

ARIZONA STATE TRANSPORTATION BOARD

Katie Hobbs, Governor

Ted Maxwell, Chairman
Jenny Howard, Vice Chair
Sam Elters, Member
Jamescita Peshlakai, Member
John Giles, Member
Doug Coleman, Member
Vacant, 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, September 18, 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, September 18, 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.

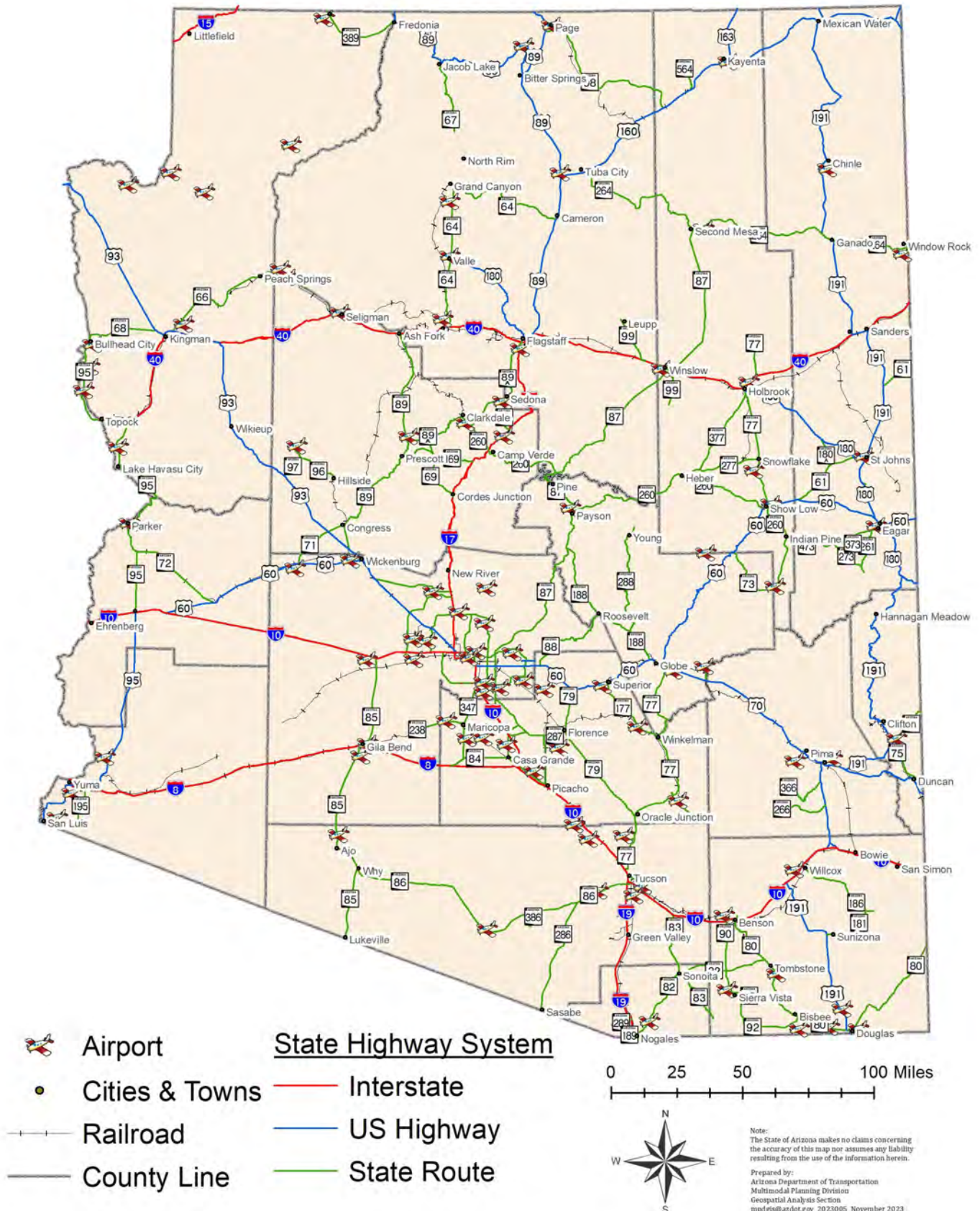
ORDER DEFERRAL AND ACCELERATIONS OF AGENDA ITEMS, VOTE WITHOUT DISCUSSION

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 11th day of September, 2026

State Highway System with Railroads & Airports



ARIZONA STATE TRANSPORTATION BOARD

STATE TRANSPORTATION BOARD
IN PERSON WITH OPTIONAL TELEPHONIC/WEBEX ATTENDANCE
BOARD MEETING
Eloy City Council Chambers
595 North C Street
Eloy, AZ 85131
9:00 a.m., Friday, September 18, 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, September 18th, 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 September 18, 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— Todd Emery, Southeast District,

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 — Todd Emery, Southeast District Administrator)

***ITEM 3: Consent Agenda**

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)

Page 8

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
- B) Aeronautics 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*Page 112**

Staff will present AZ SMART fund program applications from various eligible applicants for the Transportation Board's consideration and approval. Representatives from the applicants may be available for questions.

- A) September 2026 AZ SMART Fund Report
 - B) ADOT: Arizona Statewide Camera Modernization for Safer, Smarter Highways
- (For discussion and possible action — Justin Feek, Division Director, Multimodal Planning Division)

ITEM 7: Priority Planning Advisory Committee (PPAC)*Page 169**

Staff will present recommended PPAC actions to the Board including consideration of changes to the FY2027 - 2031 Statewide Transportation Facilities Construction Program.

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

ITEM 8: State Engineer's Report**Page 188**

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)

ITEM 9: Construction Contracts*Page 195**

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 10: Letter of Support—Transportation Infrastructure Outlook Modeling & Messaging*Page 204**

Director Toth will present recommended letter of support to the Arizona Board of Regents for funding stream for the Community Grants program. This request was received from the County Supervisors Association of Arizona.

(For discussion and possible action — Jennifer Toth, 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 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. | 2026-09-A-033 |
| PROJECT: | 051 MA 005 H2431 / 600-2-606 |
| HIGHWAY: | PIESTEWA FREEWAY |
| SECTION: | Glendale Ave. – 26th St. (East Aurelius Ave.) |
| ROUTE NO.: | State Route 51 |
| DISTRICT: | Central |
| COUNTY: | Maricopa |
| RECOMMENDATION: | Establish new right of way as a State Route and State Highway to encompass underground utilities as an integral part of the State Transportation System, necessary to enhance convenience and safety for the travelling public. |
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- | | |
|--------------------|--|
| *ITEM: 3b RES. NO. | 2026-09-A-034 |
| PROJECT: | I-8-1(41)6 |
| HIGHWAY: | YUMA – CASA GRANDE |
| SECTION: | Araby (Eastbound S. Frontage Rd.) |
| ROUTE NO.: | Interstate Route 8 |
| DISTRICT: | Southwest |
| COUNTY: | Yuma |
| DISPOSAL NO.: | D-SW-007 |
| RECOMMENDATION: | Abandon to the City of Yuma, in accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, right of way no longer needed for the State Transportation System that can be better managed by the Local Public Agency. |
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- | | |
|--------------------|---|
| *ITEM: 3c RES. NO. | 2026-09-A-035 |
| PROJECT: | I-8-1(41)6 |
| HIGHWAY: | YUMA – CASA GRANDE |
| SECTION: | Araby (Eastbound S. Frontage Rd.) |
| ROUTE NO.: | Interstate Route 8 |
| DISTRICT: | Southwest |
| COUNTY: | La Paz |
| DISPOSAL: | D-SW-007-A |
| RECOMMENDATION: | Extinguish and relinquish to the U. S. Bureau of Land Management, accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, right of way no longer needed for the State Transportation System that can be better managed by the Local Public Agency, upon its reassignment to the City of Yuma. |

RIGHT OF WAY RESOLUTIONS (action as noted)

*ITEM: 3d RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd – MP 020 (U.S. 60 T.I. (Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL NO.: 7-10876-A
RECOMMENDATION: Establish new right of way as a State Route to be utilized for improvements necessary to enhance convenience and safety for the travelling public.

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: 3e BOARD DISTRICT NO.: 3
 BIDS OPENED: AUGUST 07, 2026
 HIGHWAY: NOGALES – TOMBSTONE HIGHWAY (SR 82)
 SECTION: SAN PEDRO RIVER BRIDGE NO. 20310
 COUNTY: COCHISE
 ROUTE NO.: SR 82
 PROJECT : TRACS: 082-A(210)T: 082 CH 61 F052201C
 FUNDING: 94.3% FED 5.7% STATE
 LOW BIDDER: K E & G CONSTRUCTION, INC.
 LOW BID AMOUNT : \$ 10,463,304.14
 DEPARTMENT ESTI-
 MATE: \$ 10,819,345.00
 \$ UNDER ESTIMATE: \$ 356,040.86
 % UNDER ESTIMATE: 3.3%
 PROJECT DBE GOAL: 0.0%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 5
 RECOMMENDATION: AWARD



September 18, 2026

RES. NO. 2026-09-A-033
PROJECT: 051 MA 005 H2431 / 600-2-606
HIGHWAY: PIESTEWA FREEWAY
SECTION: Glendale Ave. - 26th St. (East Aurelius Ave.)
ROUTE NO.: State Route 51
DISTRICT: Central
COUNTY: Maricopa

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 a portion of Piestewa Freeway, State Route 51, Piestewa Freeway 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 encompass underground utilities as an integral part of the State Transportation System, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the additional right of way for this improvement.

The additional right of way to be acquired and established for this improvement 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 PIESTEWA FREEWAY, Glendale Ave. - 26th Street, Project 051 MA 005 H2431 01R / 600-2-606".

September 18, 2026

RES. NO. 2026-09-A-033
PROJECT: 051 MA 005 H2431 / 600-2-606
HIGHWAY: PIESTEWA FREEWAY
SECTION: Glendale Ave. - 26th St. (East Aurelius Ave.)
ROUTE NO.: State Route 51
DISTRICT: Central
COUNTY: Maricopa

In the interest of public safety, necessity and convenience, I recommend that the area depicted in Appendix "A" be established as an integral part of the State Transportation System and be designated part of the State Highway System.

I further recommend the acquisition of the new right of way, and various easements necessary for or incidental to the improvement.

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
(2 of 2)

September 18, 2026

RES. NO. 2026-09-A-033
PROJECT: 051 MA 005 H2431 / 600-2-606
HIGHWAY: PIESTEWA FREEWAY
SECTION: Glendale Ave. - 26th St. (East Aurelius Ave.)
ROUTE NO.: State Route 51
DISTRICT: Central
COUNTY: Maricopa

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on September 18, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes §28-7046, recommending the establishment and acquisition of additional right of way for the improvement of a portion of the Piestewa Freeway, State Route 51, as set forth in the above referenced project.

New right of way is now needed to encompass underground utilities as an integral part of the State Transportation System, necessary to enhance convenience and safety for the traveling public.

Accordingly, it is necessary to acquire and establish the additional right of way for this improvement.

The additional right of way to be acquired and established for this improvement 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 PIESTEWA FREEWAY, Glendale Ave. - 26th Street, Project 051 MA 005 H2431 01R / 600-2-606".

WHEREAS acquisition and establishment of the additional right of way is necessary for this improvement; and

WHEREAS because of these premises, this Board finds public safety, necessity and convenience require the recommended acquisition and establishment of the additional land needed for this improvement; therefore, be it

September 18, 2026

RES. NO. 2026-09-A-033
PROJECT: 051 MA 005 H2431 / 600-2-606
HIGHWAY: PIESTEWA FREEWAY
SECTION: Glendale Ave. - 26th St. (East Aurelius Ave.)
ROUTE NO.: State Route 51
DISTRICT: Central
COUNTY: Maricopa

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

RESOLVED that the portion of right of way as depicted in Appendix "A" is hereby established as an integral part of State Transportation System and designated part of the State Highway System; be it further

RESOLVED that the Deputy Director is hereby authorized to acquire by lawful means, in accordance with Arizona Revised Statutes §28-7092, 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. Upon failure to acquire said lands by other lawful means, the Deputy Director is authorized to initiate condemnation proceedings.

