under a build scenario.¹⁷

Figure 5: Loop 303



Source: Sikich observation.

¹⁶ The project total represents total estimated costs for the project in the Transportation Improvement Program published on December 3, 2025. Although construction of the project is complete, it has not been closed out financially. As of November 2025, a total of \$88,342,623 had been expended for this project.

¹⁷ Sikich found that MAG collects traffic counts to monitor congestion at or around a project site. This can be used to determine the total number of vehicles at a location on a given date. Higher number of vehicles can be an indication of congestion.

Performance after construction

Scans of average speeds at the project location every Tuesday through Thursday in March 2019 showed that average speeds were generally over 60 mph with sporadic drops to 40 mph in both directions of travel throughout the period covered by the congestion scan. In comparison, in March 2025, average speeds in both directions were over 60 mph during the same weekdays apart from a consistent drop to 40 mph around 7 a.m. in the northbound direction.

MAG provided similar data for the months of October 2019 and October 2025 to provide a comparison of average speeds during weekdays. Apart from the drop in average speeds around 7 a.m. during October 2025, traffic conditions before and after construction of the sampled project remained the same.

Gilbert Rd: Bridge over the Salt River

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Arterial	Maricopa County	2025	400	Complete	\$65,880,430 ¹⁸

Project overview

This arterial project was executed under an agreement between Maricopa County and MAG. The scope of the project was to construct 1.8 miles of new road with two lanes in each direction and a 4-lane bridge. Construction for the project started in November 2022 and was opened to traffic in February 2025.

Projected benefits

According to the project overview prepared by the Maricopa County's Department of Transportation, the purpose of a new road and bridge over the Salt River along Gilbert Road alignment was to create an all-weather crossing for this route. Prior to the construction of the project, Gilbert Road was typically closed when the old bridge approaches were overtopped by floodwater due to lack of flow capacity beneath the old bridge and low approach embankments. Under the planned project, the old bridge was demolished.

¹⁸ The project total represents total estimated costs for the project in the Transportation Improvement Program published on December 3, 2025. Although construction of the project is complete, it has not been closed out financially. As of July 2025, a total of \$58,434,698 had been expended for this project.

Figure 6: Salt River Bridge



Source: Sikich observation.

Performance after construction

MAG was unable to provide any traffic data for congestion and mobility prior to construction because the old bridge was frequently closed due to impassible conditions created by rainfall and MAG did not have a data source that accurately tracked traffic reliability for the old bridge. MAG provided the Travel Time Index for the Salt River Bridge from March 2025 through September 2025 as a measure of congestion.¹⁹ The Travel Time Index value for the northbound route was close to 1, whereas the Travel Time Index value for the southbound route was closer to 1.5. This means that travel on that route adds an extra 50% to travel time when compared to free flowing traffic. However, in addition to Travel Time Index, MAG also provided a congestion scan of the Salt River Bridge from March 2025 through September 2025, which showed that the average speed on the Salt River Bridge was between 40 and 50 mph.

Therefore, we were unable to determine whether the project reduced congestion. However, since the project resulted in an all-weather crossing it does contribute towards improving mobility in the region.

Signal Butte Rd: Williams Field Rd to Germann Rd

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Arterial	Mesa	2023	400	Complete	\$19,727,661 ²⁰

Project overview

This arterial project was executed under an agreement between the City of Mesa and MAG. The project included the construction of two segments between Williams Field Road and Germann Road. The first segment included the construction of two lanes with shoulders and raised medians in each direction from Pecos Road to Williams Field Road. The second segment included the construction of one lane in each direction between Germann Road and Williams Field Road. Completion of the project enabled the vision of turning Signal Butte Road between

¹⁹ Travel Time Index is a measure of congestion which tells how much longer a trip takes compared to the same trip at free flow traffic. A Travel Time Index score of 1 indicates free flowing traffic; therefore, the closer the Travel Time Index value is to 1, the lower the congestion on a road or segment being measured and vice versa. For example, if a journey on a road or segment takes 20 minutes in free-flowing traffic, a Travel Time Index value of 1.5 indicates that the same journey should take approximately 30 minutes.

²⁰ This value reflects the project closeout costs. The project total included in the Transportation Improvement Program published on December 3, 2025, is \$37,070,608. According to MAG representatives, this includes “placeholder” funds that will be moved to another project.

Williams Field Road and Germann Road into a six-lane urban roadway section. Work for the project was completed on December 28, 2022, and accepted by the City of Mesa on January 31, 2023.

Projected benefits

The project was constructed in a location without a prior roadway and was intended to improve connectivity, increase traffic flow, and promote development in Southeast Mesa. Additionally, a project overview prepared by the City of Mesa noted that the new roadway would improve mobility options for residents by providing a connection to State Route (SR) 24.

Performance after construction

Because the project was in an area where no roads existed prior to this project's construction, data to compare before and after traffic conditions for the project location is not available. However, we analyzed the Level of Travel Time Reliability for a nearby segment to demonstrate how the completion of the sampled project helped improve congestion in the region.²¹ Specifically, the Level of Travel Time Reliability value for Ellsworth Road in 2021 was above 1.5, which indicates that the segment was unreliable.²² The Level of Travel Time Reliability for the same segment in 2025 was between 1 and 1.108, indicating that the segment became reliable. According to MAG, the project, along with other improvements in the area, contributed towards lowering the Level of Travel Time Reliability for Ellsworth Road.

South Central Extension/Downtown Hub

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Transit	Valley Metro	2025	400	Complete	\$1,345,088,437 ²³

Project overview

This transit project was carried out by Valley Metro. The project was a 5.5 mile extension of the 28-mile light rail line that is operated by Valley Metro and connects the cities of Phoenix, Tempe, and Mesa, Arizona. The project included 8 new stations, with 12 platforms. The project also included one special use platform, additional trackwork in downtown Phoenix, expansion of the existing Operations and Maintenance Center, purchase of 14 light rail vehicles and construction of a park-and-ride lot with a total of 110 parking spaces. Construction for the project started in 2019 and was opened in June 2025.

²¹ Level of Travel Time Reliability measures the day-to-day or time-of-day variability of travel times on a specific road segment. Level of Travel Time Reliability is calculated as a ratio of the 80th percentile travel time to the 50th percentile travel time for a given roadway segment. Higher variability (inconsistent travel times) results in a higher Level of Travel Time Reliability value and lower reliability, which means travelers need to budget extra time to ensure on-time arrival.

²² A Level of Travel Time Reliability value of less than 1.50 is generally considered "reliable" for the reporting segment. If the ratio is 1.50 or greater, it is considered "unreliable", meaning an unexpected delay is more likely.

²³ The project total represents total estimated costs for the project in the Transportation Improvement Program published on December 3, 2025. Although construction of the project is complete, it has not been closed out financially. As of July 2025, a total of \$1,289,799,677 had been expended for this project.

Figure 7: South Central Light Rail



Source: Sikich observation.

Projected benefits

Valley Metro's 2016 Environmental Assessment stated that the project was proposed to:

- Improve reliability
- Improve mobility
- Address existing and future transit capacity issues
- Support current and planned economic and transit-oriented development in the build alternative corridor as identified in the City of Phoenix's 2015 General Plan
- Enhance access from the South Mountain Village Core and the Ed Pastor Transit Center to regional employment centers and activity destinations.

Performance after construction

We performed an independent analysis of the project's performance in fiscal year 2025 against Valley Metro's targets. The results are detailed in Table 3.

Table 3: South Central Extension/Downtown Hub performance

Performance measure	Valley Metro's target ^a	Fiscal year 2025
Minimum Headway or Daily Trips	12 minutes all day/ 20-minute base	Route exceeds 20 minutes base in the early morning for weekdays and weekends
Minimum Operating Hours	Weekday: 18 Hours Saturday: 14 Hours Sunday: 12 Hours	Weekday: > 18 hours Saturday: > 14 hours Sunday: > 12 hours
Minimum Operating Days	Monday-Sunday	Monday - Sunday
Passenger Stop Spacing	Minimum spacing of 1 mile, or 1/8 mile in dense areas	2 of the 9 rail segments created by this project did not meet the spacing targets
Boardings per Revenue Mile ^b	Evaluated based on quartile assessment	8.47
Farebox Recovery Rate	Evaluated based on quartile assessment	Not available ^c
On Time Performance	Evaluated based on quartile assessment	Not available ^d
Total number of reportable fatalities	1 or fewer	0
Fatalities per 100k miles	0.03 per	0
Total number of reportable injuries	Less than 12	1
Injuries per 100k miles	0.36	3.56
Total number of reportable safety events	Less than 45	4
Safety events per 100k miles	1.33	7.12
Mean distance between major mechanical failures by mode	20,000 miles	36,590
Employee Injuries	Less than 6.7	0

Performance measure	Valley Metro's target ^a	Fiscal year 2025
Total number of unauthorized red signal overruns	Less than 23	3

Source: Sikich analysis of Valley Metro fiscal year 2025 data.

^a Targets in this table are taken directly from Valley Metro's 2019 Transportation System Performance Management report and 2025 Annual Safety Plan.

^b Although we identified discrepancies in Valley Metro's public reporting associated with system-wide boardings data (see Chapter 4), we reported the project-specific data directly from the source database for the purposes of this table.

^c Valley Metro does not monitor farebox recovery rate per project. The data is only available for the system as a whole, and the most recently published figures from 2024 show a 9.1% recovery rate.

^d Valley Metro does not monitor on-time performance per project. The data is only available for the system as a whole, and the most recently published figures from 2025 show a 71% on-time performance rate.

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Transit	Valley Metro	2024	400	Completed	\$401,297,181 ²⁴

Project overview

This transit project was carried out by Valley Metro. The project connected Valley Metro's light rail system from 19th and Dunlap avenues and extended 1.6 miles to the former Metrocenter Mall area in Phoenix, adding 3 new light rail stations, a rail-only bridge over I-17, a multi-modal transit center, one park-and-ride, and a 4-story parking garage with 260 parking spaces. Construction for the project was completed in January 2024.

²⁴ The project total represents total estimated costs for the project in the Transportation Improvement Program published on December 3, 2025. Although construction of the project is complete, it has not been closed out financially. As of March 2026, Valley Metro had expended \$363,622,000 on this project.

Projected benefits

The project was justified on the basis that it would bring light rail to the Metrocenter Mall area. According to Valley Metro's New Starts Land Use and Economic Development Report published in 2019, the extension was designed to link Metrocenter to existing regional activity centers, major employment nodes, such as downtown Phoenix and the North Central Avenue office corridor, Phoenix Sky Harbor International Airport and Arizona State University. The extension was also expected to serve as a bridge to I-17 (a large physical barrier) providing easy access to the region's light rail system. The same report also stated the project would improve the mobility of the residents by providing an efficient and reliable transit option. The direct linkage to the metropolitan region's major job centers was expected to enhance the employment opportunities of area residents, support nearly 10,000 family housing units, and help approximately 20,000 employees get to work.

Figure 8: Northwest Extension, Phase II



Source: Sikich observation.

Performance after construction

We performed an independent analysis of the project's performance during fiscal years 2024 – 2025 (beginning with operation in January 2024) against Valley Metro's targets. The results are detailed in Table 4.

Table 4: Northwest Extension, Phase II performance

Performance measure	Target ^a	Fiscal year 2024	Fiscal year 2025
Minimum Headway or Daily Trips	12 minutes all day/ 20-minute base	Route exceeds 20-minute base on Saturday and Sunday in the early morning and late evening	
Minimum Operating Hours	Weekday: 18 Hours Saturday: 14 Hours Sunday: 12 Hours	Weekdays: > 18 hours Saturday: > 14 hours Sunday: > 12 hours	
Minimum Operating Days	Monday-Sunday	Monday – Sunday	
Passenger Stop Spacing	Minimum spacing of 1 mile, or 1/8 mile in dense areas	None of the 3 rail segments created by this project met the spacing target	
Boardings per Revenue Mile ^b	Evaluated based on quartile assessment	8.20	8.20

Performance measure	Target ^a	Fiscal year 2024	Fiscal year 2025
Farebox Recovery Rate	Evaluated based on quartile assessment	Not available ^c	
On Time Performance	Evaluated based on quartile assessment	Not available ^d	
Total number of reportable fatalities	1 or fewer	0	0
Fatalities per 100k miles	0.03 per	0	0
Total number of reportable injuries	Less than 12	0	0
Injuries per 100k miles	0.36	0	0
Total number of reportable safety events	Less than 45	0	0
Safety events per 100k miles	1.33	0	0
Mean distance between major mechanical failures by mode	20,000 miles	26,705.08	36,590.25
Employee injuries	Less than 6.7	0	0
Total number of unauthorized red signal overruns	Less than 23	0	1

Source: Sikich analysis of fiscal year 2024 and 2025 Valley Metro data.

^a Targets in this table are taken directly from Valley Metro's 2019 Transportation System Performance Management report and 2025 Annual Safety Plan.

^b Although we identified discrepancies in Valley Metro's public reporting associated with system-wide boardings data (see Chapter 4), we reported the project-specific data directly from the source database for the purposes of this table.

^c Valley Metro does not monitor farebox recovery rate per project. The data is only available for the system as a whole, and the most recently published figures from 2024 show a 9.1% recovery rate.

^d Valley Metro does not monitor on-time performance per project. The data is only available for the system as a whole, which has a 70.5% and 71% on-time performance rate for 2024 and 2025 respectively.

Tempe Streetcar

Life cycle program	Lead agency	Fiscal year completed	Prop	Project status	Project total
Transit	Valley Metro	2022	400	Complete	\$192,376,712 ²⁵

Figure 9: Tempe Streetcar



Source: Sikich observation.

Project overview

This transit project was carried out by Valley Metro. The Tempe Streetcar project was a component of the 57 miles of high capacity/light rail transit (HCT) network. The project consisted of 14 stations and 3 miles of fixed-rail guideway that shared lanes with automotive vehicles. The project was originally planned for 2.6 miles, but in 2014 the Tempe City Council approved the route revision that increased the route's total length to 3 miles. The three-mile route is divided into three segments: The Rio Salado Parkway segment, the Downtown Tempe Segment, and the Mill Avenue Segment.

The Rio Salado Parkway segment is between the Marina Heights development and intersection of Mill Avenue and Rio Salado Parkway, and it has a double-track configuration. The Downtown Tempe segment, between University Drive and Rio Salado Parkway, includes a single track, one-way counterclockwise loop west of Rio Salado Parkway, south on Ash Avenue, and east on University Drive to Mill Avenue. Northbound trains operate on a single-track, one-way alignment north on Mill Avenue. The final segment, Mill Avenue, contains a

double track configuration with the exception of a single-track configuration east of Terrace Road to Dorsey Lane. Construction began in November 2018, and the route opened to customers in May 2022.

Projected benefits

At the time of the project's proposal to the Federal Transit Administration, Valley Metro identified three significant anticipated benefits of the project:

- The project would connect Arizona State University to nearby residential neighborhoods, the activity centers of downtown Tempe and Mill Avenue, and the emerging employment corridor of Rio Salado Parkway.
- The project would encourage growth and redevelopment of underutilized buildings in downtown Tempe.

²⁵ The project total represents total estimated costs for the project in the February 26, 2020, publication of the Transportation Improvement Program. Valley Metro did not provide the closeout report for the Tempe Streetcar project, but according to accounting records as of June 2025, \$190,665,605 had been expended for this project.

- The project would provide connections to Valley Metro's light rail system at the existing Dorsey Avenue and Mill Avenue light rail stations.

Performance after construction

We performed an independent analysis of the project's performance in fiscal years 2022 – 2025 against Valley Metro's targets. The results are detailed in Table 5.