September 18, 2026

RES. NO. 2026-09-A-033
PROJECT: 051 MA 005 H2431 / 600-2-606
HIGHWAY: PIESTEWA FREEWAY
SECTION: Glendale Ave. - 26th St. (East Aurelius Ave.)
ROUTE NO.: State Route 51
DISTRICT: Central
COUNTY: Maricopa

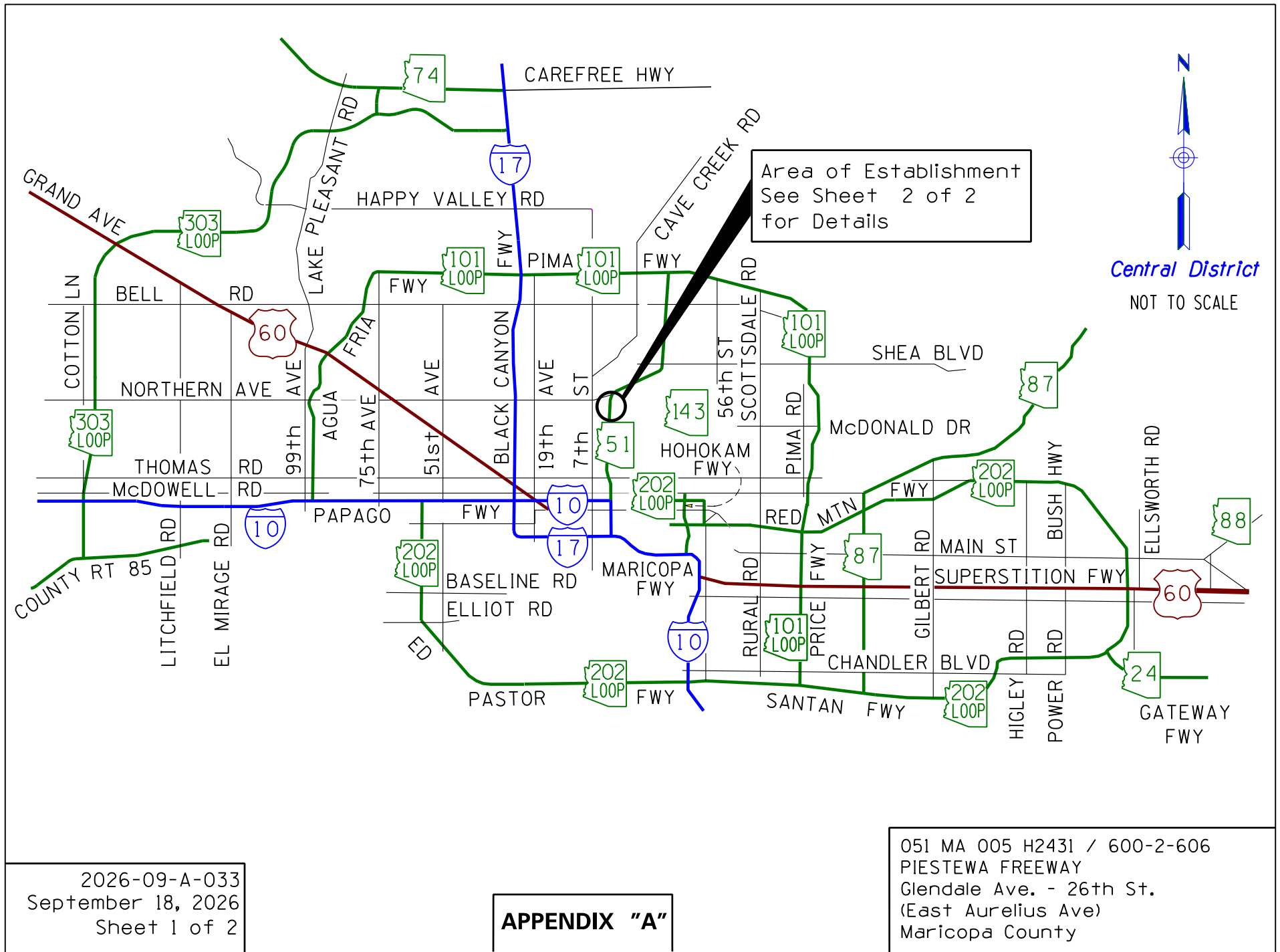
CERTIFICATION

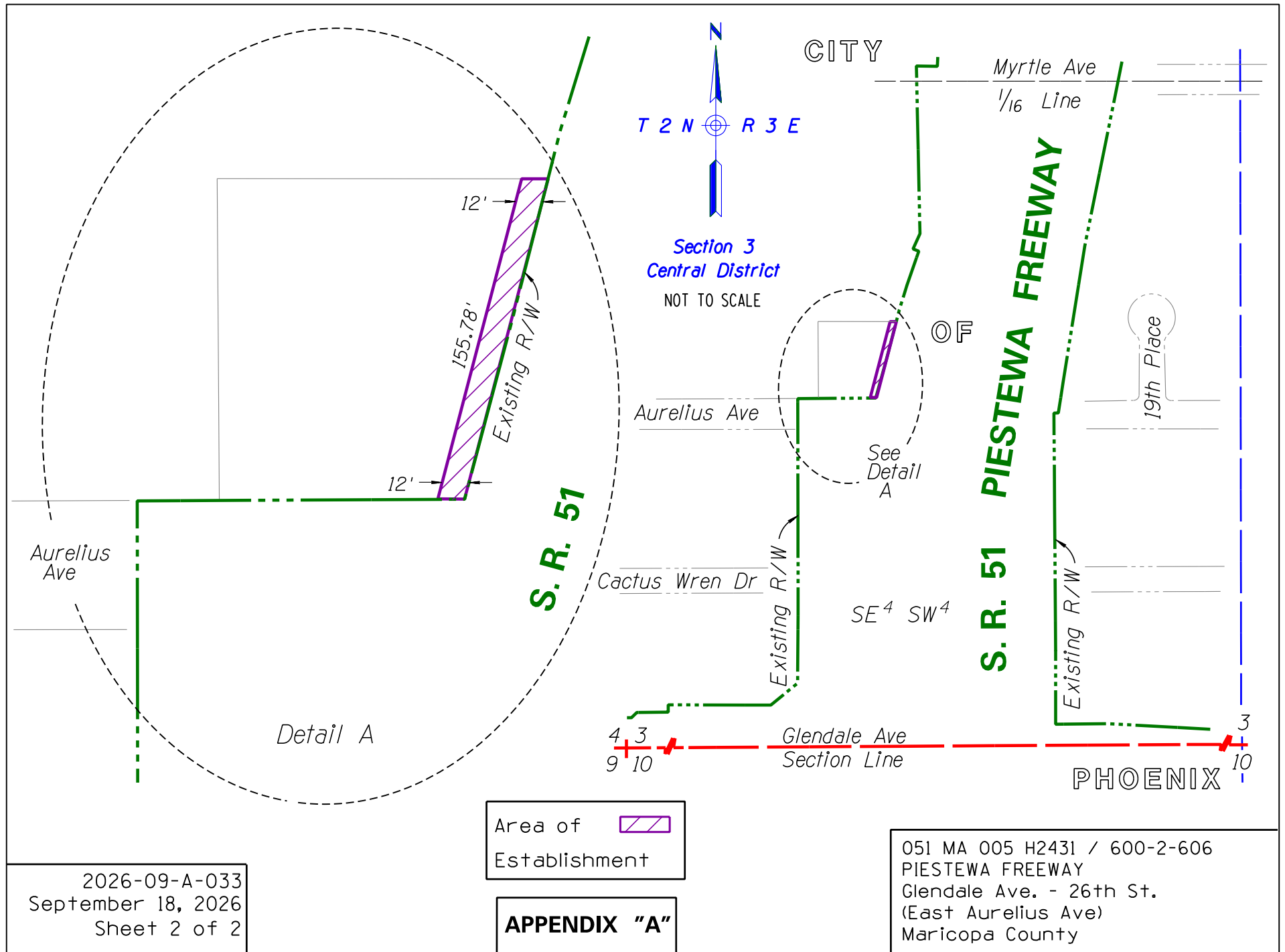
I, AUDRA MERRICK, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 18, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 18, 2026.

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

Seal





2026-09-A-033
September 18, 2026
Sheet 2 of 2

Area of Establishment

APPENDIX "A"

051 MA 005 H2431 / 600-2-606
PIESTEWA FREEWAY
Glendale Ave. - 26th St.
(East Aurelius Ave)
Maricopa County

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

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 Interstate Route 8 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 Yuma has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, 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.

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 YUMA - CASA GRANDE HIGHWAY, Project I-8-1(41)6", and is shown in Appendix "A" attached hereto.

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

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 Yuma, in accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, 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.

Those portions of right of way acquired from the U. S. Bureau of Land Management are not included in this abandonment. In accordance with Federal and State Law, said portions of right of way will be relinquished through a separate Resolution action of the Arizona State Transportation Board, and will be simultaneously reassigned to the City of Yuma.

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.

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

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

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

RESOLUTION OF ABANDONMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on September 18, 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 Yuma within the above referenced project.

The right of way to be abandoned is no longer needed for state transportation purposes. The City of Yuma has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, 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 YUMA - CASA GRANDE HIGHWAY, Project I-8-1(41)6", and is shown in Appendix "A" attached hereto.

Those portions of right of way acquired from the U. S. Bureau of Land Management are not included in this abandonment. In accordance with Federal and State Law, said portions of right of way will be relinquished through a separate Resolution action by the Arizona State Transportation Board and will be simultaneously reassigned to the City of Yuma.

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

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

WHEREAS the City of Yuma has agreed to accept jurisdiction, ownership and maintenance responsibilities for the right of way in accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, 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

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

RESOLVED that the right of way depicted in Appendix "A" is hereby removed from the State Highway System and abandoned to the City of Yuma, in accordance with Intergovernmental Agreement No. 24-0009698, dated March 28, 2025, 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 Yuma, evidencing the abandonment of the State's interest.

September 18, 2026

RES. NO. 2026-09-A-034
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL NO.: D-SW-007

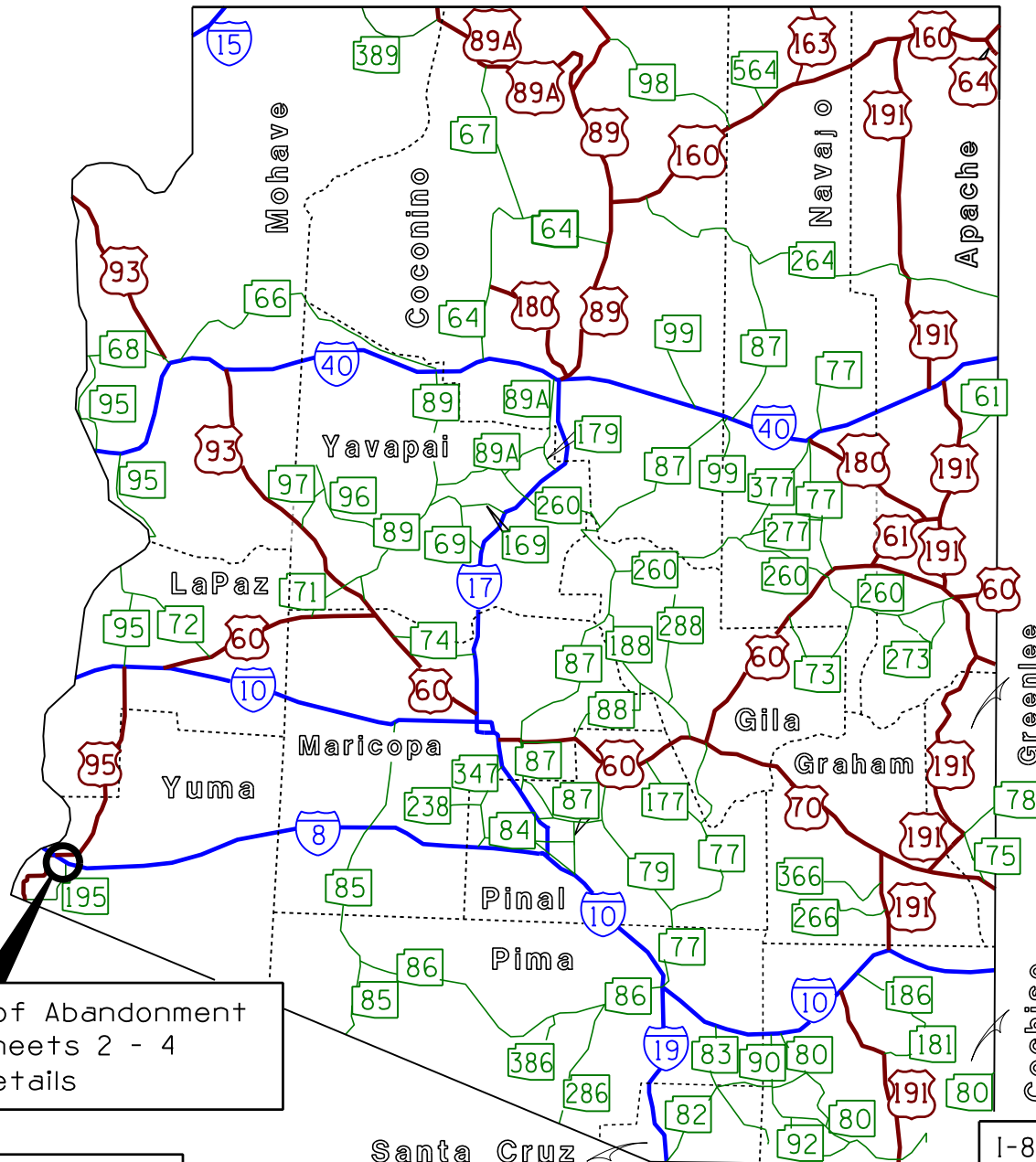
CERTIFICATION

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 September 18, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 18, 2026.

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

Seal



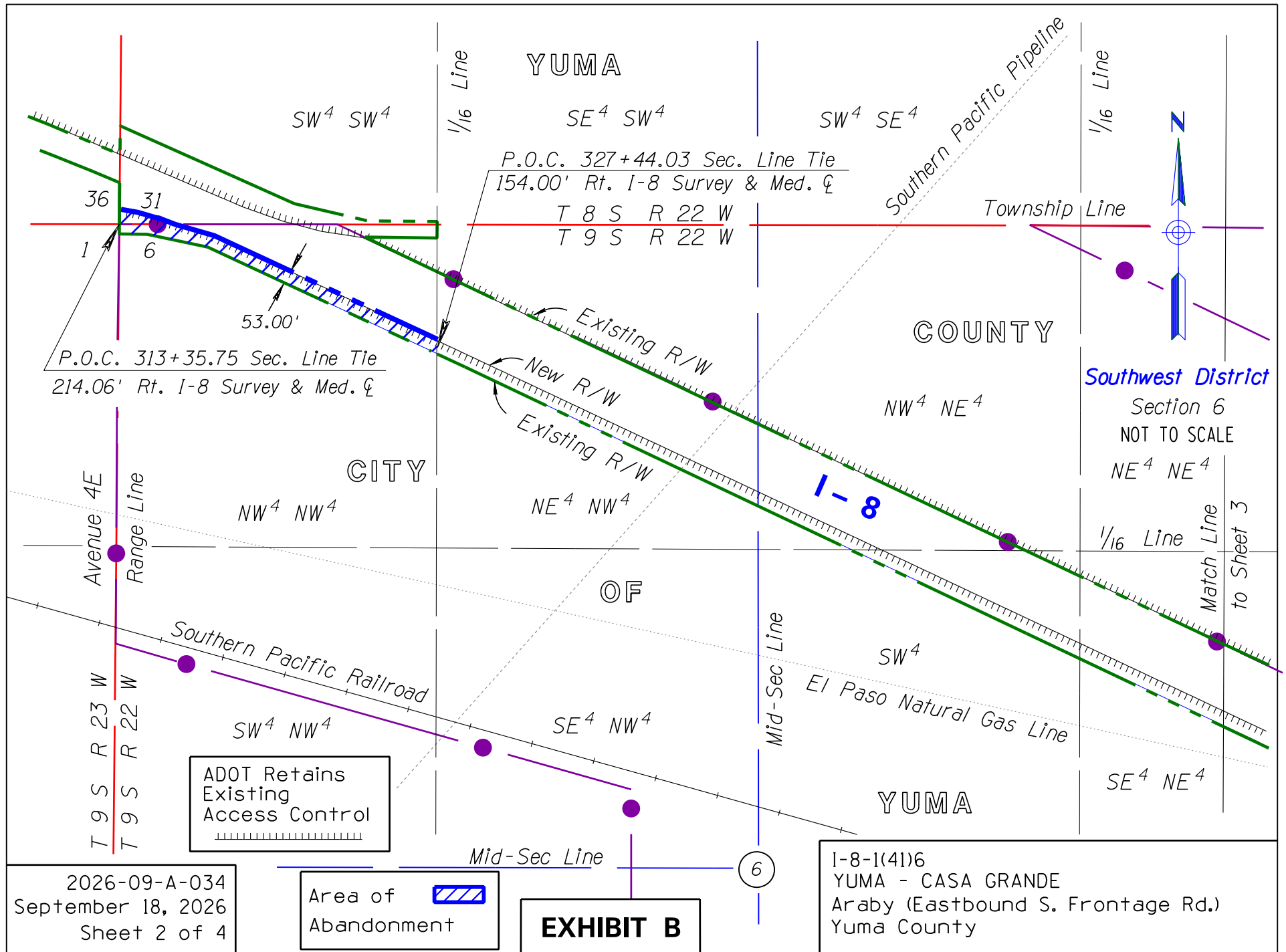
Southwest District
NOT TO SCALE

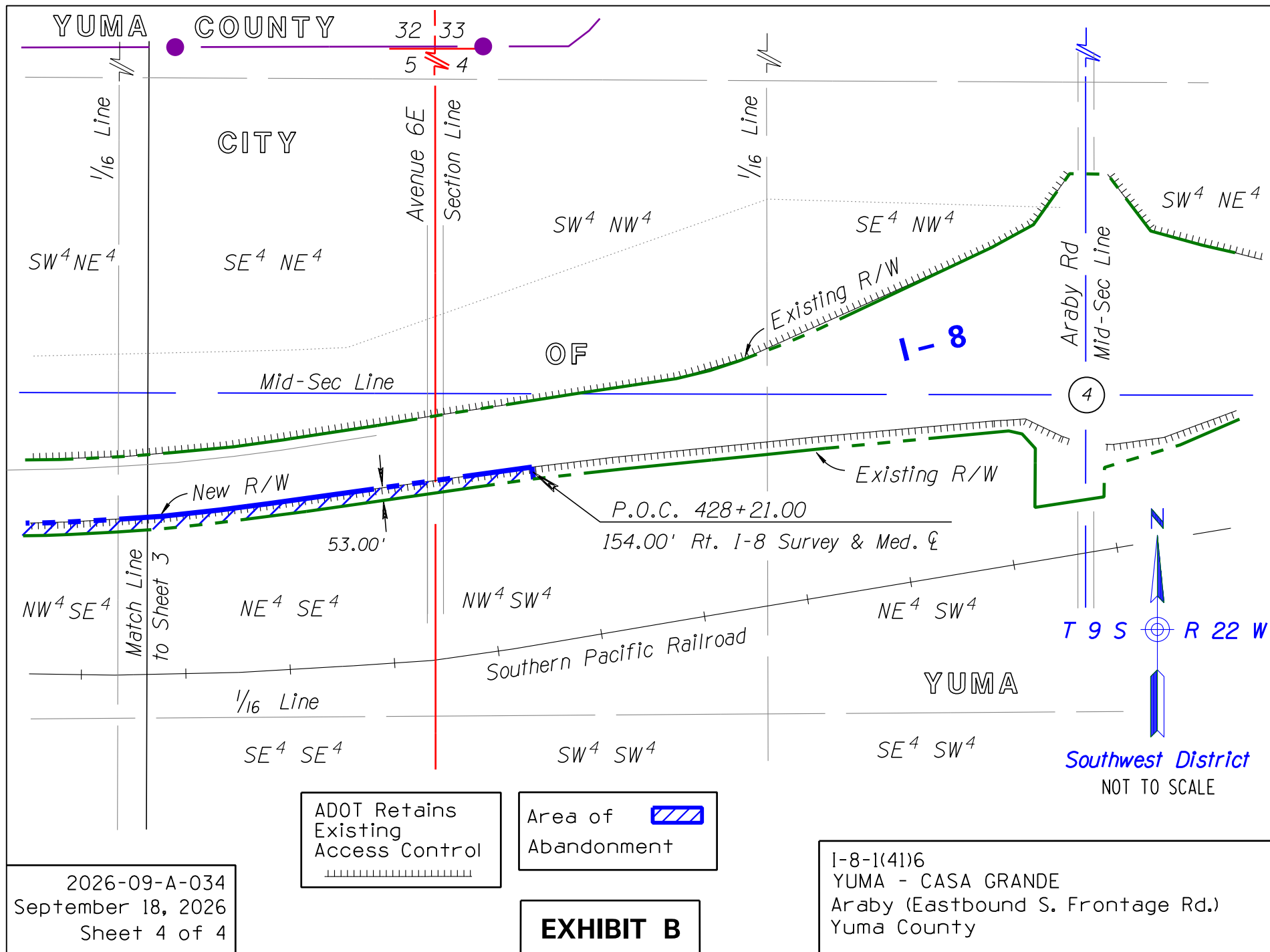
Area of Abandonment
See Sheets 2 - 4
for Details

2026-09-A-034
September 18, 2026
Sheet 1 of 4

EXHIBIT B

I-8-1(41)6
YUMA - CASA GRANDE
Araby (Eastbound S. Frontage Rd.)
Yuma County





2026-09-A-034
 September 18, 2026
 Sheet 4 of 4

September 18, 2026

RES. NO. 2026-09-A-035
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL: D-SW-007-A

REPORT AND RECOMMENDATION

TO THE HONORABLE ARIZONA STATE TRANSPORTATION BOARD:

The Project Delivery and Operations Division has made a thorough investigation concerning the extinguishment and relinquishment of certain highway easement right of way originally acquired for use within the above referenced project.

The right of way to be extinguished and relinquished 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 perpetual highway right of way easement is no longer required in the State Transportation System, and can be better managed by the Local Public Agency.

Accordingly, it is recommended that said easement right of way be removed from the State Transportation System, and extinguished and relinquished to the U.S. Bureau of Land Management according to law.

The City of Yuma has petitioned the U.S. Bureau of Land Management for the reassignment of said right of way, to occur simultaneously with the completion of the extinguishment and relinquishment set forth herein.

September 18, 2026

RES. NO. 2026-09-A-035
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL: D-SW-007-A

The highway easement right of way to be extinguished and relinquished from the State Transportation System, was acquired by the State of Arizona, by and through its Department of Transportation, in that certain Grant of Right of Way, Parcel 14-114, dated February 23, 1967, recorded March 27, 1967, in Docket 469, Page 529, records of Yuma County, Arizona; and is delineated on maps and plans on file in the office of the State Engineer, Infrastructure Delivery and Operations Division, Phoenix, Arizona, entitled: "Right of Way Plans of the YUMA - CASA GRANDE HIGHWAY, Project I-8-1(41)6," between the engineering stations shown in Appendix "A" attached hereto

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 extinguishment and relinquishment of the highway easement right of way depicted in Appendix "A".

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

This resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required.

September 18, 2026

RES. NO. 2026-09-A-035
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL: D-SW-007-A

Pursuant to Arizona Revised Statutes §§ 28-7046 and 28-7214, 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
(2 of 2)

September 18, 2026

RES. NO. 2026-09-A-035
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL: D-SW-007-A

RESOLUTION OF RELINQUISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on September 18, 2026, presented and filed with the Arizona State Transportation Board her written report under Arizona Revised Statutes §§ 28-7046, 28-7210, and 28-7213, and Code of Federal Regulations 23CFR § 620 Subpart B, recommending the removal of certain highway easement right of way from the State Transportation System by the extinguishment and relinquishment thereof.

The highway easement right of way is no longer required in the State Transportation System and can be better managed by the Local Public Agency.

Accordingly, it is recommended that said easement right of way be removed from the State Transportation System, and extinguished and relinquished to the U.S. Bureau of Land Management according to law.

The City of Yuma has petitioned the U.S. Bureau of Land Management for the reassignment of said rights of way, to occur simultaneously with the completion of the extinguishment and relinquishment set forth herein.

This resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required; and

September 18, 2026

RES. NO. 2026-09-A-035
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL: D-SW-007-A

WHEREAS said highway easement right of way is no longer needed for the State Transportation System, and can be better managed by the Local Public Agency; and

WHEREAS this resolution is considered the only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required; and

WHEREAS because of these premises, this Board finds public convenience requires that said highway easement right of way be removed from the State Transportation System, extinguished and relinquished to the U. S. Bureau of Land Management; therefore be it

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

RESOLVED that the extinguishment and relinquishment 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 only document necessary to extinguish and relinquish said highway easement right of way; and no other instrument of conveyance is legally required; be it further

RESOLVED that the highway easement right of way is removed from the State Transportation System, extinguished and relinquished to the U. S. Bureau of Land Management.

September 18, 2026

RES. NO. 2026-09-A-035
PROJECT: I-8-1(41)6
HIGHWAY: YUMA - CASA GRANDE
SECTION: Araby (Eastbound S. Frontage Rd.)
ROUTE NO.: Interstate Route 8
DISTRICT: Southwest
COUNTY: Yuma
DISPOSAL: D-SW-007-A