Table 5: Tempe Streetcar performance

Performance measure	Target ^a	Fiscal year 2022	Fiscal year 2023	Fiscal year 2024	Fiscal year 2025
Minimum Headway or Daily Trips	12 minutes all day/ 20-minute base	Route does not exceed 20-minute base			
Minimum Operating Hours	Weekday: 18 Hours Saturday: 14 Hours Sunday: 12 Hours	Weekday: > 18 hours Saturday: > 14 hours Sunday: > 12 hours			
Minimum Operating Days	Monday-Sunday	Monday – Sunday			
Passenger Stop Spacing	Minimum spacing of 1/4 mile, or 1/8 mile in dense areas	All rail segments created by this project met the spacing targets			
Boardings per Revenue Mile ^b	Evaluated based on quartile assessment	7.28	5.2	6.52	6.46
Farebox Recovery Rate	Evaluated based on quartile assessment	0% Note – The Tempe Streetcar did not start charging for fares until fiscal year 2026			
On Time Performance	Evaluated based on quartile assessment	98.58%	99.4%	99.2%	99%
Total number of reportable fatalities	1 or fewer	0	0	0	0
Fatalities per 100k miles	0.03	0	0	0	0
Total number of reportable injuries	Less than 12	0	0	0	0
Injuries per 100k miles	0.36	0	0	0	0
Total number of reportable safety events	Less than 45	2	3	3	0
Safety events per 100k miles	1.33	13.44	3.80	2.44	0
Mean distance between major mechanical failures by mode	20,000 miles	5,753.50 ^c	3,815.00	4,817.17	4,823.50
Employee Injuries	Less than 6.7	0	0	0	0
Total number of unauthorized red signal overruns	Less than 23	0	5	3	1

Source: Sikich analysis of fiscal year 2022, 2023, 2024, and 2025 Valley Metro data.

^a Targets in this table are taken directly from Valley Metro's 2019 Transportation System Performance Management report and 2025 Annual Safety Plan.

^b Although we identified discrepancies in Valley Metro's public reporting associated with system-wide boardings data (see Chapter 4), we reported the project-specific data directly from the source database for the purposes of this table.

^c Average calculated using 2-month denominator because the Tempe Streetcar opened in May 2022.

Projects scheduled between fiscal year 2026 and fiscal year 2030

Nine of the 16 projects we sampled for review were in progress or planned as of fiscal year 2026.

SR 30: 97th Avenue to SR 202 (South Mountain)

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Freeway	ADOT	Oct-Dec 2030	479	Design/ Right of Way Acquisition	\$1,327,966,568 ²⁶

Project overview

This freeway project will be carried out by ADOT. This project is a segment of a larger project to construct a new state route between SR 85 and I-17.²⁷ Specifically, the sampled project is part of the center segment shown in Figure 10.

Figure 10: Map of SR 30 segments



Source: ADOT [website](#) for SR 30 (Tres Rios Freeway).

Segments of the project were initially included for funding under Prop 400. However, a decrease in projected revenues caused by the “Great Recession” resulted in MAG deferring some proposed projects beyond the funding horizon for Prop 400 funding. SR 30 was one of the projects deferred due to the fall in projected revenues. Construction for the sampled project is expected to start in the summer of 2027 and be completed during the summer of 2030.

²⁶ The Transportation Improvement Program published on December 3, 2025, broke the sampled project into two segments. Specifically, the sampled project was broken into projects titled “30 (Tres Rios): 97th Ave - 71st Ave” and “30 (Tres Rios): 71st Ave - SR202L South Mountain” for project totals of \$426,064,664 and \$901,901,904, respectively.

²⁷ The new state route will be identified as SR 30 and Tres Rios Freeway.

Projected benefits

According to a study conducted in April 2020 on behalf of ADOT, the SR 30 project will address socioeconomic factors, transportation capacity, transportation demand, and quality of traffic operations.

US 60 (Grand Avenue): 35th Avenue/Indian School Road

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Freeway	ADOT	Oct-Dec 2029	400	Design	\$399,057,912

Project overview

This freeway project will be carried out by ADOT. The project is intended to simplify the existing intersection to a standard four-legged intersection by raising 35th Avenue to create a separate elevated intersection with Indian School Road above Grand Avenue, eliminate the two at-grade railroad crossings by constructing new bridges over the Burlington Northern Santa Fe railroad; address local circulation needs; install new, wider Americans with Disabilities Act accessible sidewalks; acquire right of way; accommodate future high-capacity transit; and install separate bus pull-outs and new bus shelters. Construction for the sampled project is expected to begin in summer 2027 and expected to be completed by December 2029.

Projected benefits

The project's Final Design Concept report identified the following goals:

- **Reduce traffic congestion:** The traffic analysis shows congestion (Level of Service 'E' or 'F') in the existing a.m. and p.m. peak hours at the 35th Avenue/Grand Avenue/Indian School Road intersection which is expected to worsen by the year 2040 as traffic volumes grow²⁸
- **Enhance safety:** The 2015 - 2019 crash data shows the majority of crashes occur at the intersections with the 35th Avenue/Grand Avenue/Indian School Road intersection having the highest crash frequency within the study area
- **Reduce vehicle/train conflicts:** In 2015, the Federal Railroad Administration identified the 35th Avenue railroad crossing as having the second highest frequency of incidents within the country (based on data from 2005-2015)
- **Enhance multi-modal accommodations:** Both 35th Avenue and Indian School Road have high transit ridership while Indian School Road also has a high frequency of bicycle boardings. The east leg of the 35th Avenue/Grand Avenue/Indian School Road intersection and three legs at the Indian School Road/33rd Avenue intersection show between 20 and 50 pedestrian crossings per hour in the p.m. peak hour

²⁸ Level of Service is a qualitative measure used to describe operating conditions associated with a traffic stream. The Level of Service is categorized on an A-F grading scale in which Level of Service A represents the best operating conditions and Level of Service F reflects the worst conditions.

Northern Parkway: 103rd to 91st Ave

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Arterial	Maricopa County	Apr-Jun 2028 ²⁹	400	Right of Way acquisition	\$96,537,570

Project overview

This arterial project will be carried out by Maricopa County. The Northern Parkway is a 12-mile-long project intended to convert Northern Avenue from its current condition into an access-controlled parkway containing three through-lanes in each direction between US 60 (Grand Avenue) and the proposed SR 303L to the west. The parkway will include grade-separated interchanges at the major crossroads and will connect to US 60 and SR 303 with directional/freeway-type ramps. Construction for the project is scheduled to start in October 2026 and conclude by June 2028.

Projected benefits

The project is intended to improve the interchange of Northern Parkway at Loop 101 and widen lanes to reduce congestion and accommodate anticipated future growth. According to a Value Engineering study conducted in March 2013, the project should (1) improve Level of Service, (2) meet regional needs, and (3) minimize local community impacts. Additionally, the value engineering study identified the following goals for the Northern Parkway:

- Serve population growth in the West Valley
- Improve travel time between SR 303L and US 60 (Grand Avenue)
- Provide regional connectivity to other regional facilities in the area including SR 303L, SR 101L, and US 60 (Grand Avenue)
- Improve regional facility transportation spacing in the area as it develops
- Provide an additional Agua Fria River bridged crossing to ensure safe, reliable access at all times to the growing area west of the Agua Fria River
- Improve east-west street traffic flow by providing a free flow route that can accommodate a large amount of traffic to compensate for the limited street network
- Implement regional and local plans to improve traffic flow in the West Valley
- Reduce accident rates by reducing the number of traffic signals and access points

²⁹ The Transportation Improvement Program published on December 3, 2025, identified estimated completion as “Apr-Jun 2028”. However, the milestone schedule prepared by Maricopa County Transportation, dated March 25, 2025, noted that construction will be completed by July 2028 and project close-out to be completed by January 2029.

Ocotillo Road: Greenfield Road to Higley Road

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Arterial	Gilbert	Undetermined ³⁰	479	Construction	\$87,437,866

Project overview

This arterial project is being carried out by the Town of Gilbert. The project was included in the RSTIIP; however, according to MAG representatives, the project will not be reimbursed under Prop 479. Construction for the project started prior to voters' approval of Prop 479 in November 2024. Prop 479 Arterial Life Cycle Program policies and procedures finalized in March 2025 specify that projects that started construction prior to November 5, 2024, are not eligible for reimbursement under Prop 479. MAG officials stated that the project will be substituted by the Town of Gilbert; however, to date it has not identified a substitute project.

The original project involves the design and construction of Ocotillo Road from approximately a quarter mile east of Greenfield Road to Higley Road to minor arterial standards. The project also includes crossings over the Queen Creek Wash, East Maricopa Floodway, Roosevelt Water Conservation District Canal, and Chandler Heights Basin. Finally, the project requires the relocation of 69 kilovolt power lines and access to the proposed Gilbert Regional Park. According to the Town of Gilbert, as of June 1, 2026, construction is 75% complete.

Projected benefits

A letter from the Manager for the Town of Gilbert noted that the project was expected to improve:

- **Mobility:** The project will connect communities in the City of Chandler and the Town of Queen Creek.
- **Safety:** The project will reduce the response time for a fire station built to address longer emergency response times in southern Gilbert.
- **Prosperity:** The project will enable access to the Gilbert Regional Park, a major activity center and recreational destination.

Dynamite Boulevard: 56th Street to Pima Road

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Arterial	Scottsdale	Oct-Dec 2030	479	Planned	\$68,361,708

Project overview

This arterial project will be carried out by the City of Scottsdale; however, MAG and the City of Scottsdale have not reached an agreement for the project. The scope of the sampled project is to construct a 4-mile street from 56th Street to Pima Road, and depending on the forecasted traffic volumes, the street will be widened to either 3 or 5 lanes. Other elements of the project

³⁰ The Transportation Improvement Program published on December 3, 2025, identified estimated completion for this project as "Oct-Dec 2024", however, we found that the project is currently under construction and is expected to be replaced in a future update.

will include 5 to 6 feet bike lanes, curb/gutter, catch basins, storm drains/culverts, center turn lanes, 6 to 8 feet sidewalk on one side, 8 to 10 feet shared use path and 6 to 8 feet trail. Documentation reviewed for the project did not identify the construction start date, however, the project is estimated to be completed by December 2030.

Projected benefits

Documentation provided for the project did not contain any project specific studies, however, a project summary provided by MAG noted that the project is intended to improve mobility. Specifically, the project summary noted, "Dynamite Boulevard is on the region's 1-mile arterial grid and is planned to connect as far west as Cave Creek Road. The existing condition in the corridor is primarily 2-lane rural. Between 56th and 68th. the northern roadway frontage is unincorporated Maricopa County."

Elliot Road: East Maricopa Floodway to Ellsworth Rd

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Arterial	Mesa	Apr-Jun 2027	400	Planned	\$35,887,378

Project overview

This arterial project will be carried out by the City of Mesa and will include the design for improvements for the existing road to 6 lanes, including a median, curb, gutter, sidewalk, streetlights, a striped bike lane, and intersection improvements. The project design was expected to be concluded by the end of fiscal year 2025, and the construction was scheduled to begin in fiscal year 2026 and conclude in fiscal year 2027.

Projected benefits

An Air Quality Technical Report conducted on behalf of ADOT noted that the project would add more capacity on Elliot Road. Specifically, the report noted "Elliot Road primarily consists of one lane in each direction with unpaved shoulders and no medians, turn lanes, street lighting, or sidewalks between the East Maricopa Floodway and Hawes Road. East of Hawes Road, Elliot Road transitions to three lanes in each direction with street lighting and intermittent medians and sidewalks. Traffic signals are located at the Sossaman Road, SR 202L, and Ellsworth Road intersections and will be updated as part of the project. The purpose of the proposed project is to increase capacity on Elliot Road, improve multi-modal traffic flow and mobility options, and support development within the areas adjacent to the project corridor."

Scottsdale Road/Rural Road Bus Rapid Transit (BRT)

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Transit	Valley Metro	Oct-Dec 2030 ³¹	479	Planned	\$1,128,604,716

³¹ The Transportation Improvement Program published on December 3, 2025, identified estimated completion as "Oct-Dec 2030". MAG indicated that the project will be moved to a later phase of the RSTIIP, however, project deferment has not been finalized.

Project overview

This transit project will be carried out by Valley Metro. The Scottsdale BRT project is still in the planning phase, but the Regional Bus Rapid Transit Feasibility Study from 2021 states the project is expected to create a 15.4 mile bus line that runs between the cities of Scottsdale, Tempe, and Chandler. The line is intended to connect the Scottsdale Fashion Square and the Chandler Fashion Center. This project is currently in the planning phase, but it has been included in the 2025 RSTIIP and is estimated to be completed between October and December of 2030.

Projected benefits

According to the 2021 Regional Bus Rapid Transit Feasibility Study, BRT as a mode of transit has the following benefits:

- Increased access and reliability
- Travel time savings
- Encouragement of transit-supportive land development
- Flexibility and scalability
- Improved capacity
- Shorter cost recovery than light rail transit
- Improved sustainability

Capitol Extension Project

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Transit	Valley Metro	Undetermined ³²	400	Planned	\$528,978,895

Project overview

This transit project will be carried out by Valley Metro. The Capitol Extension project will extend light rail along a single-track loop west from downtown along Washington and Adams Streets, south on 19th Avenue and east on Jefferson Street. According to Valley Metro's fiscal year 2024 budget documentation, the Capitol Extension will be a 1.4 mile light rail line with 3 stations. Following a January 2026 decision by the Phoenix City Council, the project's estimated start and completion dates are being updated and have not yet been established.

Projected benefits

According to the Project Narrative document prepared by Valley Metro in 2024, the Capitol Extension Project will be a significant investment in the transportation infrastructure in Phoenix that will:

- Help revitalize the community by leveraging a transportation infrastructure to attract new investment, development opportunities, jobs and housing
- Provide safe, reliable and affordable connections to employment, education, healthcare and other essential services

³² In May 2012, the Phoenix City Council determined that it would work with Valley Metro to construct a 10-mile light rail transit project in two phases. The Capitol Extension project was Phase 1, and the I-10 West project was Phase II.

- Create jobs that will pave the way for business, particularly small and disadvantaged business enterprises
- Provide alternative modes of transportation to alleviate future growth in population and employment

I-10 West Phoenix (10WEST)

Life cycle program	Lead agency	Estimated completion	Prop	Project status	Estimated project total
Transit	Valley Metro	Undetermined ³³	400	Planned	\$73,775,922

Project overview

This transit project will be carried out by Valley Metro. The project will extend light rail from the State Capitol at 19th Avenue, travel west on Van Buren Street, north on the I-17 frontage road, west along the I-10 corridor to 79th Avenue and north to Thomas Road, with at least 8 stations and 3 park-and-rides. According to Valley Metro's project documentation, the I-10 West Extension will be 10 total miles when complete and will connect the greater West Valley to the existing Valley Metro Rail system. This project will see light rail trains traveling in the median of Interstate 10, before ultimately crossing to the north side of the freeway to a terminus at the existing Desert Sky Transit Center. Valley Metro is currently planning to align this project to follow the West Phoenix-Maryvale light rail extension, which is anticipated to open in 2036. No estimated delivery date of the I-10 project has been determined at this time.

Projected benefits

According to the 2022 Locally Preferred Alternative Assessment performed by Valley Metro, high-capacity transit is needed in this corridor for the following reasons:

- Improve transit access and connectivity to the cities and communities in the West Valley region of the Phoenix-Mesa-Scottsdale Metropolitan Area to other parts of the region
- Provide an alternative mode of equitable transportation along a congested transportation corridor
- Address the projected growth in population and employment in the area, as well as the projected increase in resulting travel demand along the corridor
- Provide multi-modal transportation to low income, minority and transit-dependent populations along the corridor.

³³ The Transportation Improvement Program published on December 3, 2025, identified estimated completion for this project as "Oct-Dec 2030", however, following a January 2026 decision by the Phoenix City Council, the project's estimated start and completion dates are being updated and have not yet been established.

Chapter 3: Performance management

MAG has opportunities to better demonstrate whether the regional transportation system and individual projects funded by the half-cent sales tax have achieved their intended outcomes by further incorporating key elements of performance management

Comprehensive performance management is important for agencies to determine whether their programs are achieving intended outcomes

Literature recommends that government agencies should identify goals, relevant measures, and benchmarks for their programs' performance and then track them by regularly collecting data on its measures as part of a comprehensive performance measurement system.³⁴ A comprehensive performance measurement system includes systematic processes for collecting, monitoring, and reviewing data related to a program's activities, services, and outcomes. Comprehensive performance measurement should include processes for establishing program performance goals and targets, tracking and evaluating performance measures, and adjusting the program or services, as needed.