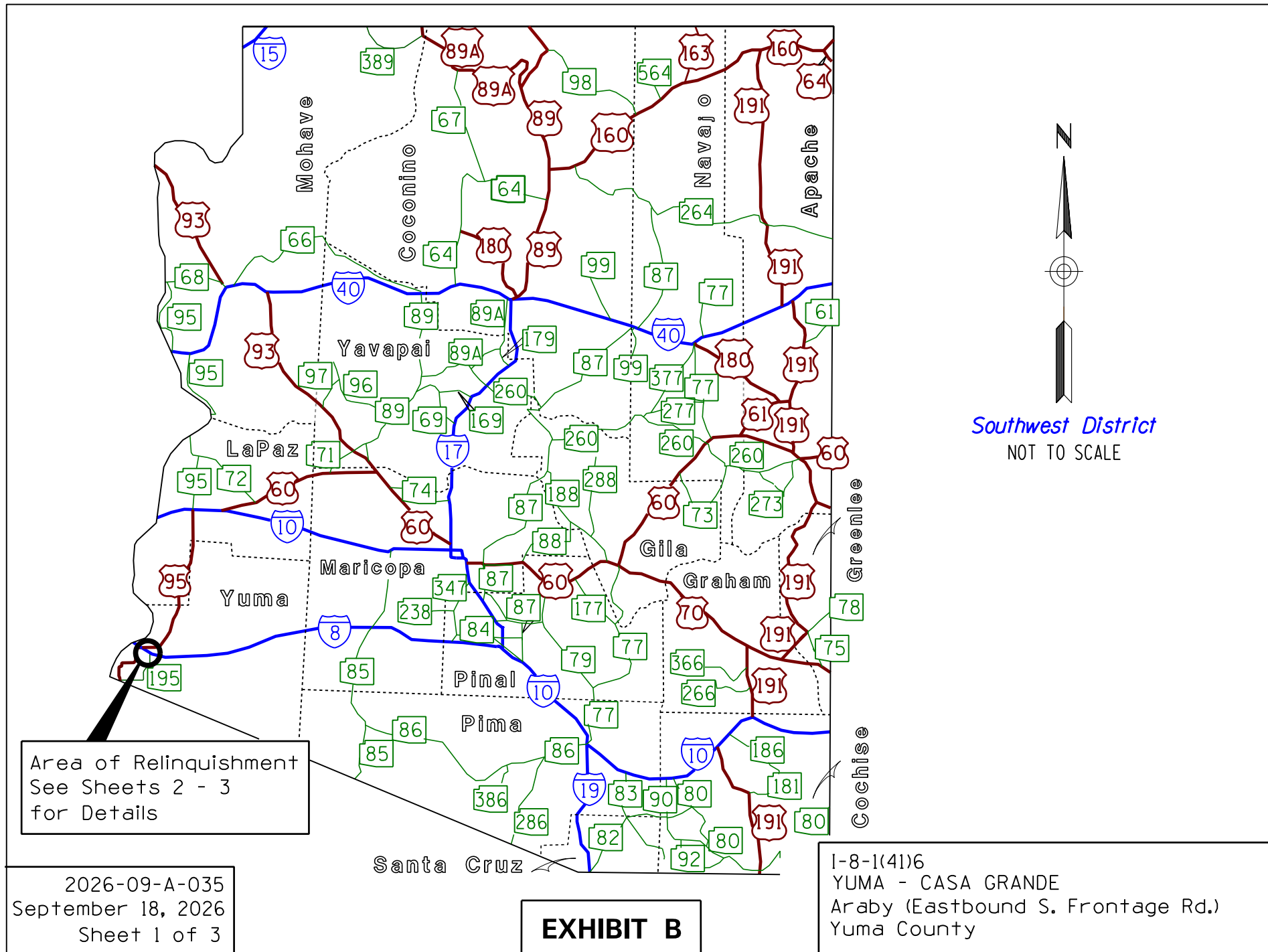
CERTIFICATION

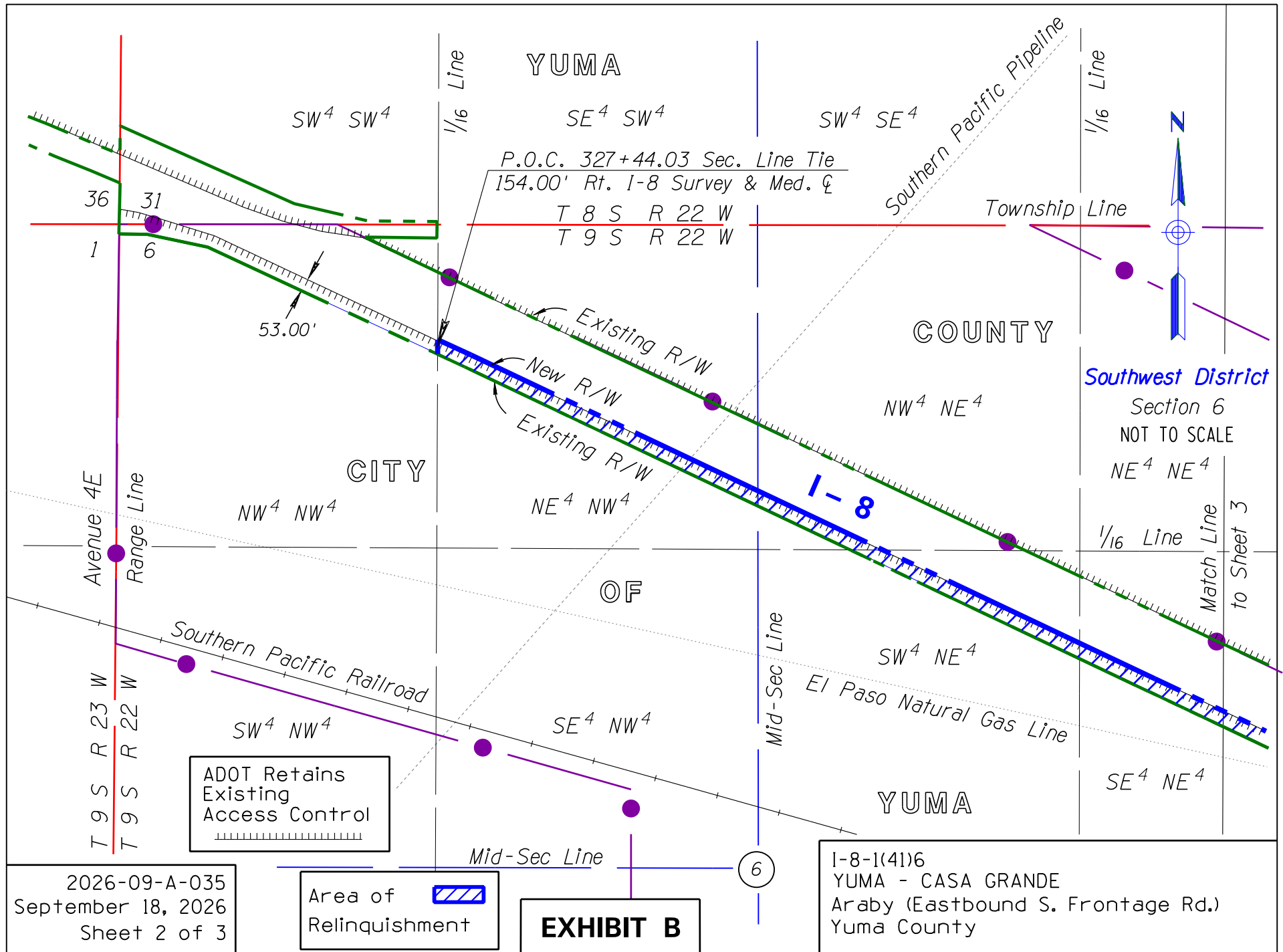
I, AUDRA MERRICK, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 18, 2026.

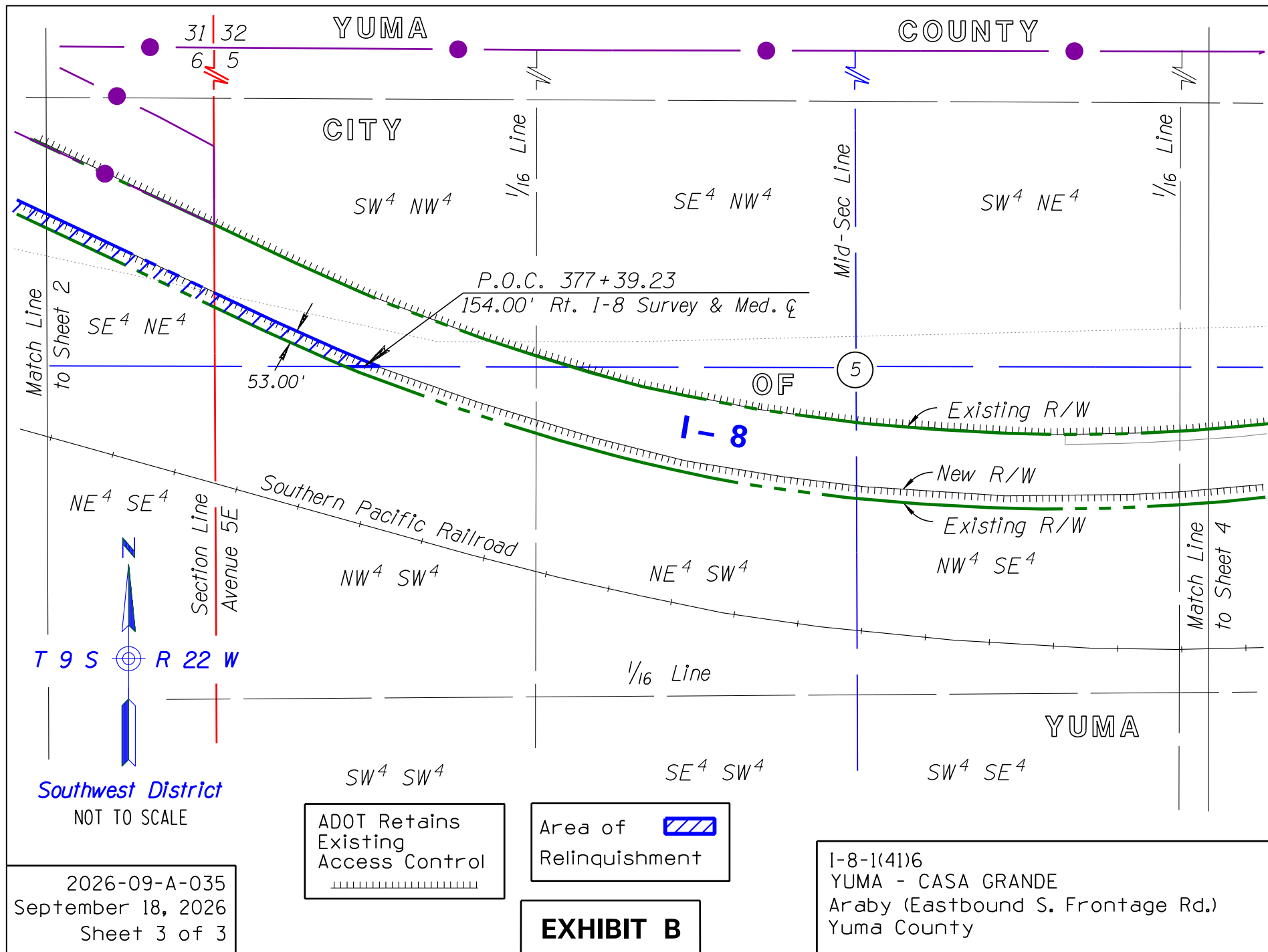
IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 18, 2026.

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

Seal







September 18, 2026

RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd. - MP 020(U.S. 60 T.I.(Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10876-A

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 Bob Stump Memorial Parkway, State Route 303L, 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 improvements necessary to enhance convenience and safety for the travelling 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: "Right of Way Plans of the BOB STUMP MEMORIAL PARKWAY, Bell Rd. - MP 020, Project 303L MA 016 H7141 01R / 303-A(208)A".

September 18, 2026

RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd. - MP 020(U.S. 60 T.I.(Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10876-A

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

September 18, 2026

RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd. - MP 020(U.S. 60 T.I.(Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10876-A

RESOLUTION OF ESTABLISHMENT

AUDRA MERRICK, Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, on September 18, 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 for the improvement of the Bob Stump Memorial Parkway, State Route 303L, as set forth in the above referenced project.

New right of way is now needed to be utilized for improvements necessary to enhance convenience and safety for the travelling 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: "Right of Way Plans of the BOB STUMP MEMORIAL PARKWAY, Bell Rd. - MP 020, Project 303L MA 016 H7141 01R / 303-A(208)A".

September 18, 2026

RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd. - MP 020(U.S. 60 T.I.(Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10876-A

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

September 18, 2026

RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd. - MP 020(U.S. 60 T.I.(Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10876-A

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.

September 18, 2026

RES. NO. 2026-09-A-036
PROJECT: 303L MA 016 H7141 / 303-A(208)A
HIGHWAY: BOB STUMP MEMORIAL PARKWAY
SECTION: Bell Rd. - MP 020(U.S. 60 T.I.(Grand Ave.))
ROUTE NO.: State Route 303L
DISTRICT: Central
COUNTY: Maricopa
PARCEL: 7-10876-A

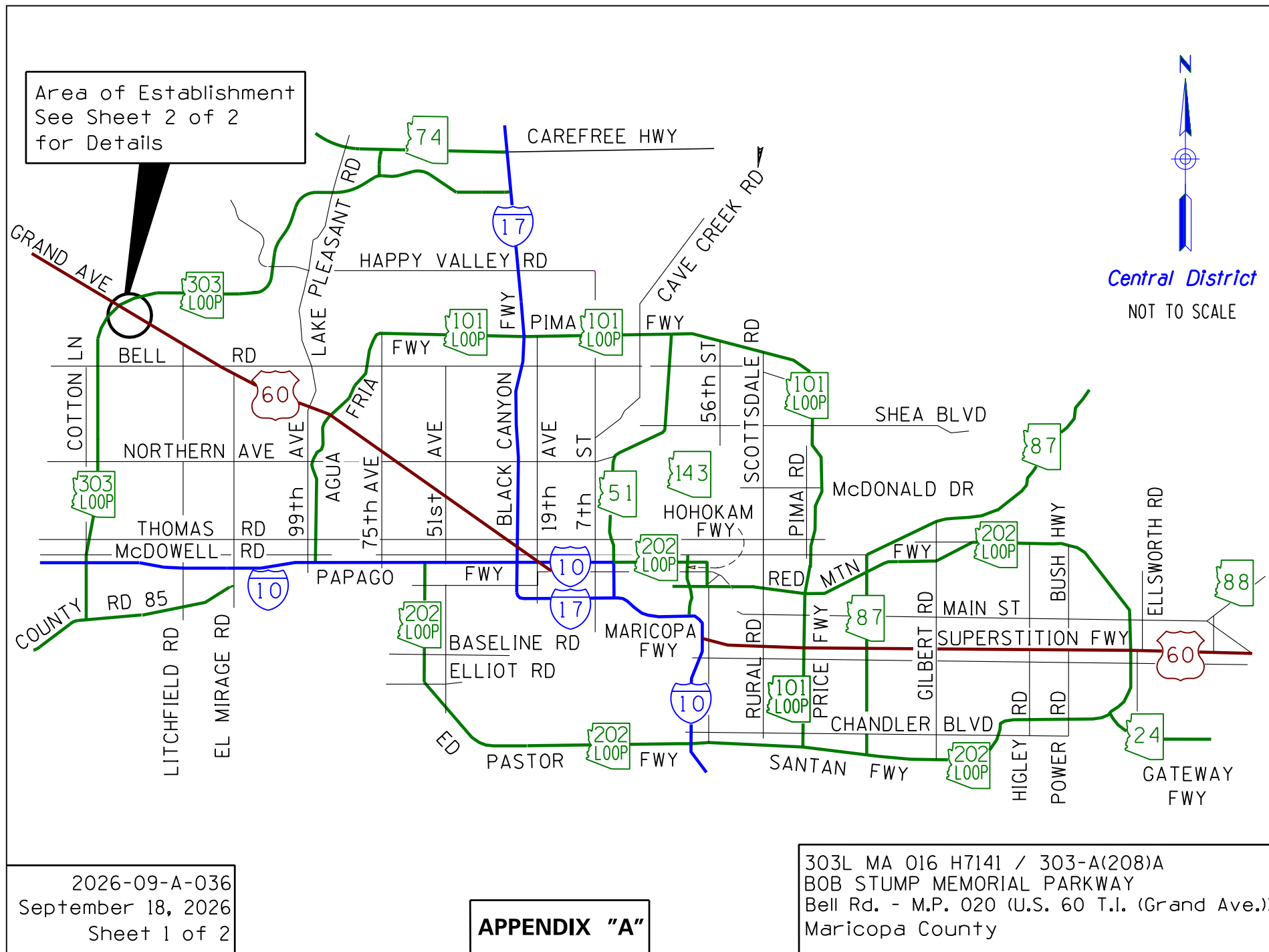
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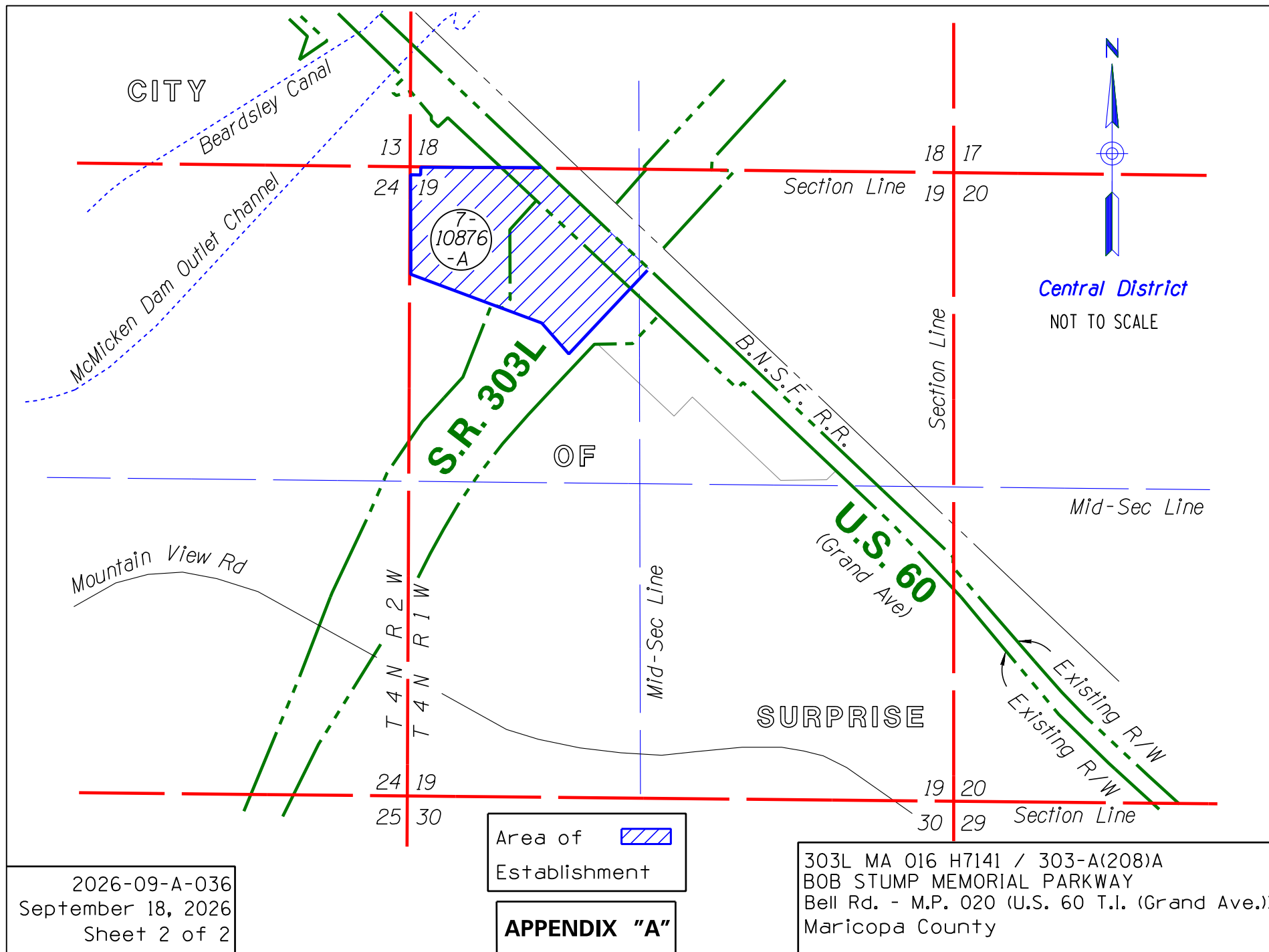
I, AUDRA MERRICK, as Deputy Director for Transportation and State Engineer of the Arizona Department of Transportation, do hereby certify that the foregoing is a true and correct copy from the minutes of the Arizona State Transportation Board, made in official session on September 18, 2026.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the Arizona State Transportation Board on September 18, 2026.

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

Seal





**STATE TRANSPORTATION BOARD MEETING /VIRTUAL STUDY SESSION
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, November 12, 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 , Vice Chair Ted Maxwell, Board Member Jenny Howard, Board Member Sam Elters, and, Alexis Hermosillo were in attendance. Not in attendance was Board Member Jamescita Peshlakai. There were approximately 56 members of the public on-line and approximately 12 ADOT staff attendees in person.

Opening Remarks

Chair Daniels To get to the study session we will keep remarks to just 2 minutes for call to the audience.

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 two minute time period for their comments.

ARIZONA STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA TELEPHONIC/WEBEX

November 12, 2025
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT STATE TRANSPORTATION BOARD
(Certified Copy)

CALL TO THE AUDIENCE

Telephonic/WebEx Speakers

Stephen Otto, Mayor of Payson..... 5
Jim Ferris, Payson Town Council..... 6
Charlie Bell, Payson Town Council..... 7
Alexander Ritchie, Attorney for San Carlos Apache Tribe..... 8
Judy Hanson, Resident..... 10
Pat Lockwood, Resident..... 11
Debra Grossman, Williams Resident..... 13
Inga Chouinard, Payson Resident..... 14
Cynthia Stratton, Payson Resident..... 16
Brooke Meyers, Payson Resident..... XX
Guy Pfister, Payson Resident..... 18
Wendy Rogers, Arizona State Senator..... 19

AGENDA ITEMS

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Planning Section Manager, ADOT MPD..... 22
Item 2 - Federal Aid Administration Options for Local
Public Agencies (LPA), Bret Anderson, PRO/LPA
Manager..... 63
Item 3 - State Transportation Board Policies 2025,
Floyd Roehrich, Junior..... 79

REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC

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

PARTICIPANTS:

Board Members:

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

(Beginning of excerpt.)

CHAIRWOMAN DANIELS: All right. We will move to
communications from citizens. The first individual has
requested to speak first. That is Senator Wendy Rogers.

Senator Rogers, the time is yours.

MR. ROEHRICH: So, Senator Rogers, please raise
your hand so we can unmute your line.

MS. COFFEY: And I'm not seeing her on the call
list unless she is a call-in user. If you are a call-in user,
please, a reminder to press star three to raise your hand and
then star six to unmute your line. Otherwise, you can press the
raise hand icon at the bottom of your desktop. But I'm not
seeing her name on the list.

MR. ROEHRICH: Yeah, I don't see her name on the
list either, but like you said, there are half a dozen phone
numbers, just the phone.

So, Senator Rogers, if you're on the phone,
please use star three to raise your hand.

Yeah, I don't see that happening, Ms, Daniels,
Madam Chair.

CHAIRWOMAN DANIELS: Okay.

VICE CHAIR MAXWELL: She's a 480 number, and I
don't see a 480 number.

CHAIRWOMAN DANIELS: Yeah. I'm looking at that
request, too.

5

1 Okay. Moving on. Sorry. Jumping back and
 2 forth. Mayor Steven Otto from Payson.

3 MR. ROEHRICH: I did see him there, I think, so
 4 he should...

5 CHAIRWOMAN DANIELS: Mayor Otto, are you on the
 6 line?

7 MS. COFFEY: I have requested to unmute your
 8 line. You are now muted.

9 MAYOR OTTO: All right. Thank you.
 10 Just comments from Payson. We have construction
 11 going on currently. We are lobbying to have a second right-hand
 12 turn lane constructed from northbound 87 to eastbound 260 here
 13 in Payson.

14 The current layout is with a single turn lane
 15 with a constant green arrow and a merge lane on 260, and what
 16 that's doing in our town is we have a traffic jam on the right-
 17 hand lane coming northbound, intermittent traffic on the inside
 18 lane, and we're having crashes when the gridlocked lane tries to
 19 leave space for a car to get into a business and the middle lane
 20 does not stop.

21 We need a second turn lane that allows turning on
 22 green only and have that eliminate the backup traffic for the
 23 people going east on 260. That's our heaviest traffic. If
 24 you'd care to do a traffic survey, you could substantiate that
 25 back. So we -- while the construction is going on, and since

6

1 there's ADOT projects in the works, we would just like that
 2 second right turn lane to be added to the mix.

3 CHAIRWOMAN DANIELS: Thank you, Mayor Otto.

4 We will move to Councilmember Jim Ferris, and
 5 then on deck, for your edification, Bryce, will be Charlie Bell,
 6 Councilmember Bell.

7 MS. COFFEY: Okay. Jim Ferris, I have requested
 8 to unmute your line.

9 CHAIRWOMAN DANIELS: Mr. Ferris?

10 MR. FERRIS: Can you hear me?

11 CHAIRWOMAN DANIELS: Yes, we can.

12 MR. FERRIS: Okay. I'm on the town council here
 13 in Payson, and, you know, I could reiterate all the things that
 14 Mayor Otto said, but, you know, I do think that, you know, for,
 15 you know, fire evacuations, too, if we ever had -- you know, all
 16 this congestion, if there was a fire emergency or even other
 17 emergencies, it really takes away the opportunity for people to
 18 move on these roads if an emergency existed.

19 The other thing, too, I believe that, you know,
 20 people get into these traffic jams that back up, and I think it
 21 hurts Payson economically. These people, they don't want to
 22 stop and try to get back out on the road. They just want to get
 23 through Payson and get away from us. And, you know, I think it
 24 just -- this, you know, is a disincentive for people to stop or
 25 even travel through Payson because of the known traffic

7

1 congestion that it has. And I do think that, you know, a
 2 synchronization of lights and stuff would really help the flow
 3 through Payson.

4 I just appreciate your consideration in this
 5 here, and hopefully, while this construction is going on, these
 6 improvements could be made. Thank you.

7 CHAIRWOMAN DANIELS: Thank you, Councilmember
 8 Ferris.

9 Councilmember Bell, Charlie Bell, and then on
 10 deck will be Alexander Ritchie.

11 MS. COFFEY: You are now unmuted.

12 MR. BELL: Hello. This is Charlie Bell
 13 (inaudible). I want to thank you for your time.

14 I just want to reiterate what and Councilmember
 15 Ferris and Mayor Otto indicated. I've been coming up into
 16 Payson since 1986 (inaudible) involved in the scouting program.
 17 I'm going on eleven years living here in Payson (inaudible)
 18 traffic.

19 It's definitely, definitely a hinderment for the
 20 individuals in Payson, and it's very hard for us to get out on
 21 the weekends. I'm finding out that if you use our back roads --
 22 we're relegated to using our back roads -- people now, since
 23 there's more and more increase in traffic, are beginning to find
 24 those back roads, and they're starting to use those back roads,
 25 and so it's taking us a lot longer to get around. So I would

8

1 support now (inaudible) repaving and fixing up the roads and
 2 improving the sidewalks.

3 I think this would be a good time for you all to
 4 look at the 87 north and then going east on the 260 at the
 5 traffic light, putting in an extra lane there so people can turn
 6 into that 260, and then do a merge and make their way into Star
 7 Valley, up into Overgaard, Heber, or wherever it is.

8 So I just want to thank you for your time. Just
 9 remember, we're a small town. We're utilizing our back roads
 10 (inaudible), and we really need your assistance. Thank you very
 11 much.

12 CHAIRWOMAN DANIELS: Thank you, Councilmember
 13 Bell.

14 Alex Ritchie, and on deck will be Judy Hanson.

15 MS. COFFEY: I have requested to unmute your
 16 line.

17 MR. RITCHIE: There you go. I was -- I was
 18 clicking the wrong number. Can you hear me okay?

19 CHAIRWOMAN DANIELS: Yep. Hi, Alex. Thank you.

20 MR. RITCHIE: Good morning. I'm Alex Ritchie,
 21 attorney for San Carlos Apache Tribe. Last night, I did send
 22 the Board -- and I don't know if everybody got a copy of it -- a
 23 letter from Chairman Rambler to Senator Rogers, dated
 24 January 22nd. We didn't have time to do a letter to the Board
 25 directly, because we just found out about this meeting, and I'd

9

1 like to quickly outline what's in that letter.
2 Namely, the tribe is seeking \$10.3 million in
3 safety improvements along US Route 70, from Milepost Marker
4 255.47 to 300.58. Too many lives have been lost on this stretch
5 of highway because it is simply poorly designed and dangerous as
6 a result. From October 2012 through August 2024, there were
7 about 800 calls just for San Carlos Apache Police Department
8 response. Those involved 55 accidents, 549 accidents with
9 injuries, and often, these involve members of our tribe.
10 The formula that ADOT uses is -- seems to be
11 biased for urban areas which have higher fatalities. One
12 fatality on San Carlos equals, if you do it proportionately
13 based on the tribe's enrollment, amounts to about 1,000 people.
14 And so it's particularly hard when we can't get those funds to
15 do basic improvements like guardrails, double lines around blind
16 curves. And that's the request, basically, in a nutshell. I've
17 done my two minutes.
18 CHAIRWOMAN DANIELS: Thank you, Alex.
19 MR. RITCHIE: Thank you.
20 CHAIRWOMAN DANIELS: Judy Hanson, you're up, with
21 Pat Lockwood on deck.
22 MS. COFFEY: I'm looking for Judy Hanson's name.
23 Again, if you are a call-in user, please press star three to
24 raise your hand and star six unmute your line.
25 I'm not seeing a Judy Hanson on the attendee

10

1 list.
2 CHAIRWOMAN DANIELS: We have Debra Grossman
3 raising her hand. Oh, we have another one that's raising their
4 hand now, Bryce.
5 MS. COFFEY: The call-in user?
6 CHAIRWOMAN DANIELS: 909 -- yeah, 909.
7 MS. COFFEY: I have requested to unmute your
8 line.
9 CHAIRWOMAN DANIELS: Judy, is this you?
10 MS. COFFEY: Again, please press star six --
11 MS. HANSON: Yes. I'm on. How do I do that?
12 CHAIRWOMAN DANIELS: Judy, I think we can hear
13 you.
14 MS. HANSON: Okay. Hi. Hi there. My situation
15 is I've been here in town, and since I've been here, I have,
16 unfortunately, a lot of health issues. So I go down to the
17 Valley quite a bit, to many specialists. I've actually had, in
18 four years, three surgeries, traumatic brain injury.
19 Anyway, so a lot of times I have to go down to my
20 specialist on a Friday, and I come back up, and I must wait --
21 just to get through where the reservation is, sometimes up to
22 half an hour on a Friday, just to get through that light. I'm
23 backed up on 87 for a long, long time. And also, my children,
24 when they fly in to visit mama, and I have to either go down to
25 the airport or they rent a car and come up, they have the same

11

1 situation. We cannot get through town. So it seems to be a
2 problem.
3 The other thing I learned is that years ago, when
4 there was only a one-way, ADOT came in -- widened up the street,
5 too, but when they did, they took out all the beautiful pine
6 trees, and I think now that you're fixing things, maybe it's
7 time for you to rebeautify our town, put our trees back. Thank
8 you.
9 MS. COFFEY: Chair Daniels, you are muted.
10 CHAIRWOMAN DANIELS: Thank you. Sorry about
11 that. Thank you, Judy.
12 Pat Lockwood, you're up, and Debra Grossman is on
13 deck.
14 MS. COFFEY: Mr. Lockwood, I have requested to
15 unmute your line. You're now unmuted.
16 MS. LOCKWOOD: Hi. My comments today are
17 regarding the ongoing 260 conversation we seem to be having this
18 morning. It's the Highway 260 corridor between Payson and east
19 to Star Valley.
20 Stop and imagine trying to pull out your vehicle
21 onto Highway 260 with speeds of 70 miles an hour from oncoming
22 traffic, not to mention the blind spots that exist on Highway
23 260 when turning into and out of side streets. Added to that,
24 the Town has approved a Juniper Pines development, which is
25 approved for a self-storage and apartment complex, which will

12

1 add to the turn lane fiasco.
2 Eight lives have been lost so far this year on
3 this stretch of highway. Captain White, with the Arizona
4 Department of Safety, stated to lobby ADOT for more controls.
5 My action: We need to lower the speed limit one
6 more time to 45 from Mud Springs Road all the way to Star
7 Valley. We need additional speed limit signs on Highway 260, at
8 Tyler Parkway, east and west. We also need additional speed
9 limit signs at Mile Marker 254, east and west.
10 We should also consider adding two green,
11 rectangular ADOT signs "watch for elk" as posted east of Star
12 Valley to Christopher Creek. Over 18 elk have been killed in
13 this corridor, which causes accidents as well. The tragedy will
14 be loss of life and limb if the safety issue continues to be
15 ignored by ADOT.
16 The addition of traffic, trailers, boats and
17 moving trucks turning into this Juniper Pines development will
18 only exasperate this current situation.
19 And I know Steve Otto has the 30-page traffic
20 study that exists. Does the Town of Payson need to request ADOT
21 to install a three-way stoplight where this development is and
22 extended turn lanes? Can ADOT add stoplights with -- a three-
23 way stoplight or at least yellow caution lights flashing to
24 alert those who are not familiar with the area of this dangerous
25 intersection? The corridor of homeowners is the largest

13

1 residential property taxpaying base in Gila County. There's
2 over 2,000 homes that use this entrance and exit off 260.