Literature also recommends that agencies evaluate program performance to help determine whether programs are working as intended and to identify areas for improvement. For example, recommended practices identify a range of activities to assess program performance, including periodically reviewing performance measures to determine whether a program is producing desired outcomes for its population, assessing whether its existing

Examples of performance measurement recommendations to other Arizona State Agencies

The Arizona Auditor General has frequently made recommendations to other Arizona State Agencies based on the recommended practices in the cited literature. These recommendations were related to the importance of comprehensive performance management in determining whether taxpayer funded programs are achieving intended outcomes. For example, in 2024, the Auditor General made recommendations to the Arizona Department of Housing related to its performance management activities, which included recommendations to establish measurable goals and targets, and to track and evaluate goal and target outcomes. Also in 2024, the Auditor General made recommendations to the Arizona Department of Child Safety to develop and implement a comprehensive performance measurement system to be able to assess the extent to which its young adult programming was achieving intended outcomes.

Sources: Arizona Auditor General, 2024. *Arizona Department of Housing – Sunset Review (24-114)*. Phoenix, AZ; and 2024. *Arizona Department of Child Safety: Young Adult Program (24-106)*. Phoenix, AZ.

³⁴ Government Finance Officers Association (GFOA). (2018). Best practices: performance measures. Retrieved 5/15/2026 from <https://www.gfoa.org/materials/performance-measures>; Pew-MacArthur Results First Initiative. (2018). The role of outcome monitoring in evidence-based policymaking. Retrieved 5/15/2026 from <https://www.pew.org/en/-research-and-analysis/issue-briefs/2018/08/the-role-of-outcome-monitoring-in-evidence-based-policymaking>; United States Government Accountability Office (GAO). (2023). Evidence-Based policymaking practices to help manage and assess the results of federal efforts. Retrieved 5/15/2026 from <https://www.gao.gov/assets/830/827710.pdf>; Urban Institute. (n.d.). Quantitative data analysis. Retrieved 5/15/2026 from <https://www.urban.org/research/data-methods/data-analysis/quantitative-data-analysis/performance-measurement-and-management>; National State Auditors Association (NSAA). (2004). Best practices in performance measurement: Developing performance measures. Retrieved 5/15/2026 from https://www.nasact.org/files/News_and_Publications/White_Papers/Reports/NSAA%20Best%20Practice%20Documents/2004_Developing_Performance_Measures.pdf

programs and strategies align with the agency's long-term outcomes, or conducting research studies to determine whether a program is effective.³⁵ Furthermore, recommended practices note that when communicating about performance measures, agencies should clearly articulate the performance measures, including the source of the data, what the performance measures show, and both targets and actual results.³⁶

In addition to the recommended practices for performance management that apply government-wide, the Transportation Performance Management Framework (Framework) and its associated Implementation Guidebook (Guidebook) include recommended practices for performance management specific to the transportation sector. The Guidebook was developed to assist state transportation agencies, metropolitan planning organizations (such as MAG), and transit agencies in using information from past performance levels and forecasted conditions to guide transportation investments, measure progress toward strategic goals, and make adjustments to improve transportation system performance.³⁷ The Framework and Guidebook identify key elements intended to be used to obtain relevant performance data to provide insights on transportation system- and project-level performance outcomes: goals, objectives, targets, performance metrics, and performance measures (see Table 6).

Table 6: Recommended practices include 5 key elements of a transportation performance management program

Element	Definition	Example
Goal	A broad statement of a desired end condition or outcome; a unique piece of the agency's vision.	A safe transportation system.
Objective	A specific, measurable statement that supports achievement of a goal.	Reduce the number of motor vehicle fatalities.
Target	Level of performance that is desired to be achieved within a specific time frame.	2% reduction in the fatality rate in the next calendar year.
Metric	An indicator of performance or condition.	The annual number of fatalities.
Performance Measure(s)	Calculation(s) based on a metric used to track progress toward goals, objectives, and achievement of established targets. Measures should be manageable, sustainable, and based on collaboration with partners. Measures provide an effective basis for evaluating strategies for performance improvement.	Number of fatalities per 100,000 revenue miles.

Source: Transportation Performance Management Framework and Implementation Guidebook.

³⁵ Pew-MacArthur Results First Initiative, 2018; Urban Institute, n.d.

³⁶ GFOA, 2018.

³⁷ The Framework and Implementation Guidebook were developed by the Transportation Performance Management Stakeholder Group—a working group comprising officials from the Federal Highway Administration, Federal Transit Administration, state departments of transportation, metropolitan planning organizations, and transit agencies. The Implementation Guidebook provides a “how-to” guide, describing recommended implementation steps for each of the 26 subcomponents in the Framework. A description of each implementation step is followed by one or more examples and quotes from agencies that have undertaken certain aspects of the step. These provide real-world illustrations of the theoretical information provided in the description, and enable staff to reach out to the agency highlighted for further information or assistance in their own implementation activities.

In addition, the Framework and Guidebook identify 10 components of an effective Transportation Performance Management program, including target setting, performance-based programming, and monitoring and adjustment. These components are applicable system-wide, and at the project or program level. For instance, the performance-based programming component focuses on using the strategies and priorities from long-range transportation plans, like the RTP, to allocate resources to projects selected to achieve the overall system goals, objectives, and targets. Additionally, the monitoring and adjustment component includes both system-level and program/project level recommendations. According to this component, system-level performance monitoring will have a wider scope and longer time horizon, while project level monitoring focuses more narrowly on certain aspects of performance specific to the project over a shorter time horizon.

MAG has incorporated several recommended practices into its performance management efforts related to projects funded by the half-cent sales tax, but could better incorporate system-wide and project-specific performance objectives and targets specific to the RTP goals

As discussed in Chapter 1, pages 5 to 8, and shown in Appendix A, MAG has incorporated several recommended practices into its performance management efforts related to projects funded by the half-cent sales tax. In particular, MAG's project selection process for Prop 479 involved a quantitative needs assessment of each arterial and freeway project by assigning quantitative scores for performance measures associated with five of the six goals identified in 2025 RSTIIP. Additionally, MAG's RTPs include goals, performance metrics, and performance measures for the regional transportation system. However, we identified opportunities for MAG to better incorporate performance management elements consistent with government and transportation sector recommended practices. Specifically:

- **MAG's 2025 RSTIIP could better incorporate system-wide objectives and targets as defined by recommended practices**

The 2025 RSTIIP includes a section on anticipated system-wide outcomes associated with 11 performance metrics associated with four of the six identified goals. MAG's discussion of anticipated outcomes for its overall investment plan includes some broad statements that meet recommended practices definition of an objective, which is a "specific, measurable statement."³⁸ However, these statements were not included in the 2025 RSTIIP section where MAG identifies the goals for long-term regional transportation planning, and it is not always clear to a member of the public how objectives are related to the established goals. For example, the 2025 RSTIIP first identifies the "Mobility" goal in Chapter 5 of the Momentum 2050 document.³⁹ Within Chapter 8 of that document, MAG then identifies a performance metric for the "Mobility" goal associated with "average commute time" and later, when providing information about the forecasted outcomes of the overall investment plan, states that the identified investment plan will "help mitigate the impacts [of increased commute times] associated with a growing region." The anticipated outcomes section

³⁸ The 2025 RSTIIP investment plan comprises all of the identified projects that MAG selected through the process described in Chapter 1.

³⁹ The "Mobility" goal is to "Ensure ease of movement for people and goods throughout the region, providing fair and appropriate access to essential services and destinations."

(Chapter 8) includes similar statements related to forecasted results for three other goals, but similar statements were not developed for two of the overall goals.⁴⁰

Similarly, although the 2025 RSTIIP identified performance measures and metrics (see Chapter 1, page 8 and Appendix A, pages 43 and 44), as well as forecasts for anticipated system-wide results on some metrics for the overall investment plan, it did not specifically identify associated targets that could be used to assess MAG's performance over time to determine the success of the RTP goals. For example, the 2025 RSTIIP included a performance metric associated with the population's accessibility to employment.⁴¹ However, it did not identify a target against which the measure can be compared. To meet recommended practice's definition, an example of such a target is "within 10 years, the investment plan for the regional transportation system is intended to ensure that 300,000 jobs are reachable within 30 minutes." As discussed below, pages 34 to 35, the 2025 RSTIIP contain forecasted values for performance in 2050 under "build" and "no-build" scenarios, but they are not explicitly identified as targets against which performance will be assessed over time, and forecast results for a 25-year period of time. The models used to create these forecasted values – which were used to inform voters ahead of the Prop 479 vote – could also be used to create targets with a shorter time horizon for the purposes of measuring actual performance of the regional transportation system.

- **MAG has not required its implementing partners or member agencies to develop project-specific objectives, targets, performance metrics, or performance measures tied to MAG's system-wide goals identified in the RTPs**

We also found that project documentation for a judgmental sample of 16 projects did not consistently include project-specific objectives, targets, performance metrics, or performance measures or indicate how the project would specifically support the system-wide goals.⁴² Although four of the projects included project-specific objectives, not all of these were specific and measurable, as recommended. Additionally, all of the projects included some information related to the expected impact of the project, but it ranged from comprehensive, detailed studies to brief narrative responses related to the overall justification and goals of the projects, and was not directly tied to the system-wide goals established in the RTPs.⁴³ Given the wide variety in the size, scope, and potential outcomes associated with projects funded through the half-cent sales tax, these elements can take on many different formats or time horizons. See the text box for examples.

⁴⁰ The "Preservation" and "Safety" goals do not include specific anticipated outcomes.

⁴¹ In the 2025 RSTIIP, the performance metric is "Number of Jobs Reachable," defined as the number of jobs reachable in 30 minutes.

⁴² See Chapter 2, pages 9 to 28, for additional detail on the sampled projects.

⁴³ The transit projects within our scope that had project-specific documentation included more detailed performance related information than arterial or freeway projects. This is due to requirements associated with federal funding for transit projects (in the project rating templates) or performance objectives and measures outlined in the Transit Standards and Performance Management document, and are not explicitly tied to MAG's system-wide goals.

Freeway project example	Arterial project example
For the loop 303 project, which was completed in 2023, the purpose of the project was to address anticipated traffic congestion increases resulting from overall population growth and the development of the Taiwan semiconductor manufacturing corporation site. As such, the project documentation could have included an objective and associated target related to this purpose, such as “achieve a 20 percent reduction in forecasted travel delays in the area by 2030.” An associated performance measure could be related to travel time between identified	For the Gilbert Road Bridge project, which was completed in 2025, the purpose of the projects was to provide a new road and all-weather bridge over the Salt River along the Gilbert Road alignment. As such, the project documentation could have included an objective and target related to this purpose, such as “Within 10 years of opening, maintain access to the Salt River Bridge during 100-year flood events.” An associated measure could be the Travel Time Index as measured during weather events.

- MAG’s existing System Performance Report is not designed to align with RTP goals**
 Between 2020 and 2024, MAG’s Transportation Performance Program has produced an annual System Performance Report intended to comply with federal reporting requirements.⁴⁴ The targets and data included in these reports were not designed to align with the RTP goals, and the reports are not structured in a way that allows for any assessment of the performance of the MAG system or projects against the established targets. For example, although the reports state that MAG has adopted ADOT’s federal safety targets related to annual fatalities, the reports do not state what the target for number of annual fatalities is, and instead provide a chart showing only actual and projected fatalities for an approximately 20-year period. In addition, these adopted targets are ADOT’s statewide targets, and while this is allowable under federal requirements, these targets do not provide insight specific to the MAG region. In contrast, on other items, such as system reliability, the reports only include information about ADOT and MAG’s 2- and 4-year targets for measures such as Travel Time Reliability, but do not provide actual or projected data that can be compared to the targets to assess performance. Furthermore, because the annual System Performance Reports do not align with the goals identified by the Prop 400 or 479 planning documents, even if MAG were to update the reports to include a comparison of actual performance to identified targets, the report would not include all performance information relevant to the implementation of Prop 400 or 479.⁴⁵ In April 2026, MAG released the 2025 System Performance Report, which did incorporate a comparison of actual performance to the federally-required targets. Although this is an improvement over prior years, the report does not address regionally-specific or project level performance of each of the MAG goal areas identified in the 2025 RSTIIP.

⁴⁴ Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act provided federal funding for transportation projects and established rules for measuring performance and setting future targets on a system-level for states and metropolitan planning organizations.

⁴⁵ MAG also produces an Annual Report on the Implementation Status of Prop 400, in accordance with A.R.S. §28-6352(G). However, this report addresses project construction status, project financing, and changes to the investment plan, rather than project performance. A.R.S. §28-6352(G) does not specifically include a requirement to report on project performance.

By developing system-wide and project-specific performance targets for the 2025 RSTIIP, MAG would be better positioned to clearly demonstrate that projects funded through the half-cent sales taxes are able to achieve their intended outcomes

Developing system-wide and project-specific performance objectives and targets tied to the RTP goals, as well as project-specific performance measures and metrics, would allow MAG to better evaluate system performance and demonstrate to the Maricopa County taxpayers that the projects funded under Prop 400 and Prop 479 are able to achieve their intended outcomes. From January 1, 2006, when the half cent sales tax under Prop 400 was first collected, through June 30, 2025, MAG received approximately \$8.9 billion to implement the region's transportation system and is estimated to have received another \$474 million between July 1 and December 31, 2025.⁴⁶ Furthermore, beginning in January 2026, MAG is forecasted to receive nearly \$15 billion under Prop 479 through December 2045. However, without the performance management elements described above, MAG cannot compare system- or project-level performance against the forecasted results provided in the RTPs to demonstrate results to the Maricopa County voters who approved the passage of Prop 400 in 2004 and Prop 479 in 2024.

Ahead of these votes, MAG provided voters with information about various investment scenarios for the regional transportation system, including expected outcomes if the propositions were not approved and none of the proposed projects were built. As shown by these detailed alternatives analyses and forecasts, metrics such as the number of congested lanes and hours of commuter delay are projected to increase under all scenarios. Clearly identified system-wide objectives and targets are necessary if MAG seeks to demonstrate the overall effect of the transportation projects on the region, even if trend lines appear to show declining performance. For instance, before and after data for the Loop 303 project discussed previously showed that traffic conditions remained the same after the project was completed. Without a target establishing this as an explicit outcome, it can appear from an assessment of the data that the project had no effect. Furthermore, by requiring projects funded by Prop 479 to complete standardized documentation identifying project-specific performance measures, metrics, or targets, as well as how the project is intended to contribute to the goals, objectives, and targets of the broader system, MAG can better demonstrate to voters that the Prop 479 projects comprised the appropriate investment approach for the regional transportation system.

MAG has not required objectives or targets in its RTP development or project selection processes

MAG has not required that system-wide objectives or targets be included in its RTP development or that project-level objectives, targets, metrics, or performance measures be included as part of its project selection processes, for the following reasons:

- MAG's planning process for Prop 479 and the 2025 RSTIIP included various scenario analyses that provided some information regarding the system-wide baseline values ("Today," in Figure 11) for some of the identified measures and metrics, as well as forecasted values for performance in 2050 under a "no-build" scenario ("No Extension") as compared to proposed transportation plans encompassing different mixes of projects

⁴⁶ The 2025 Annual Report for the Implementation Status of Prop 400 identified actual and forecasted revenues as of June 30, 2025, Actual taxes collected from July 1, 2025, through December 31, 2025, are expected be reported in November 2026.

("New Capacity" and "System Optimization"). See Figure 11 for MAG's analysis of the forecasted values as compared to the baseline values associated with 8 of the 13 metrics included in the 2025 RSTIIP for Prop 479.

Figure 11: 2021 comparison of scenarios to inform Prop 479 planning^a

SCENARIOS	 Vehicle Miles Traveled	 % of Congested Lane Miles for AM & PM Peaks	 Total Vehicle Hours of Delay for AM & PM Peaks (average)	 % of the Network with Failing LOS During PM Peak	 Population within 1/4 mi of High-Capacity Transit Stops	 Vehicle Hours of Delay on Designated/Critical Freight Corridors in AM & PM Peaks	 Annual Delay per Commuter	 Number of Jobs Reachable within 30 minutes by TAZ Population
TODAY	139.9k Miles	34%	445k Hours	10%	210k	134k Hours	45 Hours	513k Jobs
NEW CAPACITY	209.4k Miles	+7%	818k Hours	+6%	325k	277k Hours	67 Hours	423k Jobs
SYSTEM OPTIMIZATION	209.4k Miles	+4%	763k Hours	+3%	351k	285k Hours	69 Hours	414k Jobs
NO EXTENSION	208.3k Miles	+12%	953k Hours	+9%	210k	322k Hours	76 Hours	387k Jobs

Source: MAG, RTP Momentum 2050: Scenario Planning Report, April 2021.

^aTAZ stands for "Traffic Analysis Zone." TAZs represent geographic areas used in MAG's modeling systems.

According to MAG officials, it intends to use these forecasted values to report on performance over time, but MAG did not provide any documentation that indicated how often such reporting would take place, or how the information would be provided to the public. Recommended practices state that agencies should document system-wide and project-level monitoring and adjustment processes and base external and internal reporting and communication products on the information gathered during those processes to promote transparency and accountability regarding performance. However, in 2025, MAG updated the baseline and forecasted values for almost all reported performance metrics without acknowledging these changes or explaining why forecasted performance has changed.

In some cases, such as the economic impact forecasts, MAG changed the forecasted values significantly with no explanation provided in the document. Specifically, the 2021 version of the document stated that the extension of Prop 400 (Prop 479 had not yet been identified as the name of the ballot measure) was forecast to result in total sales of \$80 billion and create 465,000 new jobs. In contrast, the 2025 version of the document stated that Prop 479 would result in total sales of \$112.9 billion and create 31,600 new jobs. According to MAG officials, this change to the forecasted value is a result of a methodological change between the two reports. According to officials, the 2021 value was the result of the aggregate total of estimated new jobs over the 25-year period, whereas the 2025 value reflects a refined number representing the annual average of new jobs created. However, there is no explanation of this methodological change in the 2025 RSTIIP that would allow the public to understand why the forecasted value changed, and which target is an appropriate measure of MAG's performance.

- According to MAG officials, it is not possible to apply system-wide metrics to individual projects. Specifically, MAG stated that it cannot forecast project-level performance related to RTP goals given the multitude of variable and externalities that impact a project between project selection and construction. Furthermore, MAG stated that developing forecasts for individual arterial projects would be an inappropriate use of its regional travel demand model. However, MAG utilized a quantitative assessment during the Prop 479 project selection process based on a set of performance metrics aligned with the broader system-wide goals, indicating that it is possible for system-wide metrics to be applied to individual projects.⁴⁷ In addition, as shown by the project selection assessment, not all system-wide goals, performance measures, or metrics are appropriate for or required to be assessed for every project.

As shown in Chapter 2, pages 9 to 28, MAG already captures some project-level data that could be used provide insight into the effect that the project had on congestion and mobility within the project-area, by serving as a baseline measurement. For example, for the I-10 (Maricopa): I-17 Split to Loop 202 (Santan) project, MAG captured speed data from before the project began and after it was completed. This data clearly shows that the project resulted in reduced congestion and improved speeds on both the north and southbound routes. Although MAG stated that they only reviewed the before and after data following the completion of the project, rather than forecasting performance, this provides an example of available performance data that an implementing partner could use to establish a baseline, objective, and target.

Recommendations to MAG

1. Develop and implement a process for establishing system-wide objectives and targets for each of the goals and performance measures included in the 2025 RSTIIP.
2. Develop and implement a system-wide performance monitoring process that ties directly to the goals, performance measures, and targets identified in the 2025 RSTIIP.

Develop and implement a process for implementing partners and member agencies which requires project documentation to explicitly identify:

3. Project-specific goal(s), objective(s), performance measure(s), metric(s), and target(s).
4. The system-wide goal(s) the project supports.
5. Reasonable project milestones or timelines to assess progress toward identified goals and targets.

⁴⁷ See Chapter 1 for a description of the project selection process.

Chapter 4: Light rail and streetcar boarding data

Valley Metro reported inconsistent light rail and streetcar boarding data, resulting in potential difficulties for management in making informed decisions regarding service level adjustments and future budgets, and a lack of public transparency regarding its performance

Inconsistencies exist in Valley Metro's light rail and streetcar boarding data reported in three public-facing reports

The U.S. Government Accountability Office's Standards for Internal Control states quality information is important for making informed management decisions and communicating with external parties.⁴⁸

We reviewed four data sources to assess boarding data for fiscal years 2022-2025 and found the following inconsistencies:⁴⁹

- In fiscal years 2022-2025, all but one of Valley Metro's Annual Ridership Reports and Transit Performance Ridership Reports contain inconsistent information about the number of boardings for light rail and streetcar when compared with the Boardings per Station database, which is the single source of truth for boarding data.
- The light rail data in the Boardings Per Station Report does not match the fiscal year 2025 light rail data from the Boardings per Station database maintained internally by Valley Metro.⁵⁰

The boarding data by fiscal year and source can be found in Table 7 and Table 8.

Table 7: Light rail boarding data by source

Year	Boardings per Station Database	Boardings per Revenue Mile ^a	Boardings Per Station Report	Boardings per Revenue Mile	Annual Ridership Reports	Boardings per Revenue Mile	Transit Performance Report	Boardings per Revenue Mile
2022	8,360,142	2.89	8,360,142	2.89	8,335,678	2.88	8,335,678	2.88
2023	9,379,032	3.13	9,379,032	3.13	9,498,986	3.17	9,498,986	3.17
2024	10,214,011	3.33	10,214,011	3.33	10,162,295	3.32	10,162,295	3.32
2025	9,849,569	3.08	9,128,785	2.86	9,858,600	3.08	Publication pending	-

⁴⁸ *Standards for Internal Control in the Federal Government*. Washington, DC: U.S. Government Accountability Office, 2025. Principles 13 and 15.

⁴⁹ Valley Metro reports on the number of boardings per year in three different reports: the Annual Ridership Report, the Transit Performance Ridership Report and the Boardings Per Station Report data set. These three sources are published on Valley Metro's website and are available to the public. In addition to these publicly available data sources, Valley Metro also maintains an internal Boardings Per Station database that captures boarding information and acts as the single source of truth for boarding data. Valley Metro stated this database is used to develop and publish the Boardings Per Station.

⁵⁰ The 2023 light rail data in the Boardings per Station Report also does not match the Boardings per Station database. However, this is because the Boardings per Station Report did not account for streetcar information for the first several months after it became operational. This is not included as an issue in our analysis.

Table 8: Streetcar boarding data by source

Year	Boardings per Station Database	Boardings per Revenue Mile ^a	Boardings Per Station Report	Boardings per Revenue Mile	Annual Ridership Reports	Boardings per Revenue Mile	Transit Performance Report	Boardings per Revenue Mile
2022	102,461	7.28	Not included in website download	-	102,461	7.28	60,093	4.27
2023	620,581	5.2	358,892	3.01	622,208	5.21	622,208	5.21
2024	793,627	6.52	793,627	6.52	793,628	6.52	793,628	6.52
2025	781,284	6.46	781,284	6.46	780,284	6.45	Publication pending	-

Source: Sikich analysis of the Boardings Per Station Database, Boardings Per Station Report, Annual Ridership Report, and Transit Performance Report for fiscal years 2022 through 2025.

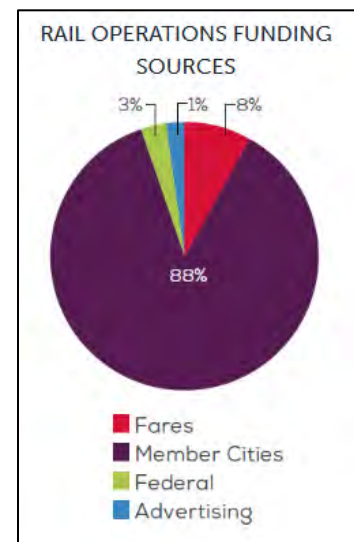
^a All Boardings per Revenue Mile values were calculated by Sikich based on the relevant report number and annual revenue miles. The Revenue Miles were obtained from what Valley Metro reported to the National Transit Database in fiscal years 2022-2024. The reported figures for fiscal year 2025 are not available in the National Transit Database as of March 2026, so we used figures reported to our team by Valley Metro. However, we did not perform an independent validation of the total revenue miles provided by Valley Metro.

Valley Metro's inconsistently reported boarding data may impact management's ability to make informed decisions about service levels and estimate operating budgets, and could decrease public trust

Although our work did not identify an impact on service levels or budget development as a result of these issues, inconsistencies in reported boarding data could impact both Valley Metro and the general public. According to the Transit Standards and Performance Measurement guide, the boardings per revenue mile, which is calculated using annual boarding data, is an essential data point that describes the productivity of the transit system. This information can be used to determine whether additional services or increased frequency of existing services is required. Inconsistently reported boarding data creates a risk for management, in that it could limit its ability to make informed decisions regarding the level of service required to satisfy ridership demand.

Furthermore, because Valley Metro uses the fare revenue generated from boardings to help fund the cost of operating expenses, inconsistent boarding data can affect the development of operating budgets. According to Valley Metro's fiscal year 2025 Rail System Fact Sheet, as shown in Figure 12, fares supported approximately eight percent of the operating revenues for the entire rail system. The remaining funding was collected from federal sources, member agencies, and advertising. Though the portion of operating expenses funded by fares is only a small part of the overall funding, Valley Metro must have the ability to

Figure 12: Rail funding comes from four sources



Source: Valley Metro's fiscal year 2025 Rail System Fact Sheet

develop a reliable budget for future years to ensure its operating costs can be covered. Without consistent boarding data, Valley Metro may not be able to accurately project revenue from fares, which could lead to inaccurate budgeting and potential funding deficits. For example, according to the Valley Metro website, a single ride fare for the light rail system is two dollars. The 2025 Boardings per Station Report states that the total number of light rail riders for the year was 9,128,785, which would have generated a revenue of \$18,257,570 for the year. However, the Boardings per Station database states that the total number of light rail riders was 9,849,569, which would have generated \$19,699,138. The inconsistent data reported in the Boardings per Station Report results in a revenue discrepancy of \$1,441,568. While Valley Metro management did not identify the data source they used to estimate revenue to inform future budgets, as demonstrated, the data inconsistencies identified above can potentially result in an estimated budget discrepancy of nearly \$1.5 million.

Finally, inconsistencies in boarding data may result in a lack of public transparency regarding Valley Metro's performance. As discussed earlier, Valley Metro reports its boardings per revenue mile in its annual Transit Performance Report, and the data inconsistencies contained in the Transit Performance Report could lead to a decrease in public trust.

Boarding data inconsistencies are driven by a lack of communication among various Valley Metro staff responsible for reporting boarding data, the lack of a data reconciliation process, and manual data entry

Inconsistencies in boarding data are partially caused by a lack of communication among various assigned staff who report on boarding data and the lack of a data reconciliation process. Valley Metro staff reported that the responsibility for maintaining the Boardings per Station Report, drafting the Annual Ridership Report, and drafting the Transit Performance Ridership Report are assigned to different staff. However, Valley Metro lacks a formal reconciliation process whereby the different staff responsible for reporting can communicate with one another to ensure the data included in all four sources aligns prior to publication.

We also asked Valley Metro officials to explain why the light rail boarding data in the 2025 Boardings per Station Report was approximately 721,000 riders lower than what was reported in the Boardings per Station database. Valley Metro officials stated that the inconsistencies were caused by a manual entry error in the publicly available Boardings per Station Report. According to Valley Metro officials, reconciliation should occur before reports are published, but it is not consistently performed because the agency does not have formal procedures, which leads to inconsistent information being published for public consumption.

Recommendations to Valley Metro

6. Incorporate corrected boarding data into the fiscal years 2022 through 2025 Annual Ridership Reports, Transit Performance Ridership Reports, and Boardings per Station Reports, and re-issue them to the public.

Develop and implement procedures to ensure the consistency of reported performance data, including:

7. Defined roles and responsibilities for performance data management and reporting.
8. Defined timeframes for completing reconciliation and validation processes.
9. Training for staff on these processes.

Summary of Recommendations

Sikich is making 9 recommendations, 5 to MAG and 4 to Valley Metro.

Chapter 3: MAG has opportunities to better demonstrate whether the regional transportation system and individual projects funded by the half-cent sales tax have achieved their intended outcomes by further incorporating key elements of performance management			
Number	Recommendation	Responsible Agency	Page
1	Develop and implement a process for establishing system-wide objectives and targets for each of the goals and performance measures included in the 2025 RSTIIP.	MAG	36
2	Develop and implement a system-wide performance monitoring process that ties directly to the goals, performance measures, and targets identified in the 2025 RSTIIP.	MAG	36
Develop and implement a process for implementing partners and member agencies which requires project documentation to explicitly identify:			
3	Project-specific goal(s), objective(s), performance measure(s), metric(s), and target(s).	MAG	36
4	The system-wide goal(s) the project supports.	MAG	36
5	Reasonable project milestones or timelines to assess progress toward identified goals and targets.	MAG	36
Chapter 4: Valley Metro reported inconsistent light rail and streetcar boarding data, resulting in potential difficulties for management in making informed decisions regarding service level adjustments and future budgets, and a lack of public transparency regarding its performance.			
Number	Recommendation	Responsible Agency	Page
6	Incorporate corrected boarding data into the fiscal years 2022 through 2025 Annual Ridership Reports, Transit Performance Ridership Reports, and Boardings per Station Reports, and re-issue them to the public.	Valley Metro	39
Develop and implement procedures to ensure the accuracy of reported performance data, including:			
7	Defined roles and responsibilities for performance data management and reporting.	Valley Metro	39
8	Defined timeframes for completing reconciliation and validation processes.	Valley Metro	39
9	Training for staff on these processes.	Valley Metro	39

Appendix A: System-level goals, performance measures, and metrics established in MAG RTPs

MAG identified system-level goals, performance measures, and metrics in its 2003 RTP for Proposition 400

For Proposition 400, establishing system-wide goals and associated system-level performance measures and objectives served as the first steps of the 2003 RTP development process. The process also included needs assessments, project evaluations, scenario evaluations and refinement, followed by final project selection and phasing. The 2003 RTP goals, objectives and performance measures are provided in Table 9.

Table 9: System performance measures for MAG's 2003 RTP

Goal	Objectives	Performance Measures/Evaluation Criteria
1. System Preservation and Safety: Transportation infrastructure that is properly maintained and safe, preserving past investments for the future.	A. Provide for the continuing preservation and maintenance needs of transportation facilities and services in the region, eliminating maintenance backlogs.	1) Percent of maintenance and preservation needs funded.
	B. Provide a safe and secure environment for the traveling public, addressing roadway hazards, pedestrian and bicycle safety, and transit security.	2) Accident rate per million miles of passenger travel.
2. Access and Mobility: Transportation systems and services that provide accessibility, mobility and modal choices for residents, businesses and the economic development of the region.	A. Maintain an acceptable and reliable level of service on transportation and mobility systems serving the region, taking into account performance by mode and facility type.	3) Travel time between selected origins and destinations.
		4) Peak period delay by facility type and geographic location.
		5) Peak hour speed by facility type and geographic location.
	B. Provide residents of the region with access to jobs, shopping, educational, cultural, and recreational opportunities and provide employers with reasonable access to the workforce in the region.	6) Number of major intersections at level or service "E" or worse.
		7) Miles of freeways with level of service "E" or worse during peak period.
		8) Percentage of persons within 30 minutes travel time of employment by mode.
	C. Maintain a reasonable and reliable travel time for moving	9) Average daily truck delay.

Goal	Objectives	Performance Measures/Evaluation Criteria
	freight into, through and within the region, as well as provide high-quality access between intercity freight transportation corridors and freight terminal locations, including intermodal facilities for air, rail and truck cargo.	
	D. Provide the people of the region with transportation modal options necessary to carry out their essential daily activities and support equitable access to the region's opportunities. E. Address the needs of the elderly and other population groups that may have special transportation needs, such as non-drivers or those with disabilities.	10) Jobs and housing within one-quarter mile distance of transit service. 11) Percentage of major arterial streets that have bike lanes. 12) Percentage of regional connectors funded as part of the total Off-Street System Plan and the Regional Bicycle Plan. 13) Percentage of workforce that can reach their workplace by transit within one hour with no more than one transfer.
3. Sustaining the Environment: Transportation improvements that help sustain our environment and quality of life.	A. Identify and encourage implementation of mitigation measures that will reduce noise, visual and traffic impacts of transportation projects on existing neighborhoods.	14) Per Capita Vehicle Miles of Travel by facility type and mode.
	B. Encourage programs and land use planning that advance efficient trip-making patterns in the region.	15) Total transit ridership.
	C. Make transportation decisions that are compatible with air quality conformity and water quality standards, the sustainable preservation of key regional ecosystems and desired lifestyles.	16) Households within one-quarter mile of transit.
		17) Transit share of travel (by transit sub-mode).
		18) Households within five miles of park-and-ride lots or major transit centers.
		19) Amount of pollutant emissions by type- National Air Quality Standards.
4. Accountability and Planning: Transportation decisions that result in effective and efficient use of public resources	A. Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning.	20) Adopt performance measures that will result in a regional transportation system that is effective and efficient and meets the transportation goals and objectives of the region.