3 Thank you for considering my concerns. I am
4 asking state and county representatives to weigh in to push this
5 forward, and I welcome more advice. Thank you.

6 CHAIRWOMAN DANIELS: Thank you, Pat.
7 Debra Grossman, and Inga Chouinard is on deck.

8 MS. COFFEY: I have --
9 MS. GROSSMAN: Good morning. Can you hear me?
10 CHAIRWOMAN DANIELS: We can.
11 MS. GROSSMAN: Great. I'm Debra Grossman. I'm a
12 local resident of Williams. I drive Highway 64 every day. I'm
13 here to inform you that in certain sections of Highway 64, there
14 are areas that are in need of repair to prevent further erosion
15 and potholes, and the area across Kaibab Lake are significantly
16 worse.

17 Also, if you would please consider adding a few
18 more precautionary wildlife crossing signs on Highway 64 to
19 heighten driver awareness, especially at night, to slow down, to
20 prevent serious collisions with wildlife. Like the other
21 speaker mentioned, we have deer and elk every week being killed
22 and drivers losing their lives or seriously injured and changing
23 their lives forever.

24 Please consider my request, and thank you for
25 this opportunity.

14

1 CHAIRWOMAN DANIELS: Thank you, Debra.
2 Inga is up next, with Cynthia Stratton on deck.

3 MS. COFFEY: I'm looking for -- we have a call-in
4 user. This might be them.

5 MR. ROEHRICH: Should have a 928 number. Bryce,
6 Inga would have a 928 number is what she showed. I see there's
7 one on there. That's 928. It ends in 58.

8 MS. COFFEY: Yep. I have requested to unmute
9 your line. If you could please press star six to unmute as a
10 call-in user. You are now muted.

11 MS. CHOUINARD: Can you hear me?
12 CHAIRWOMAN DANIELS: We can.
13 MS. CHOUINARD: Hi. Good morning. This is Inga
14 Chouinard, and I've been a resident and very involved in the
15 town of Payson. I've lived here for 13 years. Even though we
16 are known basically as mostly a retirement town, and a lot of
17 the retirees do not get out on the weekends because of this
18 traffic situation. So they have to do any of their banking or
19 shopping prior to Friday. It is impossible to get around.

20 Those of us who do have daytime jobs and are tied
21 up during the weekdays and must get out to special events or
22 whatever on the weekends, it is a treacherous situation, very
23 dangerous, especially because the right turn arrow of the single
24 lane from 87 north to 260 east, that's a green arrow, one lane.
25 Every other turn in that intersection has two lanes.

15

1 So what happens is that the southbound 87 lane
2 green arrow will merge into 260, and there's just a jam. The
3 people are jammed up to the casino, miles and miles and miles.
4 It has -- I have heard people say they've been sitting there for
5 45 minutes. If there is an emergency, emergency vehicles cannot
6 get through there. All three lanes are jammed, because it
7 bottlenecks into one turn lane.

8 It would be so easy to fix this, as that right-
9 hand turn lane from 87 to 260 has an island, okay, with a light,
10 and that's all that needs to be done. The space is there. All
11 you have to do is remove that island and that light, move that
12 light to have clear access for the people passing through town.

13 I really hope that you will take all of these
14 plights and pleas to heart, and really, really, we really need
15 this. I know Senator Rogers has been up here. She has seen the
16 problem. She's here a lot, and we have her support.

17 So thank you so much for your time and the
18 privilege of speaking. This is Inga signing off.

19 CHAIRWOMAN DANIELS: Thank you, Inga.
20 Cynthia Stratton, you are up, and -- sorry. Some
21 of them came in a little later, so I want to make sure I get
22 them. Brooke Meyers, you're on deck.

23 MS. COFFEY: Cynthia, if you are a call-in user,
24 please, as a reminder, press star three to raise your hand.
25 Not -- there we go -- and then star six to unmute. I have

16

1 requested to unmute your line. You are now muted.

2 MS. STRATTON: Good morning. This is Cynthia
3 Stratton. I have been a resident on and off of Payson for about
4 30 years, and I've watched the growth of the community and
5 watched the increase in traffic, and it seems to me that since
6 we're currently undergoing improvements that ADOT has approved
7 on our State Route 87, now would be the fantastic opportunity
8 for the Transportation Board to begin its study of adding a
9 second right turn lane on the 260.

10 As mentioned by previous speakers -- excuse me --
11 when the weekend comes, traffic backs up literally for miles
12 through our town, and it can be disconcerting for a lot of
13 people to navigate that, and the folks who are here to stay in
14 Payson end up using back roads.

15 By not having a second right turn lane, my
16 concern arises from a lot of these out-of-town folks beginning
17 to use our back roads to navigate their way through the town,
18 and this puts added stress on our town to see to it that those
19 roads are fixed in a timely fashion, and we do have a lot of
20 complaints about the roads.

21 Just to recap, I would be absolutely excited for
22 the Transportation Board to move up and make a priority the
23 study that Payson needs to add a second right turn lane from 87
24 onto 260. Thanks very much for the opportunity to speak today.

25 CHAIRWOMAN DANIELS: Thank you. We appreciate

17

1 that.

2 Floyd, this puts us into the ones that came in a

3 little bit later. So Brooke Meyers is up, and then Guy Pfister

4 will be on deck.

5 MR. ROEHRICH: And, Madam Chair, there is a 4-8

6 number that has logged in now, and that might be Senator Rogers.

7 CHAIRWOMAN DANIELS: Okay. We'll come back to

8 her. Let's -- let's go to Brooke.

9 MS. COFFEY: Brooke, I have requested to unmute

10 your line. As a reminder, if you are logging in on your

11 desktop, please press the unmute button on the lower bottom of

12 your screen. Otherwise, if you are a call-in user, please press

13 star six to unmute.

14 I'm not seeing her muted, but she is on the list.

15 Brooke, just a reminder --

16 CHAIRWOMAN DANIELS: Can you -- yeah. Go ahead.

17 MS. COFFEY: If you're able to unmute your line.

18 CHAIRWOMAN DANIELS: Star three, Brooke, to

19 unmute your line.

20 MS. COFFEY: Brooke, again, raise your -- you can

21 click the unmute button at the bottom of your screen or star six

22 to unmute your line. We might want to come back to her. I

23 don't --

24 CHAIRWOMAN DANIELS: Okay. Let's go to Guy.

25 MS. COFFEY: If you are having issues, please

18

1 feel free to reach out to me on the email and phone number

2 that's provided that I sent earlier this morning, and I can help

3 with any technical issues.

4 Okay. And what was -- you said it was Guy was

5 the next person?

6 CHAIRWOMAN DANIELS: Guy.

7 MS. COFFEY: Guy, I have requested to unmute your

8 line. You are now unmuted.

9 MR. PFISTER: Yeah. Can you hear me?

10 CHAIRWOMAN DANIELS: Yes. Please proceed.

11 MR. PFISTER: Great.

12 So I've lived here for over 50 years, and it's a

13 real simple visual for you. All you need to do is imagine an

14 hourglass going through town on two -- between two highways.

15 That's exactly what we have. Everything is being backed up for

16 miles and miles, and it's causing frustration with drivers.

17 There's a lot of anxiety when they're trying to get around

18 people, because nothing's moving, and it's just a dangerous

19 situation and a great time to get in there and make it right and

20 get the traffic moving through Payson both ways so we can, you

21 know, enjoy a little bit more safe scenario. And that's all I

22 have to say. Thanks.

23 CHAIRWOMAN DANIELS: Thank you, Guy.

24 All right. Let's see if that 480 number -- we're

25 looking for Senator Rogers, if you're available.

19

1 MS. COFFEY: I have requested to unmute the

2 phone -- you are now muted.

3 SENATOR ROGERS: This is Senator Rogers.

4 We see a hand raised.

5 MS. COFFEY: Yeah. They are unmuted.

6 SENATOR ROGERS: Yes. Do you hear me?

7 CHAIRWOMAN DANIELS: Yes, we can hear you.

8 SENATOR ROGERS: Transportation Board, thank you

9 for convening this meeting. This is Senator Wendy Rogers of

10 District Seven.

11 You have heard from some of my constituents

12 regarding the need to add a right turn lane from State Route 87

13 northbound, turning east onto State Route 260. I submitted this

14 as an appropriation request. The \$600,000 study did get

15 appropriated in last session's budget. The overall bill,

16 however, is purportedly roughly \$9 million, and so this puts a

17 price tag to what my constituents have been speaking to. Payson

18 absorbs a disproportionate share of the Valley traffic on the

19 weekend, and traffic oftentimes can be backed up for miles and

20 miles northbound. That's my first project that I would like you

21 to consider adding your heft and weight to ADOT on to fund this

22 \$9 million, roughly, expenditure.

23 Secondly, sorry for getting on the phone a little

24 late here. You should be hearing from a subject matter expert,

25 I think already, Debra Grossman, from my Williams area of the

20

1 district, requiring or demonstrating the requirement for

2 upgrades and improvements to State Route 64 northbound to the

3 Grand Canyon. We are a showcase for, arguably, the world with

4 our Grand Canyon, and State Route 64 northbound into the South

5 Rim is in need of repair, where there are depressions that could

6 turn into potholes, and specifically, striping on the highway to

7 make it safer.

8 Thirdly, my next project of the five that I input

9 on my request to speak regards US-70. US-70. You're going to

10 hear from Attorney General Alex Ritchie of the San Carlos Apache

11 tribal community regarding US-70, which has borne its share,

12 tragically, of many deaths near the San Carlos Apache community

13 because of the state of disrepair of US-70. I put in for an

14 appropriation for those repairs to be made this last session,

15 and a sprinkling of that has been appropriated, but that is a

16 ticket item of roughly \$10 million on US-70.

17 Item number four on my input is the need for a

18 turn lane off of US-60 in Pinal County onto Superstition

19 Mountain Road, and you're going to hear from Michael McCarty on

20 that today as well.

21 And then finally -- let me look at my list

22 here -- and you're probably shaking your head like, Rogers, I

23 mean, all you have is all these highway complaints. Well, these

24 are the emails I get every day, Transportation Board. I

25 represent four rural counties: Coconino, Navajo, Gila and

21

1 Pinal, and by far and away, these are the inputs that I get from
2 my constituents now on almost a daily basis. And they say,
3 Senator, our roads are in a state of disrepair. We don't --
4 MS. COFFEY: LOOKS like you cut out momentarily.
5 You still are unmuted.
6 CHAIRWOMAN DANIELS: Senator Rogers, we've lost
7 you. Hello?
8 SENATOR ROGERS: -- transportation board.
9 CHAIRWOMAN DANIELS: Oh, there you are. We lost
10 you for a minute, Senator Rogers.
11 SENATOR ROGERS: Okay. Sorry. Okay.
12 CHAIRWOMAN DANIELS: Apologies. I do have to cut
13 you off since we have a three-minute time limit for our -- we do
14 have another board meeting next Friday. This is a study -- a
15 special study session, so we're happy to continue the dialog
16 with the residents next Friday.
17 SENATOR ROGERS: Right. One last thing. The
18 safety corridor on 260 that Mayor Otto has spoken to is the
19 fifth item. So those are my five items that we will be coming
20 to you and asking for your support, because this is important to
21 us in rural Arizona.
22 CHAIRWOMAN DANIELS: Absolutely. Thank you very
23 much.
24 And we have one more individual that we weren't
25 able to catch. I think it was Brooke. Brooke Meyers.