Goal	Objectives	Performance Measures/Evaluation Criteria
and strong public support.	B. Establish revenue sources and mechanisms that provide consistent funding for regional transportation and mobility needs. C. Develop a regionally balanced plan that provides geographic equity in the distribution of investments. D. Recognize previously authorized corridors that are currently in the adopted MAG Long-Range Transportation Plan. E. Achieve broad public support for needed investments in transportation infrastructure and resources for continuing operations of transportation and mobility services.	21) Percent of state and federal transportation taxes collected in Maricopa County that are returned to the region. 22) Geographic distribution of transportation investments. 23) Inclusion of committed corridors. 24) Voter approval for a regional transportation revenue source.

Source: MAG RTP, November 25, 2003.

MAG identified system-level goals, performance measures, and metrics in its Momentum 2050 RTP and RSTIIP (2025 RSTIIP) for Proposition 479

For Proposition 479, establishing system-wide goals and associated system-level performance measures and metrics served as the first steps of the 2025 RSTIIP development process. MAG developed six goals for 2025 RSTIIP:

- **Safety:** Provide for the safety and security of pedestrians, bicyclists, riders and drivers.
- **Mobility:** Ensure ease of movement for people and goods throughout the region, providing fair and appropriate access to essential services and destinations.
- **Prosperity:** Support economic competitiveness and growth through strategic transportation investments.
- **Responsiveness:** Expand travel choices that accommodate future growth and are flexible in adapting to changing needs and innovations.
- **Livability:** Invest in a transportation system that supports health and well-being and sustains the environment.
- **Preservation:** Maintain the region's transportation infrastructure to protect existing investments for the future.

The 2025 RSTIIP goals and performance metrics are provided in Table 10.

Table 10: System goals and performance metrics for MAG's 2025 RSTIIP

2025 RSTIIP Performance Metrics	Safety ^a	Mobility	Prosperity	Responsiveness	Livability	Preservation
Percent of Congested Lane Miles		✓				
Percent of the Network with Unsatisfactory Level of Services		✓				
Annual Delay per Commuter				✓	✓	
Average Commute Time		✓			✓	
Congestion on Freight Corridors			✓	✓		
Economic Impact			✓			
Level of Service		✓				
Number of Jobs Reachable			✓		✓	
Operations and Maintenance						✓
Points of Interest		✓			✓	
Proximity to High-Capacity Transit		✓			✓	
Vehicle Hours of Delay		✓		✓	✓	
Vehicle Miles Traveled					✓	
Total Crash Rate	✓					
Serious & Fatal Crash Rate	✓					
Current Population Density			✓			
Current Employment Density			✓			
Future Population Density			✓			
Future Employment Density			✓			
Planning Time Index ^b				✓		
Truck Planning Time Index				✓		
Pavement Condition						✓
Bridge Rating						✓
Travel Time Index		✓				
Volume / Capacity (Level of Service, LOS)		✓				

Source: Sikich analysis of the 2021 and 2025 version of MAG's 2025 RSTIIP.

^a MAG does not model individual safety performance metrics, such as total crash rate.

^b Planning Time Index is a measure for reliability which tells how much total time someone should plan for a trip to ensure on-time arrival at least 95% of the time. Planning Time Index is calculated by dividing the 95th percentile travel time by travel time in free flowing traffic. The higher the Planning Time Index value, the less reliable a road or segment.

Appendix B: Status of projects funded through Proposition 400, fiscal years 2021-2030

The scope of this performance audit included past projects funded through Proposition 400 from fiscal year 2021 through fiscal year 2030. The total population of these projects, including their status as of February 2026 can be found in Table 11.

Table 11: Projects funded through Proposition 400, fiscal years 2021-2030

MAG ID	Project Title	Life Cycle Program	Status
40400	Lindsay Road: Pecos Road to Germann Road	Arterial	Complete
8073	Southern Avenue: Greenfield Rd to Higley Rd	Arterial	Complete
10040	Val Vista Dr: Baseline Rd to US-60	Arterial	Complete
48141	Happy Valley Rd: Lake Pleasant Parkway to Loop 303	Arterial	Complete
16211	Val Vista Dr: Appleby Rd to Riggs Rd	Arterial	Complete
30817	Alma School Rd: Pecos Rd to Germann Rd	Arterial	Complete
13167	Mesa Dr: 8th Avenue to Main Street	Arterial	Complete
10937	SR 24 Arterial Improvements	Arterial	Complete
27097	Jomax Rd: SR-303L to Vistancia Blvd	Arterial	Complete
651	Southern Ave at Stapley: Intersection Improvements	Arterial	Complete
21671	Redfield Rd: Raintree Dr. to Hayden Rd	Arterial	Complete
313	Signal Butte Rd: Williams Field Rd to Germann Rd	Arterial	Complete
18301	Northern Parkway: Dysart and El Mirage Overpasses	Arterial	Complete
44915	Sossaman Rd at Baseline Rd: Intersection Improvements	Arterial	Complete
22240	Shea Blvd at 124th St: Intersection Improvements	Arterial	Complete
48659	Chandler Heights Rd: McQueen Rd to Gilbert Rd	Arterial	Complete
27512	Shea Blvd: Palisades Blvd to Technology Dr	Arterial	Complete
8305	Elliot Rd at Cooper Rd: Intersection Improvements	Arterial	Complete
49255	Stapley Dr at University Dr: Intersection Improvements	Arterial	Complete
20412	Ellsworth Rd and Williams Field Rd Bridge	Arterial	Complete
36968	Pima Rd: Pinnacle Peak to Happy Valley Rd	Arterial	Complete
29852	Raintree Drive: Scottsdale Rd to Hayden Rd	Arterial	Complete
21900	Hualapai Dr: 83rd St to Pima Rd	Arterial	Complete
28982	Hayden/Miller: Pinnacle Peak to Happy Valley	Arterial	Complete
18552	Gilbert Rd: Bridge over the Salt River	Arterial	Complete
3597	Dysart Rd: Northern Ave to Peoria Ave	Arterial	Complete
36605	McQueen Rd at Elliot Rd	Arterial	In design
36684	Warner Rd: Recker Rd to Power Rd	Arterial	In design
14332	McQueen Rd at Guadalupe Rd	Arterial	In design
24453	Power Rd: East Maricopa Floodway to Santan Fwy/Loop 202	Arterial	In design
8868	McKellips Rd: Loop 101 to SRP-MIC/Alma School Rd	Arterial	Construction
4620	Northern Parkway: 103rd to 91st Ave	Arterial	Right of Way acquisition
35215	Broadway Rd: Country Club Dr to Mesa Dr	Arterial	Planned

MAG ID	Project Title	Life Cycle Program	Status
44054	Broadway Rd: Mesa Dr to Stapley Dr	Arterial	Right of Way acquisition
48743	Dobson Rd at University Dr: Intersection Improvements	Arterial	Planned
17391	Elliot Rd: Power Rd to Eastern Maricopa Floodway	Arterial	Planned
3137	Elliot Road: Eastern Maricopa Floodway to Ellsworth Rd	Arterial	Planned
34875	Hawes Rd: Baseline Rd to Elliot Rd	Arterial	Planned
30976	McKellips Rd: East of Sossaman to Crismon Rd	Arterial	Planned
4940	Val Vista Dr: US-60 to Pueblo	Arterial	Right of Way acquisition
20065	Ray Road: SR24 to Ellsworth Rd	Arterial	Construction
44292	Ellsworth Rd: Germann to Ray Rd	Arterial	Construction
31669	Williams Field Rd: SR24 to Ellsworth	Arterial	Planned
12820	Sossaman Rd: Ray to Warner Rd	Arterial	Construction
37757	Ellsworth Rd: Posada Ave to Prairie Ave	Arterial	Savings
12612	Sossaman Rd: Velocity Way to Germann Rd	Arterial	Planned
19959	Mountain Rd: SR24 to Pecos Rd	Arterial	Planned
16301	El Mirage Rd: L303 to Jomax	Arterial	Design
24374	Happy Valley Rd: 35th Ave to 67th Ave	Arterial	Right Of Way acquisition
25253	Happy Valley Rd: Pima Rd to Alma School Rd	Arterial	Construction
22239	Pima Rd: Dynamite Blvd to Las Piedras	Arterial	In design
34361	Pima Rd: Las Piedras to Stagecoach Pass Rd	Arterial	Planned
12176	Pima Rd: Stagecoach Pass Rd to Cave Creek	Arterial	Planned
19791	Carefree Hwy: Cave Creek Rd to Scottsdale Rd	Arterial	In design
25440	Pima Rd: Happy Valley Rd to Jomax Rd	Arterial	In design
35912	Pima Rd: Jomax Rd to Dynamite Blvd	Arterial	Planned
4095	Pima Rd: Via Linda to Via De Ventura	Arterial	In design
7209	Raintree Dr: Hayden Rd to Loop 101	Arterial	Right of Way acquisition
18658	Scottsdale Rd: Pinnacle Peak Pkwy to Jomax Rd	Arterial	Planned
39752	Scottsdale Rd: Jomax Rd to Dixileta Dr	Arterial	Construction
30558	Scottsdale Rd: Dixileta Dr to Carefree Hwy	Arterial	Planned
24722	Shea Blvd Intersection Improvements	Arterial	Construction
85213	I-10 (Papago): SR 85 to Verrado Way	Freeway	Complete
40575	I-10 (Maricopa): I-17 Split to Loop 202 (Santan)	Freeway	Complete
30978	I-17 (Black Canyon): Peoria Avenue to Greenway Road	Freeway	Complete
28915	I-17 (Black Canyon): Anthem Way to Yavapai County Line	Freeway	Construction
18577	I-17 (Black Canyon): Central Avenue Bridge	Freeway	Complete
10296	Loop 101 (Agua Fria): I-10 (Maricopa) Interchange Improvements	Freeway	Construction
46658	Loop 101 (Agua Fria): 75th Avenue to I-17 (Black Canyon)	Freeway	Construction
23433	Loop 101 (Pima): I-17 to Pima Road/Princess Drive	Freeway	Complete
72670	Loop 101 (Pima): Princess Drive to Shea Boulevard	Freeway	Construction

MAG ID	Project Title	Life Cycle Program	Status
6204	Loop 101 (Price): Loop 202 (Red Mountain) to Loop 202 (Santan) Capital Pavement Improvements	Freeway	Complete
48510	Loop 202 (Santan): Lindsay Road TI	Freeway	Complete
7322	Loop 202 (Santan): Val Vista Drive to Loop 101 (Price)	Freeway	Construction
85620	SR 24: Ellsworth Road to Meridian Road, Phase I	Freeway	Complete
5658	Loop 303 (Estrella): Happy Valley Road to Lake Pleasant Parkway	Freeway	Complete
3630	Loop 303 (Estrella): 51st Avenue and 43rd Avenue	Freeway	Complete
45939	Loop 303 (Estrella): MC 85 to Van Buren Street	Freeway	Construction
11635	I-10 Deck Park Tunnel	Freeway	Complete
18733	SR 347 and Maricopa Road	Freeway	Complete
26000	Loop 101 at SR 51 Ramp Improvements	Freeway	Construction
3995	Loop 303/Sonoran Desert Drive Interchange	Freeway	Construction
47165	Loop 303: Grand Avenue TI Next Phase Interim Improvements	Freeway	Construction
5295	I-10: Verrado Way to Citrus Avenue Restripe	Freeway	Construction
60858	I-10 (Maricopa): Loop 202 (Santan) to Riggs Road	Freeway	Design
56320	I-10 (Maricopa): Koli Road	Freeway	Design
22227	I-10 (Maricopa): Knox Road	Freeway	Design
31299	SR 101 at Northern Avenue	Freeway	Planned
1709	SR 101 at Pima Road Extension	Freeway	Planned
39146	SR 85: Broadway Road and Baseline Road	Freeway	Planned
42572	US 60 (Grand Avenue): 35th Avenue/Indian School Road	Freeway	Design
5518	Rio Salado East/Dobson Streetcar Extension	Transit	Planning
49041	I-10 West Phoenix	Transit	Planning
30964	West Phoenix High Capacity Transit Alternatives Analysis (West Phoenix)	Transit	Complete
13425	Tempe Streetcar	Transit	Complete
36905	Northwest Extension Phase II	Transit	Complete
48054	South Central Extension/Downtown Hub	Transit	Complete
14037	Capitol Extension Project	Transit	Planned
	Gilbert Park-and-Ride ⁵¹	Transit	Design

Source: Sikich compilation of project listings provided by MAG and Valley Metro for fiscal years 2021 through 2030.

⁵¹ MAG and Valley Metro did not provide a MAG ID for this project.

Appendix C: Status of projects expected to be funded through Proposition 479, fiscal years 2026-2030

The scope of this performance audit included future projects expected to be funded through Proposition 479 from fiscal year 2026 through fiscal year 2030. The total population of these projects, including their status as of February 2026, can be found in Table 12.

Table 12: Projects expected to be funded through Proposition 479, fiscal years 2026-2030

MAG ID	Project Title	Lifecycle Program	Status
14722	Kyrene Road: North of Chandler Boulevard to Loop 202	Arterial	Planned
14944	McQueen Road: North of Warner Road to Pecos Road	Arterial	Planned
18774	Ocotillo Road: Greenfield Road to Higley Road ⁵²	Arterial	Construction
6367	59th Avenue: Camelback to Loop 101	Arterial	Planned
40730	Ellsworth Road: US 60 (Grand Avenue) to Baseline Road	Arterial	Planned
7645	Mesa Drive: Main Street to McKellips Road	Arterial	Planned
40720	Warner Road: Power Road to Sossaman Road	Arterial	Planned
23573	El Mirage Road: Loop 303 to Jomax Road	Arterial	Planned
36007	Thunderbird Road: 83rd Avenue to 67th Avenue	Arterial	Planned
49688	Dobbins Road: Loop 202 South Mountain to 27th Avenue	Arterial	Planned
910	Southern Avenue: 51st Avenue to 37th Avenue	Arterial	Planned
18759	Germann Road: Rittenhouse to 194th Way (Sossaman/UPRR)	Arterial	Planned
2428	Hawes Road: Rittenhouse to Chandler Heights	Arterial	Planned
38075	Dynamite Boulevard: 56th Street to Pima Road	Arterial	Planned
47208	Legacy Boulevard Bridge: 94th Street to 98th Street	Arterial	Planned
26639	Pinnacle Peak Road: Scottsdale Road to Pima Road	Arterial	Planned
31548	163rd Avenue: US 60 (Grand Avenue) to Jomax Road	Arterial	Planned
35472	Waddell Road: 175th Avenue to Cotton Lane	Arterial	Planned
15426	I-10 at Jackrabbit Trail	Freeway	Design
46032	I-10 at I-10/SR 202/SR 51 Mini Stack to SR 51 at Thomas Road	Freeway	Design
9060	I-10/I-17 Traffic Interchange West Connection	Freeway	Planned
40237	SR 101 at 59th Avenue	Freeway	Planned
47419	SR 101 at Pima Road	Freeway	Planned
22448	SR 101 at Frye Road (Northbound ramp)	Freeway	Planned
26171	SR 202 (Red Mountain): SR 51 to Priest Drive Pavement Rehab	Freeway	Planned
39473	SR 202 (Santan): SR 101 to I-10	Freeway	Planned

⁵² As explained in Chapter 2, this project was included in the RSTIIP developed for Prop 479, however, construction for the project started prior to voter approval of 479. Under the policies and procedures developed for the Prop 479 Arterial Life Cycle Program projects that began construction prior to voter approval of Prop 479 are ineligible for reimbursement. According to MAG the project will be substituted by the Town of Gilbert; however, to date it has not identified a substitute project.

MAG ID	Project Title	Lifecycle Program	Status
37881	SR 51: I-10 to Shea Boulevard Pavement Rehab	Freeway	Design
6186	SR 24: SR 202 to Ironwood Drive (Third GPL)	Freeway	Design
79116	SR 30: 97th Avenue to SR 202 (South Mountain)	Freeway	Design/ Right of Way acquisition
94455	SR 30: Dysart Road to 97th Avenue	Freeway	Right of Way acquisition
25501	SR 303 at I-17 (51st Avenue to I-17)	Freeway	Construction
11749	SR 303 at 155th Avenue	Freeway	Planned
27723	SR 303: Lake Pleasant Parkway to I-17 (51st Avenue to Lake Pleasant Parkway)	Freeway	Design
33075	US 60: Ellsworth Road to Meridian Road	Freeway	Planned
45013	University Drive at Rural Road: Light Rail Transit Grade Separation	Transit	Planned
5248	Scottsdale Road/Rural Road BRT	Transit	Planned

Source: Sikich compilation of projects listings provided by MAG and Valley Metro for fiscal years 2021 through 2030.

Appendix D: Objectives, scope, and methodology

Sikich CPA LLC (Sikich) was engaged by the Arizona Auditor General to conduct a performance audit of the Maricopa Association of Governments' (MAG) Regional Transportation Plan (RTP) pursuant to Arizona Revised Statutes (A.R.S.) § 28-6313, which requires an audit of the MAG RTP every fifth year. We conducted this performance audit in accordance with Generally Accepted Government Auditing Standards, as issued by the Comptroller General of the United States (2018 Revision, Technical Update April 2021). Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Objectives

This performance audit report addresses the following objectives:

- Whether MAG established goals and performance standards for RTP expenditures and projects for the past five fiscal years (2021-2025), as funded through Proposition 400 (Prop 400) and for RTP expenditures and projects for the next five fiscal years (2026-2030), expected to be funded by Proposition 479 (Prop 479);
- Whether MAG used those measures to assess the performance of the regional transportation system and projects, particularly in terms of relieving congestion and improving mobility; and
- The extent to which Valley Metro published consistent operational data for public consumption.

The objectives of this audit are based on statutory requirements identified under A.R.S. § 28-6313, which states:

- A. *Beginning in 2010 and every fifth year thereafter, the auditor general shall conduct a performance audit, as defined in A.R.S. § 41-1278, of the plan and projects scheduled for funding during the next five years.*
- B. *With respect to light rail systems, the audit shall consider the criteria used by the federal transit administration pursuant to 49 United States Code § 5309(e)(1)(B) and the interrelationship among the criteria to provide federal funding for light rail systems. For light rail systems, the audit shall also consider:*
 - 1. *Service levels.*
 - 2. *Capital costs.*
 - 3. *Operation and maintenance costs.*
 - 4. *Transit ridership.*
 - 5. *Farebox revenues.*
- C. *The audit shall:*
 - 1. *Examine the plan and projects scheduled for funding within each transportation mode based on the performance factors established in A.R.S. § 28-505, subsection A, in the context of the transportation system.*
 - 2. *Review past expenditures of the plan and examine the performance of the system in relieving congestion and improving mobility.*

3. *Make recommendations regarding whether further implementation of a project or transportation system is warranted, warranted with modifications or not warranted.*

Scope

The scope for the performance audit of past RTP expenditures and projects and the light rail system's compliance with federal criteria developed by the Federal Transit Administration and performance measures established by Valley Metro was from fiscal years 2021 through 2025. The scope for the performance audit of future RTP and planned expenditures was from fiscal years 2026 through 2030.

Additionally, the period covered by our audit included reviewing projects funded by Prop 400 and projects funded by Prop 479. The half-cent sales tax collected under Prop 400 expired on December 31, 2025, and collection of the half-cent sales tax under Prop 479 began on January 1, 2026.

Methodology

To obtain an understanding of statutory requirements relevant to the audit objectives, we reviewed Arizona statutes to identify requirements applicable for period under review. We also reviewed Arizona statutes requirements and federal criteria for the light rail system.

- A.R.S. § 42-6105 allows voters in countywide elections to approve collection of the transportation excise tax. Maricopa voters elected to approve Prop 400 on November 2, 2004, which extended the collection of the transportation excise tax from January 1, 2006 (fiscal year 2006) through December 31, 2025 (fiscal year 2026). On November 5, 2024, voters approved Prop 479 to extend collection of the transportation excise tax from January 1, 2026 (fiscal year 2026), through December 31, 2045 (fiscal year 2046).
- A.R.S. § 42-6105 also outlines the allocation of the transportation excise tax. Funds allocated to freeways and major arterial streets are collectively known as the Regional Area Road Fund and the funds allocated to the Public Transportation Fund are for use on transit projects and light rail projects. Consistent with the allocation of the transportation excise tax, projects included in the RTP are assigned to one of three life cycle programs – the Arterial Life Cycle Program, Freeway Life Cycle Program, and Transit Life Cycle Program. We obtained an understanding of the roles and responsibilities of MAG and its implementing partners for each life cycle program.
- A.R.S. § 28-505 requires MAG to develop standard transportation system factors and identifies the variables that should be included in the standard transportation system factors. A.R.S. § 28-505 also requires the standard transportation system factors to be used for project selection.

We also identified and reviewed relevant recommended practices relevant to performance management in government agencies, including those issued by the U.S. States Government Accountability Office, the National State Auditors Association, the Government Finance Officers Association, the Pew-MacArthur Results First Initiative and the Urban Institute. In addition, we reviewed Transportation Performance Management Framework (Framework) and its associated

Implementation Guidebook, as well as the U.S. Government Accountability Office's *Standards for Internal Control in the Federal Government*.⁵³

We interviewed personnel from MAG, Arizona Department of Transportation (ADOT), and Valley Metro to obtain an understanding of the roles and responsibilities of MAG and its implementing partners (ADOT and Valley Metro). To obtain an understanding of the RTPs applicable for the periods covered by Prop 400 and Prop 479, we reviewed the 2003 RTP for Prop 400, Momentum 2050 and the Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) for the period covered by Prop 479. We also reviewed the relevant Transportation Improvement Programs, and MAG's process for incorporating project changes into the Transportation Improvement Programs and the RTPs.

To assess whether MAG established goals and performance standards for RTP expenditures and projects for past and future fiscal years, 2021-2030, we reviewed the 2003 RTP, Momentum 2050 and RSTIIP to identify any goals, performance measures, and performance metrics they developed for the implementation of Prop 400 and Prop 479. We then compared the identified system-wide goals, measures, and metrics to the performance factors identified in A.R.S. § 28-505. We also reviewed MAG's congestion management plan, MAG's system performance reports, and Valley Metro performance measures to determine whether the performance measures aligned with the performance measures identified in the 2003 RTP, Momentum 2050, and RSTIIP. In addition, we interviewed personnel from MAG and Valley Metro to obtain an understanding of the performance data collected.

To assess the performance measures of Valley Metro's rail system, we obtained performance data originating from the following sources from Valley Metro:

- Published Transit Schedules
- Boardings per Station Data
- Annual Strategic Plan – Quarterly Reports
- Safety Tracking Log
- Annual Ridership Report
- Transit Performance Report
- Internal Valley Metro Tracking

Project sample selection and testing

To determine whether the goals, performance measures, and performance metrics developed for these RTPs were used during the project selection process, we first reviewed MAG's project selection process as detailed in the RTPs, and additional documentation related to the quantitative scoring process used for the Prop 479 selection of arterial and freeway projects. We then obtained project listings for past projects funded between fiscal years 2021 and 2025, and projects scheduled for funding between fiscal years 2026 and 2030 to select a sample for further review. MAG provided the listings for arterial and freeway, while Valley Metro provided the transit project listings. All past projects were funded through Prop 400, while the future

⁵³ <https://www.tpmtools.org/>, and *Standards for Internal Control in the Federal Government*. Washington, DC: U.S. Government Accountability Office, 2025.

projects may receive funding from both Prop 400 and Prop 479.⁵⁴ The listings contained 80 arterial projects; 45 freeway projects; and 10 transit projects.

We selected a judgmental sample of 16 projects designed to provide insight on different modes of transportation, geographical locations, and project size. See Table 13 for the sampled projects.

Table 13: Sampled RTP projects, fiscal years 2021-2030

Program	Prop	Project Title	Status
Arterial	400	Signal Butte Rd: Williams Field Rd to Germann Rd	Completed
Arterial	400	Gilbert Rd: Bridge over the Salt River	Completed
Freeway	400	I-10 (Maricopa): I-17 Split to Loop 202 (Santan)	Completed
Freeway	400	Loop 303 (Estrella): 51st Avenue and 43rd Avenue	Completed
Transit	400	Tempe Streetcar (TSC)	Completed
Transit	400	South Central Extension/Downtown Hub (SCE/DH)	Completed
Arterial	400	Northern Parkway: 103rd to 91st Ave	Right of Way acquisition
Arterial	400	Elliot Road: Eastern Maricopa Floodway (EMF) to Ellsworth Rd	Planned
Arterial	479	Ocotillo Road: Greenfield Road to Higley Road	Construction
Arterial	479	Dynamite Boulevard: 56th Street to Pima Road	Planned
Freeway	479	SR 30: 97th Avenue to SR 202 (South Mountain)	Design/ Right of Way Acquisition
Freeway	400	US 60 (Grand Avenue): 35th Avenue/Indian School Road	Design
Transit	479	Scottsdale Road/Rural Road BRT	Planned
Transit	400	Capitol Extension Project	Planned
Transit	400	Northwest Extension Phase II (NEWII)	Completed
Transit	400	I-10 West Phoenix (10WEST)	Planning

Source: Sikich sample selection.

We reviewed documentation for the sampled projects to determine whether the sampled projects were incorporated through the project selection process described in the 2003 RTP and 2025 RSTIIP. We analyzed all project documentation provided to determine whether the project included performance measures, metric, or targets, which can be used to determine whether the projects achieved the goals and performance standards identified in the RTPs. We also reviewed available traffic data to assess whether the sampled projects contributed towards reducing congestion and mobility. In addition, for transit projects, we assessed compliance with federal criteria and examined the extent to which they met the performance measures established by Valley Metro. Finally, we also visited the project sites for completed projects and observed MAG's Management Committee and MAG's Streets Committee meetings held in September 2025.

⁵⁴ Phase IV of Prop 400 ends in fiscal year 2026 (June 30, 2026), six months after the Prop 400 half-cent sales tax collection ends. The half-cent sales tax collected until December 31, 2025, will be used to deliver projects promised as part of Prop 400, regardless of whether those projects extend beyond the collection period. Half-cent sales tax collected from January 1, 2026, onwards will be used to fund projects for Prop 479.

Appendix E: Auditor's Comments on MAG's Response

The Joint Legislative Audit Committee requires all agencies to respond to whether they agree with audit findings and plan to implement the recommendations. We appreciate MAG's response, including its agreement with our audit finding. However, MAG has included certain statements in its response that misrepresent our work, and that may mislead the reader. To provide clarity and perspective, we are commenting on MAG's response to our audit.

The Transportation Performance Management Framework and Guidebook (TPM)

In its response, MAG expresses several points of disagreement with our use of the TPM as a recommended practice related to project-level performance. Specifically, in its response, MAG states that it "respectfully disagrees with the representation of the Transportation Performance Management framework (TPM) as a viable tool for establishing uniform project-level targets and goals" and states that "establishing project specific metrics and targets for every project in the RTP is impractical, inauthentic, prohibitively expensive, and would not produce reliable or actionable information" (see MAG's response, pages 1 and 5).

We disagree with MAG's characterization of our application of the TPM and other recommended practices. The TPM does not recommend *uniform* project-level targets or goals. Instead, the TPM provides examples of a variety of target formats that can be used to establish targets based on each project's individual scale, complexity, and data availability. Additionally, the audit report fully acknowledges the extensive variability across transportation projects funded by the half-cent sales tax, and does not state or imply that every project should be subject to uniform project-level targets or goals (see pages 32 to 34). Further, our recommendation is for MAG to require implementing partners' and member agencies' project documentation to explicitly identify project-specific metrics, targets, and other performance management information. This recommendation allows each implementing partner and member agency to tailor the identified project-level targets and goals to the individual characteristics of each project and allows MAG the flexibility to determine how and when to measure project-level performance. Absent project-level performance management information, MAG lacks defined measures against which to assess whether a project is successful, beyond whether funds were expended as expected and construction timeframes were met.

Establishing targets

In its response, MAG asserts that the report mistakenly conflates the ability to measure project impact post-construction with the ability to produce credible and methodologically defensible targets (see MAG's response, page 1).

As the audit report does not specify the methodology that MAG is expected to use to produce targets related to project impact, and instead provides examples of data and processes that MAG already utilizes that could inform the development of project-level targets, we disagree with MAG's assertion that the report conflates post-construction measurement with producing credible targets. For instance, the audit report used data provided by MAG to assess the project performance for sampled Prop 400 projects that had been completed, with the intention of providing examples of the type of analysis that could be completed to assess project performance (see pages 9 to 28). These examples were also intended to highlight data sources that MAG already leverages as part of its data program and regional travel demand model, which could also be used as baselines to inform target setting.

Additionally, as discussed in the audit report, MAG already quantitatively assesses the potential impact of projects, pre-construction, during the needs assessment used to inform project selection for every proposed arterial and freeway project (see pages 7 to 8). This information could be used to inform project-level target setting because it rates each proposed project based on the potential impact it is expected to have on 5 of the 6 2025 RSTIIP goals.

Existing system-wide performance management efforts

In its response, MAG states that it already provides systemwide performance metrics and modeled outcomes for each RTP goal and that the audit report's conclusion that MAG lacks a system-wide performance monitoring process overlooks the substantial monitoring framework already in place. MAG further states that the key performance metrics presented in Chapter 8 of MOMENTUM 2050 (referred to as the 2025 RSTIIP in the report) were deliberately developed to support repeatable, system-level monitoring over time, using industry standard modeling and performance analysis techniques (see MAG's response, page 3).

The audit report does not overlook the monitoring framework MAG has in place, and acknowledges the efforts MAG has made as part of the 2025 RSTIIP to consider performance in its selection of projects and to provide information about anticipated system-wide outcomes (see pages 7 to 8 and pages 34 to 36). However, as noted in the audit report, MAG does not provide modeled outcomes for all identified performance metrics and RTP goals. Specifically, MAG did not provide modeled outcomes for the Safety or Preservation goals (see pages 31 to 32).

Furthermore, MAG has not identified key monitoring processes, including (1) when updates regarding the established metrics will be reported, (2) how they will be reported and presented, and (3) what actions will be taken if MAG's performance is no longer tracking toward the outcomes presented in the 2025 RSTIIP or developed in response to Recommendation 1. This type of explicit system-wide performance monitoring process is necessary to ensure that any changes to anticipated outcomes, such as those described in the audit report, are transparently communicated (see page 35).

Appendix F: MAG's Response

The subsequent pages were written by MAG to provide a response to each of the findings and to indicate its intention regarding implementation of each of the recommendations resulting from the performance audit conducted by Sikich.



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June 12, 2026

Ms. Amy Sherwood
Principal, Sikich
333 John Carlyle Street, Suite 500
Alexandria, VA 22314

Dear Ms. Sherwood:

MAG has completed its review of the final draft report of the Performance Audit of the Maricopa Association of Governments Regional Transportation Plan that we received on June 5, 2026. MAG appreciates the auditors' work and agrees that performance management is an important element of regional planning; however, several of the recommendations, while constructively received, would be impractical in execution. Specifically, MAG respectfully disagrees with the representation of the Transportation Performance Management framework (TPM) as a viable tool for establishing uniform project-level targets and goals. Further, the report mistakenly conflates the ability to measure project impact post-construction with the ability to produce credible and methodologically defensible targets.

The portfolio of transportation projects managed by a metropolitan planning organization (MPO) covers a broad spectrum, from individual crosswalk improvements to multi-billion dollar freeway infrastructure investments. Utilizing scarce transportation resources to collect the voluminous amounts of data needed to authentically measure the individual impact of the many hundreds of projects MAG undertakes is both impractical and prohibitively expensive. Further, MAG is unaware of any other MPO in the nation that attempts to set project-specific performance targets for all its projects. Transportation system performance is influenced by regional growth, land use, economic cycles, and traveler behavior, and these factors that cannot be isolated to individual projects with scientific defensibility. MAG will continue conducting post-implementation project evaluations as appropriate, consistent with federal TPM guidance

MAG remains committed to continuous improvement, transparency, and strengthening how performance information is communicated to policymakers and the public. Arizona Revised Statutes 28-6313 directs the performance audit to evaluate the regional transportation plan and the transportation system as a whole, which aligns with MAG's statutory role as the region's MPO. While the statute does not reference project-level target setting, MAG's system-level performance approach is consistent with the statute's focus and with established national MPO practice.