22

1 MS. COFFEY: Brooke, I have requested to unmute
2 your line. If you are there, again, a reminder to please press
3 the unmute button on the bottom of your screen if you're on your
4 desktop. Otherwise, if you are calling in, please press star
5 six to unmute your line.
6 CHAIRWOMAN DANIELS: All right. Bryce, if you
7 could send Brooke a note and let her know about our meeting next
8 Friday as well.
9 MS. COFFEY: Of course.
10 CHAIRWOMAN DANIELS: Thank you.
11 All right. That concludes our communications
12 from citizens, call to the audience, and we really appreciate
13 everyone's comments today.
14 And wanted to note Board Member Elters has joined
15 as well. Thank you, Board Member Elters.
16 MR. ELTERS: Thank you, Madam Chair. Sorry --
17 CHAIRWOMAN DANIELS: That's okay.
18 MR. ELTERS: -- for being late.
19 CHAIRWOMAN DANIELS: Technology can happen.
20 MR. ELTERS: Yes.
21 CHAIRWOMAN DANIELS: All right. We'll move on to
22 Agenda Item 1, the Planning to Programming process, and ask
23 Jason James to speak to the board. Thank you.
24 MR. JAMES: Excellent. Thank you, and good
25 morning, Madam Chair and members of the State Transportation

23

1 Board. My name is Jason James. I will be doing the
2 presentation today on our P2P process.
3 Next slide, please.
4 All right. So with this presentation today,
5 again, this is a conversation, so we definitely want to hear
6 your input, your comments, your questions throughout this
7 presentation. So we just really want to encourage that. And
8 again, our ADOT mission, vision and values on the right-hand
9 side of the screen there.
10 Next slide, please.
11 So a little background on the P2P process. And
12 these next ten slides -- by the way, I'm going to go through
13 them pretty quick. I'm not going to give you the dissertation
14 version. You know, it will -- it will be pretty quick, but I
15 think it's good to understand the overall background on the P2P
16 process with these next ten slides.
17 Next slide, please.
18 So with the P2P, performance-based planning to
19 programming is the law. The state statutes and federal
20 regulation includes requirements for performance-based planning
21 and for performance measures that ADOT has to follow in
22 implementing a data-driven project prioritization process for
23 our state highway system needs, which include, but are not
24 limited to, system preservation, congestion relief, economic
25 benefits, safety and the cost effectiveness of a project or

24

1 service.
2 The Moving Ahead For Progress in the 21st Century
3 Act, which is MAP-21, mandated a performance-based planning and
4 programming process for federal surface transportation programs
5 in 2012. In response to this requirement, ADOT developed the
6 P2P process, with adoption by the State Transportation Board of
7 this process occurring in 2014.
8 The Facing America Surface Transportation Act,
9 which is the FAST Act, in 2015, and the Bipartisan
10 Infrastructure Law, the BIL, in 2021, continue this requirement
11 for state DOTs to implement a performance-based planning to
12 programming process to prioritize state highway system needs.
13 Next slide.
14 All right. So the P2P process connects planning
15 to programming. In the planning phase, ADOT abides by the goals
16 established in the Long Range Transportation Plan and the
17 Strategic Plan, identifies performance trends for system -- for
18 the system, which includes our pavement, bridge safety and
19 mobility assets, in a variety of sources, including, but not
20 limited to, the Transportation Asset Management Plan and the
21 state's freight plan.
22 And also, during this planning phase, we develop
23 strategies and projects that meet these goals and improve
24 performance trends. For example, projects that come out of the
25 State Freight Plan and the Passing Lane/Climbing Lane Study as

1 an example. 2 The perform -- federal performance framework 3 requires that we use these plans to inform our programming 4 decisions, and there are penalties for not doing so. And so 5 once we go to the programming phase, ADOT allocates funding 6 resources to the top-ranked projects in P2P, selects projects 7 based upon review by the State Transportation Board as proposed 8 by the programming leadership team and tracks progress of 9 projects through field reviews by our engineering districts and 10 analysis by our technical groups. 11 Next slide, please. 12 All right. So our MAP-21 performance metrics and 13 specific measurable indicators used to monitor and evaluate the 14 condition, performance and risk of transportation assets, such 15 as our bridges, our roads, our freight and safety. And safety 16 by the way, will be discussed and addressed on the next slide. 17 These metrics, as you can see here on the slide, 18 help ADOT align investments decisions with long-term strategic 19 goals, ensure assets are maintained to a state of good repair, 20 and demonstrate accountability for the use of public funds. The 21 federal metrics are in line with the state metrics, which feeds 22 into our P2P process and are reflected into -- in our 23 Transportation Asset Management Plan. 24 Next slide, please. 25 All right. So with our safety metrics, while	25	1 process for allocating transportation funds throughout Arizona. 2 The results resulted from concerns from rural communities that 3 they were not receiving a fair share of state transportation 4 revenue compared to the larger metropolitan areas of Maricopa 5 and Pima Counties. 6 So as a result of these resolves, a new revenue 7 allocation formula was established, as shown on the slide here, 8 on the -- on screen. So 50 percent for Greater Arizona, which 9 forms kind of more of the basis for our allocations for the P2P, 10 37 percent for Maricopa County, and 13 percent for Pima County. 11 Again, as I mentioned before, the P2P process 12 focuses on the Greater Arizona allocations. MAG and PAG develop 13 and adopt their own programs to address state highway system 14 needs within their regions. 15 Next slide, please. 16 All right. So this graphic you see on the screen 17 here shows a timeline of the P2P scoring process and specific 18 milestones. Again, I won't go through every single milestone. 19 I'll just highlight a few of them. For example, we added the 20 disadvantaged communities criteria in 2022 at the directive of 21 former board members Gary Knight and Jesse Thompson, to improve 22 the competitiveness of rural area projects. And also, in 2022, 23 we updated our safety scoring methodology in the P2P. And also, 24 in 2024, we updated our expansion technical scoring to be in 25 line with our updated Arizona traffic demand model.
1 Arizona's population has increased 12 percent since 2013, our 2 recent safety data reveals a concerning trend. Annual traffic 3 fatalities have increased 55 percent, with pedestrian and 4 bicycle fatalities have increased 90 percent. In our -- in an 5 effort to reverse this trend, ADOT, in cooperation with local, 6 state, federal and other safety stakeholders, completed the 2024 7 Strategic Highway Safety Plan, a data-driven multi-year safety 8 plan that establishes a statewide vision, goals and strategies 9 for improving safety. The plan is based on a US-DOT safe system 10 approach, which is shown in the graphic on the right-hand side 11 of the slide, which looks at all factors affecting safety and 12 emphasizes our shared responsibility for improving safety on 13 roadways. 14 The Strategic Highway Safety Plan vision is 15 creating shared responsibility so everyone arrives safely home. 16 The Strategic Highway Safety Plan goal is to reduce life- 17 altering traffic crashes by 20 percent by 2030. Emphasis areas 18 teams have been established out of this plan to implement the 19 developed strategies for each respective emphasis area, which 20 include human behavior, vulnerable road users, intersections, 21 lane departure and tribal lands. 22 Next slide, please. 23 All right. So in this slide here, the Casa 24 Grande Resolves were a set of guiding principles that were 25 adopted in 1999 to create a more equitable and regionally-based	26	1 Next slide, please. 2 All right. So the recommended investment choice 3 that you see on the screen here that comes out of our Long Range 4 Transportation Plan represents the overall investment choice for 5 ADOT infrastructure across the state. The RIC, as we call it, 6 is, again, as I said, identified in the Long Range 7 Transportation Plan. That's as adopted by the State 8 Transportation Board. The RIC is defined by three investment 9 categories: Preservation, which includes our pavement and 10 bridge assets, modernization and expansion. The recommended 11 investment choice is not meant to be rigid, but serves as a 12 guideline for how future investment decisions should be made in 13 each of the investment categories. The recommended investment 14 choice informs our P2P process, but the Board makes the ultimate 15 decision on what gets programmed into the five-year construction 16 program, as you see on the right-hand side of this slide. 17 Important to note. The reason you see 18 differences between our RIC targets on the left and the program 19 fiscal year '26 to '30 Greater Arizona RIC on the right-hand 20 side is because, number one, we're still addressing legacy 21 expansion projects going back to the 1990s, and number two, the 22 addition of Congressionally-directed spending projects. 23 Next slide, please. 24 All right. So in this slide, the P2P process is 25 not the only way projects get into the five-year construction

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1 program. One pathway is competitive projects that are awarded
2 by the Board. The AZ SMART program is an example of this.
3 Another pathway are the subprogram projects approved by the
4 Board. ADOT currently has 53 subprograms that address different
5 aspects of our transportation needs. And then, finally, there
6 are earmarked projects, also known as the Congressionally-
7 directed spending projects, CDS, which are special line item
8 appropriations for specific projects.

9 Next slide, please.

10 All right. So there are a variety of external
11 and internal stakeholders that give input into the P2P process.
12 This input is critical, because it enhances decision making,
13 increases transparency, reduces risk, and ensures that projects
14 align with ADOT values and needs.

15 Ways that stakeholders can participate in the P2P
16 process include, but not limited to, coordinating with the
17 engineering districts on state highway system project
18 priorities, submitting new P2P projects at the call for new
19 project nominations, which occurs every March, coordinating
20 directly with the P2P manager, myself, and participating in the
21 P2P workshops, which we'll discuss in the next slide.

22 The key stakeholders that input into the P2P
23 process, include the State Transportation Board, State
24 legislative elected officials, our 22 federally recognized
25 Arizona tribes, our four council of governments, COGs, our seven

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1 rural MPOs, our two transportation management areas, which are
2 MAG and PAG, our seven ADOT engineering districts and our -- and
3 16 ADOT technical groups.

4 It is important to note that our engineering
5 districts act as an important point of contact between ADOT and
6 local communities, gathering public input on road projects that
7 feed into the P2P process.

8 Additionally, the public has the opportunity to
9 give input into the tentative five-year construction program,
10 which includes our highly ranked P2P projects during the public
11 comment period that happens between February to May of every
12 year.

13 Next slide, please.

14 All right. So with our P2P workshops, every
15 September, we hold these P2P workshops for each of the seven
16 engineering district regions. The participants invited to these
17 P2P workshops include, but not limited to, our State
18 Transportation Board members, the districts, their COGs, MPOs,
19 our tribes, our ADOT technical groups, our ADOT Regional Traffic
20 Safety Group and our ADOT Policy Group.

21 Workshops provide the participants an opportunity
22 to review the final rankings of projects within each investment
23 category and to refine the projects.

24 Refinement of projects can include combining
25 overlapping projects or adjacent projects to improve efficiency

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1 of delivery, changing project priority due to local impacts or
2 resources, or other considerations.

3 Following the district workshops, each district
4 administrator provides confirmation of any adjustments to their
5 district score priorities. Any scoring changes at this time
6 will override the preliminary district prioritization provided
7 earlier in the P2P process.

8 So before the -- this concludes the ten slides on
9 the background. The next slides after this are going to go more
10 into each funding category and talking about the scoring. Before
11 I go there, were there any questions or comments thus far?

12 MS. HOWARD: Madam Chair, I have a quick
13 question.

14 CHAIRWOMAN DANIELS: Please.

15 MS. HOWARD: With regards to the safety scoring
16 and the Strategic Highway Safety Plan, do you look at that plan
17 when you're reviewing the safety scoring to make sure that they
18 sync together with what the vision is for ADOT and the
19 current -- how the current scoring is prioritized?

20 MR. JAMES: And I'll jump on that first and
21 definitely want to hear from our leader -- our executive
22 leadership, too, if there's any other additional comments.

23 When we look at the scoring and the scoring
24 criteria that we use, we do coordinate with our Traffic Safety
25 Group, who also are in charge of overseeing the Strategic

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1 Highway Safety Plan. So we -- yeah, we coordinate as far as
2 what methodologies are we using. Are they in line with current
3 Highway Safety Manual standards, and are they in line, as you
4 mentioned, with the goals and vision that we have in our plan?

5 So, yes, we do coordinate on that, and I do
6 coordinate with that group on an annual basis to ensure that
7 we're always coinciding on that as we do our scoring of safety
8 needs on the system.

9 MS. HOWARD: Okay. Thank you.

10 MR. JAMES: No, thank you. Appreciate it.

11 DIRECTOR TOTH: Madam Chair, Board Member Howard,
12 this is Director Toth.

13 I'd also like to emphasize that the Highway
14 Safety Improvement Program dollars that we receive from the
15 Federal Highway Administration, any project that's associated
16 with those have to fall within the emphasis areas of the
17 Strategic Highway Safety Plan. So that does guide how we use
18 the HSIP funding as well.

19 MR. JAMES: Excellent. Thank you.

20 Any other questions or comments thus far before
21 we get into the specific funding categories?

22 MR. BRACKER: Yeah. Madam Chair, this is Bruce
23 Bracker.

24 CHAIRWOMAN DANIELS: Please, Bruce.

25 MR. BRACKER: So I was invited to the southeast

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1 P2P workshop, but I received no other invitations for any other
2 workshops around the state. I know they're pretty time
3 consuming. Is it possible that ADOT could do a CliffNotes
4 version of those P2P workshops for board members so that we can
5 understand what projects are going on around the state rather
6 than just in our districts?

7 MR. JAMES: And I will respond to that, Board
8 Member Bracker. Thank you for bringing that up.

9 Yes. In the few -- what we typically have done
10 is that invite the State Transportation Board members for the
11 specific areas where they represent for our P2P workshops, but
12 in the future, we will make sure to invite board members to all
13 P2P workshops. So we will make sure to make that change in the
14 future.

15 MR. ROEHRICH: And, Jason, Mr. Bracker also asked
16 a kind of summary of some of the other workshops, so that might
17 be in your final rankings as well, but could you make sure to
18 share that --

19 MR. JAMES: Absolutely. Yes.

20 MR. ROEHRICH: -- with the board members so they
21 have that?

22 MR. JAMES: Uh-huh.

23 All right. And any other comments or questions
24 before we move on to the discussion on the funding categories?
25 Okay. Hearing none.

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1 Next slide, please.

2 All right. So let's discuss the modernization
3 category.

4 Next slide.

5 All right. So modernization are improvements
6 that upgrade efficiency, functionality and safety without adding
7 capacity. The P2P process feeds into three subprograms that you
8 see at the top of your screen, the 705 subprogram, which is our
9 P2P modernization projects, the 707, which is our PROTECT
10 program that addresses resiliency, and also 709, which is our
11 Carbon Reduction Program, subprogram.

12 The other modernization subprograms that you see
13 below have their own prioritization framework that's separate
14 from the P2P process. The State Transportation Board approves
15 all projects who come out all these subprograms on a line item
16 basis.

17 Next slide, please.

18 All right. So this slide shows the P2P scoring
19 breakdown for the modernization category. There are 22
20 different work activities in this funding category, as you see
21 on the right-hand side of the screen. 35 percent of the overall
22 score is the technical score, which is based on the project's
23 nominating technical group or a study document. For example, a
24 corridor profile study. 30 percent of the overall score is the
25 district score, which is derived from each ADOT district's

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1 prioritization of projects reflecting local assessments. 25
2 percent of the overall score is the safety score, based on the
3 weighted level of safety service values computed using the P2P
4 safety tool. And then 10 percent of the overall score is the
5 policy score, which consists of the freight percentage,
6 functional classification of the roadway, and the disadvantaged
7 communities measure.

8 Any questions or comments on this slide?

9 CHAIRWOMAN DANIELS: I have one quick question.
10 Sorry, Jason. Couldn't unmute fast enough.

11 We've come back a couple different times to the
12 sources of data as being an important component of this, because
13 those have such an impact on the actual percentage that each of
14 these categories is going to be getting. And maybe we can cover
15 this at some future, you know, few minutes if you want to keep
16 going in this, but I would love to understand the sources of
17 data.

18 It was a little bit frustrating, I think, for the
19 Board to have residents of Payson and other communities come
20 forward with differing data than what we have, and so some sort
21 of agreed upon -- it does have such a tremendous impact on how
22 these numbers sort of break down that I think it's worthy of
23 discussion.