More Than 50 Years of Serving the Region

City of Apache Junction ♦ Arizona Department of Transportation ♦ City of Avondale ♦ City of Buckeye ♦ Town of Carefree ♦ Town of Cave Creek ♦ City of Chandler ♦ City of El Mirage
Town of Florence ♦ Fort McDowell Yavapai Nation ♦ Town of Fountain Hills ♦ Town of Gila Bend ♦ Gila River Indian Community ♦ Town of Gilbert ♦ City of Glendale ♦ City of Goodyear
Town of Guadalupe ♦ City of Litchfield Park ♦ City of Maricopa ♦ Maricopa County ♦ City of Mesa ♦ Town of Paradise Valley ♦ City of Peoria ♦ City of Phoenix ♦ Pinal County
Town of Queen Creek ♦ Salt River Pima-Maricopa Indian Community ♦ City of Scottsdale ♦ City of Surprise ♦ City of Tempe ♦ City of Tolleson ♦ Town of Wickenburg ♦ Town of Youngtown

However, MAG prides itself on being on the leading edge of national best practices and does see an opportunity to further expand its comprehensive and federally compliant performance management efforts. While traditionally we review performance at the system-level, thus being inclusive of the many projects completed around the region, MAG recognizes that large-scale, high-capacity infrastructure investments *may* have a measurable regional impact conducive to target setting. MAG will endeavor to set data-driven, measurable, timebound targets for upcoming large-scale, high-capacity projects to further reinforce the value these transportation investments bring to the region. As this is the first planning cycle under Proposition 479, systemwide trend evaluation will appropriately emerge over time as new data becomes available. Other projects will continue to be assessed programmatically in accordance with federal guidance and consistent with standard MPO practice nationwide.

MAG's data program and regional travel demand model are widely recognized as among the most sophisticated in the nation, and MAG will continue to leverage these nationally regarded tools to advance performance informed planning. MAG's performance practices are strongly aligned with the federal TPM framework, which was deliberately designed as a system-level management tool, not a project-level forecasting mechanism. MAG's commitment to responsible stewardship of taxpayer dollars also requires that performance activities remain meaningful, scalable, and cost-effective, rather than diverting resources toward methodologies that are not nationally recognized or technically defensible.

Our agency has a long history of implementing prior audit recommendations, and we appreciate the constructive partnership of the Auditor General and her office throughout this process. We remain committed to strengthening transparency, improving documentation clarity, and reinforcing long-range performance expectations in future plan cycles, particularly as Proposition 479 enters its early implementation years and MAG continues to build the data foundation needed for long-range performance evaluation.

MAG again wants to thank you and your team for the efforts and recommendations on how MAG, along with our implementation partners, can continue to deliver improvements to the regional transportation system. As requested, please find our formal response to your finding and individual recommendations herein.

Sincerely,

A handwritten signature in black ink, appearing to read 'Audra Koester Thomas', with a large, sweeping flourish extending to the right.

Audra Koester Thomas
Executive Director

Chapter 3: MAG has opportunities to better demonstrate whether the regional transportation system and individual projects funded by the half-cent sales tax have achieved their intended outcomes by further incorporating key elements of performance management

MAG's response: The finding is agreed to.

Recommendation 1: Develop and implement a process for establishing system-wide objectives and targets for each of the goals and performance measures included in the 2025 RSTIIP.

MAG's response: The audit recommendation will be implemented in a different manner.

Response explanation: Chapter 8 of the MOMENTUM 2050 plan (referred to by the auditors as the 2025 RSTIIP) already provides the systemwide performance metrics and modeled outcomes for each RTP goal. This includes the industry-standard "with-investment" and "without-investment" scenario comparisons, which MPOs nationwide use to evaluate and communicate long-range system performance expectations. Collectively, these modeled outcomes represent the RTP's systemwide performance expectations and reflect established federal and MPO best practice. MAG agrees that the linkage between goals, performance measures, and modeled outcomes can be made more explicit for readers. Accordingly, MAG will enhance the clarity of the planned-investment scenario presentation to more directly illustrate how the forecasted outcomes support the adopted goals and performance measures. As this is the first RTP/RSTIIP under Proposition 479, longitudinal outcome tracking is not yet possible. However, MAG will incorporate longitudinal tracking in future RTP updates as data becomes available. To further strengthen long-range transparency, MAG will reinforce systemwide performance expectations directly within the RTP, ensuring it continues to serve as the region's definitive long-range performance framework under Proposition 479.

Recommendation 2: Develop and implement a system-wide performance monitoring process that ties directly to the goals, performance measures, and targets identified in the 2025 RSTIIP.

MAG's response: The audit recommendation will be implemented in a different manner.

Response explanation: The conclusion that MAG lacks a systemwide performance monitoring process overlooks the substantial monitoring framework already in place. The key performance metrics presented in Chapter 8 of MOMENTUM 2050 were deliberately developed to support repeatable, system-level monitoring over time, using industry standard modeling and performance analysis techniques. These metrics were selected precisely because they are measurable, reproducible, and suitable for long range trend evaluation at the regional scale. MAG already publishes annual systemwide performance reporting through its System Performance Report, which includes federal target tracking, Congestion Management Process updates, and trend analysis of key RTP measures. Several RTP metrics are already monitored and publicly reported through this process. MAG agrees to make the alignment between these reported measures and the RTP goals more explicit in future publications. Because this is the first RTP/RSTIIP under Proposition 479, Proposition 479 specific trend monitoring is not yet possible. MAG will incorporate systemwide performance trends and outcomes into future RTP updates as real-world data becomes

available. This approach ensures that performance monitoring occurs at the correct scale—the regional transportation system—where multi-year trends, rather than single year fluctuations, provide meaningful insight into the effectiveness of long-range infrastructure investments.

Recommendation 3: Develop and implement a process for implementing partners and member agencies which requires project documentation to explicitly identify project-specific goal(s), objective(s), performance measure(s), metric(s), and target(s).

MAG's response: The audit recommendation will be implemented in a different manner.

Response explanation: MAG will work with implementing partners and member agencies to ensure future project submissions include clear and consistent information on project goals, the performance measures the project may influence, and the systemwide goals each project supports. MAG will also expand existing TIP submittal practices to incorporate the key performance metrics identified in the MOMENTUM 2050 RTP, creating a more uniform and transparent submittal process. However, we want to emphasize that MAG is unaware of any MPO that requires project-specific, quantitative performance targets for *all* of the diverse and multi-faceted projects within their purview. The methodology implied in the audit report misinterprets the purpose and design of the Transportation Performance Management (TPM) program. TPM was created to establish a baseline, system-level performance framework for state DOTs, not to serve as a project-level target setting tool. Applying it in that manner is inconsistent with national practice and with Congress' and FHWA's intent. Unlike TPM reporting, MAG already applies performance data directly and meaningfully in its RTP development and project selection processes. MAG will require consistent project documentation upon submission while reserving detailed, target-based performance assessments for large-scale, high-capacity projects where measurement is meaningful, feasible, technically defensible, and aligned with best practices. This ensures credible, authentic performance monitoring without imposing unrealistic or non-actionable requirements on implementing partners. It should also be noted that this recommendation extends well beyond major MPO practice across nationwide; project-level performance monitoring is not part of the FHWA TPM framework nor is it a federal expectation. MAG will therefore focus ongoing project performance assessments on major projects, applying monitoring timelines that reflect each project's scale, complexity, and data feasibility rather than imposing a one-size-fits-all requirement and across the entire RTP portfolio.

Recommendation 4: Develop and implement a process for implementing partners and member agencies which requires project documentation to explicitly identify the system-wide goal(s) the project supports.

MAG's response: The audit recommendation will be implemented.

Response explanation: MAG already identifies the federal performance measures supported by each project through its Transportation Improvement Program. MAG will expand this practice to include the key performance metrics identified in the MOMENTUM 2050 RTP, ensuring clearer and more consistent alignment between individual projects and the systemwide goals they support.

Recommendation 5: Develop and implement a process for implementing partners and member agencies which requires project documentation to explicitly identify reasonable project milestones or timelines to assess progress toward identified goals and targets.

MAG's response: The audit recommendation will be implemented in a different manner.

Response explanation: MAG agrees that large-scale projects and programs—where the scope, cost, data availability, and regional impact justify a detailed performance approach—should be assessed at regular intervals. MAG will therefore establish project-specific assessment timelines for major investments, using measurement strategies that are technically sound, feasible, and aligned with national best practice. However, establishing project-specific metrics and targets for every project in the RTP is impractical, inauthentic, prohibitively expensive, and would not produce reliable or actionable information. This recommendation also extends well beyond major MPO practice nationwide; moreover, project-level performance monitoring is not the standard practice referenced in FHWA's Transportation Performance Management framework. MAG will instead focus its ongoing project performance assessments on major projects and programs, applying monitoring timelines that reflect each project's individual scale, complexity, and data feasibility rather than imposing a one-size-fits-all timeline and measurement requirement across the entire RTP portfolio.

Appendix G: Valley Metro's Response

The subsequent pages were written by Valley Metro to provide a response to each of the findings and to indicate its intention regarding implementation of each of the recommendations resulting from the performance audit conducted by Sikich.

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June 12, 2026

Sikich CPA LLC
ATTN: Amy Sherwood, CPA, CISA
333 John Carlyle Street, Suite 500
Alexandria, VA 22314

Subject: MAG RTP Performance Audit Revised Final Report Draft

Dear Ms. Sherwood:

Valley Metro has completed its review of the revised final report draft of the performance audit of the Maricopa Association of Governments (MAG) Regional Transportation Plan (RTP) dated June 5, 2026.

Valley Metro's response to the finding is outlined below and on the subsequent pages for each of the four audit recommendations. Please note our responses are contingent upon Valley Metro Regional Public Transportation Authority's Board of Directors approval.

Chapter 4: Light rail and streetcar boarding data

Valley Metro reported inconsistent light rail and streetcar boarding data, resulting in potential difficulties for management in making informed decisions regarding service level adjustments and future budgets, and a lack of public transparency regarding its performance

Valley Metro's response: The finding is agreed to.

Response explanation: The finding relative to inconsistent boarding data is accepted; however, it has not impacted service levels or budget development. The ridership reporting process consists of a series of interconnected monthly reports. These reports are used internally and externally to communicate ridership trends and operational performance. The reporting structure functions as a pipeline, with monthly ridership reports serving as the primary data source. Subsequent reports rely on this dataset and incorporate the finalized ridership figures into additional reporting. Retroactive revisions to monthly ridership reports had not been transferred to downstream dependent reports, resulting in discrepancies. Additional procedures for reconciliation are being undertaken, and downstream reports will be replaced by a dashboard platform that is updated simultaneously to improve automation, consistency, and validation of reported information.

Ms. Amy Sherwood
June 12, 2026
Page 2

Recommendation 6: Incorporate corrected boarding data into the fiscal years 2022 through 2025 Annual Ridership Reports, Transit Performance Ridership Reports, and Boardings per Station Reports, and re-issue them to the public.

Valley Metro's response: The audit recommendation will be implemented.

Response explanation: The audit recommendation to update boarding data will be implemented. Valley Metro has identified the months with impacted data and will have revised materials on our website no later than June 30, 2026.

Recommendation 7: Develop and implement procedures to ensure the consistency of reported performance data, including defined roles and responsibilities for performance data management and reporting.

Valley Metro's response: The audit recommendation will be implemented.

Response explanation: To eliminate inconsistencies identified, all ridership reporting outputs will be consolidated under a single controlled reporting framework and, to improve reporting efficiency, review procedures will be developed and implemented no later than May 31, 2026.

Recommendations 8: Develop and implement procedures to ensure the consistency of reported performance data, including defined timeframes for completing reconciliation and validation processes.

Valley Metro's response: The audit recommendation will be implemented.

Response explanation: To ensure consistency and timely completion of ridership reporting, formalized reconciliation and validation review procedures will be developed and will be implemented no later than May 31, 2026.

Recommendation 9: Develop and implement procedures to ensure the consistency of reported performance data, including training for staff on these processes.

Valley Metro's response: The audit recommendation will be implemented.

Response explanation: To support the implementation of updated ridership reporting procedures, staff training will be conducted, including incorporating standardized work flows, no later than May 31, 2026.



STATE ENGINEER'S REPORT

June 2026

The Status of Projects Under Construction report for June 2026 shows 117 projects under construction valued at \$3,315,552,115.90. The transportation board awarded 10 projects during June valued at approximately \$37.9 million.

During June, the Department finalized 7 projects valued at \$25,584,904.17. Projects where the final cost exceeded the contractors bid amount by more than 5% are detailed in your board package.

Fiscal Year to date we have finalized 87 projects. The total cost of these 87 projects has exceeded the contractors bid amount by 2.4%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 0.5%.

MONTHLY CONSTRUCTION REPORT

June 2026

PROJECTS UNDER CONSTRUCTION	117
MONETARY VALUE OF CONTRACTS	\$3,315,552,115.90
PAYMENTS MADE TO DATE	\$1,497,791,306.72
STATE PROJECTS	82
LOCAL GOVERNMENT	35
OTHER	
CONTRACTS EXECUTED IN JUNE 2026	14
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$146,166,942.03

FIELD REPORTS SECTION

EXT. 7301

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2026
June, 2026

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
017-A-(257)T F025801C	Sunset Point Rest Area NorthWest District Working Days: 447 = 210 + 76 + 22 + 139 Days Used: 447		HAYDON BUILDING CORP	Low Bid = \$3,128,493.60 or 71.09% over State Estimate			
		4,400,506.40		\$7,529,000.00	\$9,572,740.48	\$2,043,740.48	27.1 %
073-A-(209)T F057401C	SR-73/SR-260 INTERSECTION NorthEast District Working Days: 150 Days Used: 108		SHOW LOW CONSTRUCTION, INC.	Low Bid = \$197,328.06 or 12.70% over State Estimate			
		1,554,187.50		\$1,751,515.56	\$1,852,772.70	\$101,257.14	5.8 %
MRN-0-(207)T T034201C	Dove Mt Blvd and Moore Rd SouthCent District Working Days: 190 Days Used: 154		WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	Low Bid = (\$14,980.62) or 2.25% under State Estimate			
		664,422.50		\$649,441.88	\$620,083.20	(\$29,358.68)	-4.5 %
GGI-0(219)T T039101C	HOUSTON MESA ROAD: SR 260 EAST NorthCent District Working Days: 208 = 155 + 16 + 12 + 20 + 2 + 3 Days Used: 208		EARTH RESOURCES CORPORATION	Low Bid = (\$129,332.00) or 4.25% under State Estimate			
		3,040,029.00		\$2,910,697.00	\$3,104,855.26	\$194,158.26	6.7 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2026
June, 2026

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
0RV-0-(205)T T047401C Working Days: 140 Days Used: 91	Tangerine Rd and 1st Ave Tange SouthCent District	224,300.00	WILLIAM CHARLES CONSTRUCTION COMPANY, LLC	Low Bid = (\$66,753.28) or 29.76% under State Estimate \$157,546.72	\$168,948.51	\$11,401.79	7.2 %
086-A-(227)T F054901C Working Days: 160 Days Used: 138	MP 80-BIA 132 SouthCent District	13,699,808.00	FISHER SAND & GRAVEL CO.	Low Bid = (\$4,810,919.12) or 35.12% under State Estimate \$8,888,888.88	\$8,499,536.03	(\$389,352.85)	-4.4 %
303-A-NFA F077601C Working Days: 159 = 145 + 14 Days Used: 157	SR303L and US 60 System TI Central District	1,933,531.00	GRANITE CONSTRUCTION COMPANY	Low Bid = (\$139,322.00) or 7.21% under State Estimate \$1,794,209.00	\$1,765,967.99	(\$28,241.01)	-1.6 %

Accumulation to Date (FiscalYear 2026 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
82	\$619,874,741.46	\$582,544,397.55	\$596,250,333.58	\$13,705,936.03	2.4%

Prepared By:

DocuSigned by:

Ladd Bouts

4121CC9894A942B...

7/1/2026

Field Reports Unit, X7301

Checked By:

DocuSigned by:

Irene Del Castillo

697D6036C248471...

7/1/2026

IRENE DEL CASTILLO, FR Manager
Field Reports, X7321

Completed Contracts (FiscalYear 2026)

June, 2026

<u>Totals</u>	<u>No. of Contracts</u>	<u>State Estimate</u>	<u>Bid Amount</u>	<u>Final Cost</u>
# of Projects: 7	7	\$25,516,784.40	\$23,681,299.04	\$25,584,904.17
		<u>Monetary</u>		<u>Monetary</u>
		(\$1,835,485.36)		\$1,903,605.13

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2026

<u>LESS ADJUSTMENTS FOR</u>								
<u>MONTH</u>	<u>CUMULATIVE FINAL COST</u>	<u>REVISIONS/ OMISSIONS #4 & #5</u>	<u>INCENTIVE/ BONUS #7</u>	<u>ADD'L WORK PD OTHERS #3</u>	<u>CUMULATIVE ADJ</u>	<u>CUMULATIVE BID AMOUNT</u>	<u>ADJUSTED FINAL COST</u>	<u>ADJ CUM</u>
Jul-25	\$ 54,558,985	\$ 431,654	\$ 236,985	\$ 193,403	\$ 862,042	\$ 53,935,164	\$ 53,696,943	-0.4%
Aug-25	\$ 241,101,839	\$ 2,006,302	\$ 1,729,462	\$ 23,129	\$ 4,620,935	\$ 234,085,662	\$ 236,480,904	1.0%
Sep-25	\$ 297,393,731	\$ 1,132,365	\$ 181,484	\$ -	\$ 5,934,784	\$ 290,923,391	\$ 291,458,947	0.2%
Oct-25	\$ 345,249,033	\$ 519,048	\$ 662,146	\$ -	\$ 7,115,978	\$ 340,235,832	\$ 338,133,054	-0.6%
Nov-25	\$ 371,550,307	\$ 254,115	\$ 282	\$ -	\$ 7,370,376	\$ 366,116,841	\$ 364,179,931	-0.5%
Dec-25	\$ 383,608,989	\$ 534,319	\$ -	\$ -	\$ 7,904,695	\$ 378,076,410	\$ 375,704,294	-0.6%
Jan-26	\$ 502,994,870	\$ 302,638	\$ 1,258,120	\$ -	\$ 9,465,452	\$ 496,001,800	\$ 493,529,418	-0.5%
Feb-26	\$ 521,714,945	\$ 446,981	\$ 58,780	\$ -	\$ 9,971,213	\$ 511,544,357	\$ 511,743,732	0.0%
Mar-26	\$ 538,313,398	\$ 5,842	\$ (4,392)	\$ -	\$ 9,972,663	\$ 527,691,032	\$ 528,340,736	0.1%
Apr-26	\$565,015,760	\$ 123,257	\$ 190,508	\$ -	\$ 10,286,428	\$ 553,564,928	\$ 554,729,333	0.2%
May-26	\$570,665,429	\$ 177,211	\$ (747)	\$ -	\$ 10,462,892	\$ 558,863,099	\$ 560,202,538	0.2%
Jun-26	\$ 596,250,334	\$ 233,730	\$ 83,249	\$ 70,181	\$ 10,850,052	\$ 582,544,398	\$ 585,400,282	0.5%
		\$ 6,167,460	\$ 4,395,878	\$ 286,713	\$ 10,850,052			

CONTRACTS

Contracts: (Action as Noted)

Federal-Aid ("A" "B" "T" "D") projects do not need FHWA concurrence, but must comply with DBE regulations; other projects are subject to FHWA and/or local government concurrence and compliance with DBE regulations.

*ITEM:10a BOARD DISTRICT NO.: 1

BIDS OPENED: JUNE 05, 2026

HIGHWAY: GILA BEND – LUKEVILLE HIGHWAY (SR 85)

SECTION: QILOTOSA WASH – W. THAYER RD

COUNTY: MARICOPA

ROUTE NO.: SR 85

PROJECT : TRACS: 085-A(210)T; 085 MA 004 F083301C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: J. BANICKI CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 2,681,299.00

DEPARTMENT

ESTIMATE: \$ 3,366,077.60

\$ UNDER ESTIMATE: \$ 684,778.60

% UNDER ESTIMATE: 20.3%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 6

RECOMMENDATION: AWARD



*ITEM:10b BOARD DISTRICT NO.: SW
 BIDS OPENED: JUNE 12, 2026
 HIGHWAY: I-8 AND I-10
 SECTION: GILA BEND; QUARTZSITE; EHRENBURG
 COUNTY: STATEWIDE
 ROUTE NO.: I-8 & I-10
 PROJECT : TRACS: 999-A(393)T: 999 SW 000 F072501C
 FUNDING: 94.3% FED 5.7% STATE
 LOW BIDDER: CS CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 2,162,708.00
 DEPARTMENT
 ESTIMATE: \$ 2,817,176.06
 \$ UNDER ESTIMATE: \$ 654,468.06
 % UNDER ESTIMATE: 23.2%
 PROJECT DBE GOAL: 0.0%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 3
 RECOMMENDATION: AWARD



CONTRACTS

*ITEM:10c BOARD DISTRICT NO.: 6

BIDS OPENED: JUNE 19, 2026

HIGHWAY: PRESCOTT – ASH FORK HWY (SR 89)

SECTION: TELEPHONE ROAD TO ROAD 1S, CHINO VALLEY

COUNTY: YAVAPAI

ROUTE NO.: SR 89

PROJECT : TRACS: 999-A(647)T: 999 YV 326 F076801C

FUNDING: 94.30% FED 5.70% STATE

LOW BIDDER: COMBS CONSTRUCTION COMPANY, LLC.

LOW BID AMOUNT : \$ 795,500.00

DEPARTMENT
ESTIMATE: \$ 890,516.00

\$ UNDER ESTIMATE: \$ 95,016.00

% UNDER ESTIMATE: 10.7%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 6

RECOMMENDATION: POSTPONE





ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

165 Working Days

The proposed project is located in Maricopa County on SR 85 south of Gila Bend between milepost 4.39 and milepost 6.02. The work consists on drainage improvement by extending existing Concrete Box Culverts (CBC) up to the Clear Zone at five locations within the project limits. The work also includes replacing existing pavement, removing existing guardrail and replacing existing fence, placing riprap, pavement marking and other related work.

Bid Opening Date : 6/5/2026, Prequalification Required, Engineer Specialist : Vian Rashid

Project No.	Highway Termini	Location	Item
085 MA 004 F083301C 085-A-(210)T	GILA BEND – LUKEVILLE HIGHWAY (SR 85)	QILOTOSA WASH W THAYER RD SouthWest District	105125

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,681,299.00	J. BANICKI CONSTRUCTION, INC.	4720 E. Cotton Gin Loop, Suite 240 Phoenix, AZ 85040-
2	\$2,697,697.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
3	\$2,859,058.75	D B A CONSTRUCTION INC.	1833 SOUTH 59TH AVENUE PHOENIX, AZ 85043-
4	\$2,950,373.36	COMBS CONSTRUCTION COMPANY, LLC.	1903 WEST PARKSIDE LANE,, SUITE # 100 GLENDALE, AZ 85027-
	\$3,366,077.60	DEPARTMENT	
5	\$3,543,860.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$4,613,243.00	MERIDIAN ENGINEERING COMPANY	3855 NORTH BUSINESS CENTER DRIVE TUCSON , AZ 85705-

Apparent Low Bidder is 20.3% Under Department Estimate (Difference = (\$684,778.60))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 05, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	085 MA 004 F0833 01C
PROJECT NO	085-A(210)T
TERMINI	GILA BEND – LUKEVILLE HIGHWAY (SR 85)
LOCATION	QILOTOSA WASH - W THAYER RD

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 85	4.39 to 6.02	SOUTHWEST	105125

The amount programmed for this contract is \$4,020,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa County on SR 85 south of Gila Bend between milepost 4.39 and milepost 6.02. The work consists on drainage improvement by extending existing Concrete Box Culverts (CBC) up to the Clear Zone at five locations within the project limits. The work also includes replacing existing pavement, removing existing guardrail and replacing existing fence, placing riprap, pavement marking and other related work.

The time allowed for the completion of the work included in this contract will be 165 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

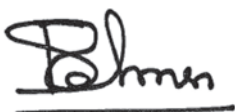
Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Vian Rashid, vrashid@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.



For Brahma Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 04/20/2026



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

250 Calendar Days

The proposed project is located in Maricopa and La Paz Counties on I-8, MP 100.7 to MP 112.7 near Gila Bend; and on I-10, MP 0.5 to MP 6.4 near Ehrenberg; and on I-10 MP 20.9 to 21.1 near Quartzsite. The work consists of the installation of: new Dynamic Message Sign (DMS), Closed Circuit Television (CCTV) camera, a Queue Warning System, warning signs, grading, and related work.

Bid Opening Date : 6/12/2026, Prequalification Required, Engineer Specialist : Mowery-Racz Thomas

Project No.	Highway Termini	Location	Item
999 SW 999 F072501C 999-A-(393)T	I-8 AND I-10	Gila Bend Quartzsite Ehrenberg SouthWest District	103717

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$2,162,708.00	C S CONSTRUCTION, INC.	22023 N 20TH AVE SUITE A PHOENIX, AZ 85027-
	\$2,817,176.06	DEPARTMENT	
2	\$2,888,634.00	MICHIANA CONTRACTING, INC.	7843 LILAC ROAD PLYMOUTH, IN 46563-
3	\$3,303,398.00	GRANITE CONSTRUCTION COMPANY	4115 E ILLINOIS ST TUCSON, AZ 85714-

Apparent Low Bidder is 23.2% Under Department Estimate (Difference = (\$654,468.06))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, June 12, 2026, at 11:00 A.M. (M.S.T.)

TRACS No: 999 SW 000 F0725 01C
PROJECT No: 999-A(393)T
TERMINI: I-8 and I-10
LOCATION: Gila Bend; Quartzsite; Ehrenberg

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
I-8 and I-10	N/A	SouthWest	103717

The amount programmed for this contract is \$3,750,000. The location and description of the proposed work are as follows:

The proposed project is located in Maricopa and La Paz Counties on I-8, MP 100.7 to MP 112.7 near Gila Bend; and on I-10, MP 0.5 to MP 6.4 near Ehrenberg; and on I-10 MP 20.9 to 21.1 near Quartzsite. The work consists of the installation of: new Dynamic Message Sign (DMS), Closed Circuit Television (CCTV) camera, a Queue Warning System, warning signs, grading, and related work.

The time allowed for the completion of the work included in this contract will be 250 calendar days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

Persons that require a reasonable accommodation based on language or disability should contact ADOT's Contracts and Specifications Office by phone (602) 712-7221. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Thomas Mowery-Racz, tmowery-racz@azdot.gov, any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

Brahama Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: Wednesday, April 29, 2026



ARIZONA DEPARTMENT OF TRANSPORTATION
PROJECT DELIVERY AND OPERATIONS DIVISION
CONTRACTS AND SPECIFICATIONS SECTION

BID RESULTS

Completion Date:

80 Working Days

The proposed project is located in Yavapai County on SR 89 from MP 326.66 to MP 327.51, in the Chino Valley. The work consists of improving ramps, sidewalks and driveways to comply with ADA requirements. The work includes curb, curb and gutter, driveway, sidewalk ramp, and sidewalk replacement, pavement marking, and other related work.

Bid Opening Date : 6/19/2026, Prequalification Required, Engineer Specialist : Farhana Jesmin

Project No.	Highway Termini	Location	Item
999 YV 326 F076801C 999-A-(647)T	PRESCOTT-ASH FORK HWY (SR 89)	TELEPHONE ROAD TO ROAD 1S CHIN NorthWest District	104492

Rank	Bid Amount	Contractor Name	Address of Contractor
1	\$795,500.00	COMBS CONSTRUCTION COMPANY, LLC.	1903 WEST PARKSIDE LANE,, SUITE # 100 GLENDALE, AZ 85027-
2	\$868,082.00	EARTH RESOURCES CORPORATION	300 S. LATILLA LANE DEWEY, AZ 86327-
3	\$888,888.00	HAWK CONTRACTING LLC	1022 E. LOYOLA DRIVE TEMPE, AZ 85282-
	\$890,516.00	DEPARTMENT	
4	\$1,017,181.40	ASPHALT PAVING & SUPPLY, INC.	2425 NORTH GLASSFORD HILL RD PRESCOTT VALLEY, AZ 86314-
5	\$1,045,854.00	STANDARD CONSTRUCTION COMPANY, INC.	810 E WESTERN AVE AVONDALE, AZ 85323-

Rank	Bid Amount	Contractor Name	Address of Contractor
6	\$1,379,571.05	SUNLAND ASPHALT & CONSTRUCTION LLC	1625 E. NORTHERN AVENUE PHOENIX, AZ 85020-

Apparent Low Bidder is 10.7% Under Department Estimate (Difference = (\$95,016.00))

ARIZONA DEPARTMENT OF TRANSPORTATION

ADVERTISEMENT FOR BIDS

BID OPENING: FRIDAY, JUNE 19, 2026, AT 11:00 A.M. (M.S.T.)

TRACS NO	999 YV 326 F076801C
PROJECT NO	999-A(647)T
TERMINI	PRESCOTT-ASH FORK HWY (SR 89)
LOCATION	TELEPHONE ROAD TO ROAD 1S, CHINO VALLEY

ROUTE NO.	MILEPOST	DISTRICT	ITEM NO.
SR 89	326.66 to 327.51	NORTHWEST	104492

The amount programmed for this contract is \$1,000,000. The location and description of the proposed work are as follows:

The proposed project is located in Yavapai County on SR 89 from MP 326.66 to MP 327.51, in the Chino Valley. The work consists of improving ramps, sidewalks and driveways to comply with ADA requirements. The work includes curb, curb and gutter, driveway, sidewalk ramp, and sidewalk replacement, pavement marking, and other related work.

The time allowed for the completion of the work included in this contract will be 80 working days.

The Arizona Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to §§ 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Contract documents, and other project documents, if applicable, are available as electronic files, at no charge, from the Department's website through the ADOT Contracts and Specifications Group (<https://azdot.gov/business/contracts-and-specifications/current-advertisements>).

Documents will be available within one week following the advertisement for bids.

To submit a valid bid, the bidder must (1) have prequalification from the Department as necessary for the project, and (2) be included on the project Plansholder List as a Prime.

The Application for Contractor Prequalification may be obtained from the Contracts and Specifications website.

This project requires electronic bidding. If a request for approval to bid as a Prime Contractor is received less than five working days prior to bid opening, the Department cannot guarantee the request will be acted on.

This contract is subject to the provisions of Arizona Revised Statutes Section 42-5075 -- Prime contracting classification; exemptions; definitions.

No award will be made to any contractor who is not a duly licensed contractor in accordance with Arizona Revised Statutes 32-1101 through 32-1170.03.

All labor employed on this project shall be paid in accordance with the minimum wage rates shown in the General Wage Decision. These rates have been determined in accordance with the requirements of the law and issued by the Secretary of Labor for this project. The wage scale is on file in Contracts and Specifications Section and copies may be obtained at all reasonable times.

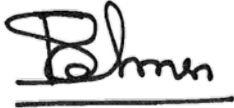
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Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con ADOT (602) 712-7221.

The bidder shall provide an electronic proposal guaranty payable to the Arizona Department of Transportation for 10 percent of the amount of the bid.

Prior to the bid opening date, any questions pertaining to the project documents shall be submitted to the Department in a written format through the Bid Express (Bidx) website at <https://www.bidx.com/az/lettings>. Questions shall be submitted through the Questions and Answers (Q&A) link located within the corresponding letting date and project proposal number links. The Department may not answer all questions, and any decision on whether a question is answered will be within the sole discretion of the Department. Any questions received less than three working days prior to the bid opening date may not be answered.

The Engineering Specialist assigned to this project is: Farhana Jesmin, fjesmin@azdot.gov , any correspondence with the Engineering Specialist is subject to posting onto Bidx through the project's Q&A link. Answers to questions will not be given verbally, but will be posted exclusively to the Bidx website.

A handwritten signature in black ink, appearing to read 'Bhmen' or similar, with a horizontal line underneath.

For Brahma Singh, PE,
Group Manager,
Contracts & Specifications

Project Advertised on: 5/08/2026