24 MR. JAMES: Got you. Thank you, Madam Chair, for
25 that. And, yes, I can definitely send you a detailed kind of

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1 memorandum on the sources of data and describing that. And if
2 any further questions after that memorandum is submitted to you
3 and board members, we'd definitely be happy to address them.
4 But thank you for bringing up that comment, Madam Chair.

5 CHAIRWOMAN DANIELS: That would be great. Thank
6 you. Appreciate that.

7 MR. JAMES: All right. Any other questions or
8 comments on this slide before we move on to talking about
9 expansion?

10 Okay. Hearing none. We'll move on to expansion.
11 Let's talk about the expansion category.

12 Next slide, please.

13 So expansion or improvements that add capacity by
14 adding new facilities. When the expansion technical scoring was
15 updated in 2024, our goal was to create performance measures
16 that, number one, address ADOT Long Range Transportation Plan
17 and MAP-21 goals and strategies. The ADOT Long Range
18 Transportation Plan goals that expansion projects support
19 include economic vitality, equitable access and improving
20 mobility, reliability and accessibility.

21 The MAP-21 goals that are addressed by our
22 expansion technical scoring are safety, congestion reduction,
23 system reliability and freight and movement and economic
24 vitality. The second thing we wanted to address was creating
25 performance measures that reduced overlap or correlation.

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1 Number three, we wanted to utilize available data sources.
2 Number four, we want to develop something that can be developed
3 and maintained by ADOT staff. And number five, we want a
4 process that does not require extensive analyst -- analysis
5 steps.
6 Next slide, please.
7 All right. So this slide shows the scoring
8 breakdown for expansion based on the performance measures that
9 we discussed in the previous slide. The P2P process focuses on
10 Greater Arizona expansion projects. So 50 percent of the
11 overall score is the technical score, which focus -- which is
12 focused on system reliability to reduce congestion, to support
13 economic vitality. 25 percent of the overall score is the
14 district score, which considers input from their local
15 constituents. 15 percent of the overall score is the safety
16 score, and then 10 percent of the overall score is the policy
17 score.
18 Any questions or comments on this slide?
19 MR. BRACKER: Madam Chair. Can you expand on the
20 technical portion of the 50 percent, what each one of those
21 categories means?
22 MR. JAMES: Absolutely. So with -- let me get
23 here. Give me just a moment. I'm blowing -- I'm blowing up my
24 own screen here so I can see here.
25 MR. BRACKER: Sorry I'm (inaudible) I'm going to

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1 ask.
2 MR. JAMES: Yes. Not a problem. And I'm just
3 getting up my screen here real quick. Give me just a moment,
4 because I seem to have lost the screen here for a minute.
5 All right. So... All right. I got --
6 everything's back to normal here.
7 All right. So with level of service, the first
8 one, level of service, that is a rating of how well -- how well
9 the transportation facility is operating. So it's used to
10 assess traffic congestion and delay at intersections on our
11 roadways.
12 The total delay -- there we go. Yeah. I'm
13 seeing it now -- is the difference between the travel time
14 that's actually experienced and the reference travel time that
15 would result during ideal conditions. So in the absence of
16 traffic -- traffic control, in the absence of geometric delay,
17 in the absence of any instances and when there's no other
18 vehicles on the road, kind of comparing that to actually what's
19 happening out there in reality.
20 The next one is system reliability for both
21 passenger vehicles and freight, and that's a measure of the
22 dependability in the travel time of a trip, or the time to
23 travel a road segment that's experiencing different hours of the
24 day and days of the week for both passenger vehicles and
25 freight, and really looking at peak times, too, to where

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1 reliability is not so high.
2 The next one is supporting economic vitality, and
3 that's a location that's within a key commerce corridor. So key
4 commerce corridors are road segments that connect major economic
5 hubs of Arizona with their associated markets. So these are
6 interstates, international regional routes that promote the most
7 economic activity and support the growth of quality jobs in the
8 state. So that would be the Interstate 40, I-17, I-10. You
9 know, those would be examples there.
10 And then, finally, improving congestion --
11 congestion, that's comparing projected future change in the
12 vehicle hours traveled along a route at a project level. So
13 that's kind of -- without getting too much into the weeds, which
14 we could, that's a description of each of the measures within
15 our technical scoring.
16 Did that answer your question, sir?
17 MR. BRACKER: It did. Thank you.
18 MR. JAMES: All right. Thank you for the
19 question. Appreciate that.
20 Was there any other questions or comments for our
21 expansion scoring?
22 VICE CHAIR MAXWELL: Madam Chair, this is Ted.
23 I've got one question, too.
24 I -- a couple things, and I know you've got more
25 than you're going to break down on the other categories as well.

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1 But curious on this, why the safety standard would drop to 15 on
2 this. I think this is what's leading to a lot of the confusion,
3 because modernization is one thing, but when you're addressing
4 congestion issues, which generally also come with safety issues,
5 there's almost always going to be some addition of facilities.
6 So I was curious why that dropped 15 percent -- dropped 10
7 percent to the 15 percent by having safety be the same measure
8 throughout.
9 And then the only other thing I -- what I see,
10 and I see is kind of the thing that throws -- can throw these
11 numbers out of whack, the district administrator evaluation,
12 that's not the collective body of all the district
13 administrators talking? It's just the district administrators
14 organization for their specific projects? Is that true?
15 MR. JAMES: That is true. Yeah. I'll address
16 that second question of Vice Chair Maxwell.
17 Yes. For the district's score, it's district
18 administrator for the projects that are within their own
19 engineering district. So that's correct. Yes.
20 VICE CHAIR MAXWELL: Okay.
21 MR. JAMES: All right. And I will address your
22 first question. Basically, why is safety scoring only 15
23 percent of the overall P2P expansion score?
24 So with safety, I just really want to -- before I
25 address that, I just want to really emphasize that safety is a

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1 very important part of every project that we do. So, you know,
2 even if a project is an expansion project or pavement or bridge,
3 when we do -- when ADOT does construct those projects, we put
4 those -- that project to ADOT standards, national standards, and
5 a lot of times, we exceed those by putting additional lighting,
6 you know, intelligent transportation system devices, striping.
7 So, you know, I really want to emphasize that.
8 So to your question -- oh, go ahead.
9 VICE CHAIR MAXWELL: Totally agree. I'm just
10 trying to figure out why safety is less of -- less important in
11 an expansion project than a modernization project. That's --
12 MR. JAMES: Oh, absolutely. No, I just --
13 VICE CHAIR MAXWELL: We --
14 MR. JAMES: Absolutely. Absolutely.
15 So since expansion projects are fundamentally
16 about adding capacity to improve congestion, travel reliability
17 and freight movement, expansion scoring places most weight on
18 the mobility performance, which is that 50 percent technical
19 score you see that's consistent with our MAP -- with MAP-21
20 based performance planning. Safety is included, as you
21 mentioned, that 15 percent, because ADOT is bringing up the
22 roads to ADOT and industry standards.
23 So with that said, that's the reason is because
24 of the more emphasis on mobility performance. And this
25 weighting structure, by the way, that ADOT uses is consistent

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1 with other comparable Western states such as Utah, Colorado,
2 Nevada and Washington.
3 VICE CHAIR MAXWELL: Thank you. Appreciate it.
4 MR. JAMES: No, thank you for that question.
5 Appreciate that.
6 All right. Was there any other additional input
7 or comments on this slide before we move on to the next slide?
8 All right. Hearing none. We'll move on then.
9 We'll talk about the preservation category, which
10 is for pavement and for bridge. And preservation is activities
11 that improve or sustain the condition of a roadway or bridge, to
12 a state of good repair.
13 And we're already on the pavement scoring
14 breakdown. As you see, for our pavement preservation, 51
15 percent of the overall score is the technical score, which comes
16 from the pavement management section.
17 The pavement management section evaluates all
18 roadways under ADOT ownership and recommends pavement projects
19 based on the data-driven, quantitative methodology. 40 percent
20 of the overall score is the district score, and 9 percent of the
21 overall score is the policy score, which consists of a scoped
22 project in the previous P2P cycle and disadvantaged communities
23 measure.
24 The scoped project measure is specific to
25 pavement projects, in order to get projects off of the funding

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1 bubble and get them programmed sooner than later.
2 Any questions or comments on this slide? All
3 right. Hearing none.
4 Next slide, please.
5 And then finally, this slide shows the bridge
6 scoring breakdown. So 60 percent of the overall score is the
7 technical score, which comes from the bridge group. The bridge
8 group evaluates all the bridges under ADOT ownership and
9 recommends bridge preservation projects that is based on a data-
10 driven, quantitative methodology. 30 percent of the overall
11 score is the district score, and 10 percent of the overall score
12 is the policy score, which consists of freight, freight
13 percentage, roadway functional classification, and disadvantaged
14 communities.
15 Any questions or comments on this slide? All
16 right. Hearing none.
17 Moving on to --
18 MR. BRACKER: Yes.
19 MR. JAMES: Oh, I'm sorry. Go ahead.
20 MR. BRACKER: Can you go back? On the technical
21 and safety, how often does every ADOT bridge get inspected?
22 MR. JAMES: Gotcha. With our bridges, we
23 typically inspect those bridges once every two to three years.
24 And then for -- and just to add to that, we do have, you know,
25 requests where we -- for more vulnerable bridges that we -- that

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1 we look at every year. So it really depends on there, but
2 typically, every two to three years for our bridge inspections.
3 DIRECTOR TOTH: Chair Daniels, Board Member
4 Bracker, it is every two years, as required by Federal Highway
5 Administration.
6 MR. JAMES: Thank you, Director.
7 VICE CHAIR MAXWELL: Thank you.
8 MR. JAMES: All right. Any other questions or
9 comments on this slide?
10 All right. Move on to the next slide, please.
11 All right. So this concludes our discussion on
12 the P2P process, and so I want to open it up to our board
13 members for open discussion, any additional questions, comments
14 or anything you want to discuss on this presentation.
15 CHAIRWOMAN DANIELS: Thank you, Jason, and thanks
16 for being so thorough for us.
17 Board members, any additional questions? So --
18 MR. BRACKER: Madam Chair.
19 CHAIRWOMAN DANIELS: Yeah. Uh-huh.
20 MR. BRACKER: So one of the things that I've seen
21 as a county supervisor, and now I'm on the board and I'm just
22 learning, it's very difficult. There's some roads in the system
23 that don't serve major population areas, but they're still
24 critical roads for the communities that they're in. They're
25 state routes. Are state routes -- are all state routes

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1 considered to be in the federal system, or are they all
 2 considered only the state system?

3 MR. JAMES: Of the -- with our -- and again, you
 4 know, for anyone of our leadership team, correct me if I'm
 5 wrong. I do believe that all our projects are eligible for
 6 federal funding. They're federally functional (phonetic)
 7 classified. So, you know, I -- hopefully, that answers your
 8 question as far as being eligible for federal funding. I
 9 believe all our state routes are eligible for that. But again,
 10 anyone on our leadership, correct me if I'm wrong on that. Just
 11 want to make sure I'm saying that correctly.

12 CHAIRWOMAN DANIELS: Anyone?

13 DIRECTOR TOTH: Chair Daniels, Board Member
 14 Bracker, yeah, that's exactly right. All the roads within the
 15 state highway system are eligible for federal aid.

16 MR. BRACKER: Thank you.

17 So my next question is in the scoring system, it
 18 really puts the rural state routes at a huge disadvantage,
 19 because they don't have the traffic flow. They don't have --
 20 but these roads are (phonetic) critical to those communities,
 21 just like everywhere across the state, you have people, school
 22 systems using these systems and tourism using these systems, but
 23 they're just -- the roads are not in good shape.

24 And I understand that we're dealing with a
 25 funding issue in this -- as I'm learning, a huge funding issue

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1 at ADOT. But how do you get priority to some of these roads?
 2 Because what I just -- what was explained to us right now, I
 3 don't see much of a -- much of an avenue, other than the board
 4 of -- the ADOT board saying, you know, we think that this road
 5 is important enough, and we're going to allocate funding for it.

6 MR. JAMES: Gotcha. Oh, go ahead, if our
 7 leadership wants to comment first before I jump in.

8 DIRECTOR TOTH: Yeah. Chair Daniels, Board
 9 Member Bracker, it's -- it is a very difficult position. I just
 10 want to stress that the MAG and PAG regions are programmed
 11 separately by MAG and PAG. So when we're talking about the P2P
 12 process, we're talking about the outlying districts, the rural
 13 districts in general, so that they aren't competing, I would
 14 say, with the urban areas.

15 I wasn't quite sure if that was your question or
 16 just the fact that there's -- it's -- it is difficult in terms
 17 of we can't touch every single road every single year, or even,
 18 you know, every ten years. It's just -- that's the nature of
 19 the system and the funding that we have available.

20 MR. BRACKER: When you do a pavement preservation
 21 project on a road, is it varied by district in the state, how
 22 long you estimate that that pavement preservation will last?
 23 And the example I'll use is in Santa Cruz County, we use chip
 24 seal, we have a very moderate climate, and we figure that chip
 25 seal will last seven years.

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1 MR. JAMES: Gotcha. I'll jump in on that one.

2 Yes. We do have a life cycle that's associated
 3 with each of our rehab, preservation, reconstruction projects.
 4 With any of our projects that we put down on the state highway
 5 system, we do have a maintenance schedule that we maintain with
 6 each of these roadways, try to maintain them to make them last
 7 to a particular life cycle. So we do do that.

8 And then just, again, just to go on what Director
 9 Toth was saying, too, with the previous question, yeah, it is a
 10 huge challenge as far as the funding for our rural needs. That
 11 was a -- we've been very aware of that for many years. That was
 12 the reason why, by the way, we added the disadvantaged
 13 communities measure to our scoring system, was to make our rural
 14 area -- our rural area roadways a little bit more competitive.
 15 It's also something that we are trying to -- we addressed in our
 16 Transportation Asset Management Plan, as far as ways to show a
 17 little more love to our lower volume roadways. So just want
 18 put that out there, too.

19 MR. BRACKER: Thank you. Thank you, Chair
 20 Daniels.

21 CHAIRWOMAN DANIELS: Of course.

22 Any other questions from our board for Jason?

23 VICE CHAIR MAXWELL: Madam Chair.

24 CHAIRWOMAN DANIELS: Please.

25 VICE CHAIR MAXWELL: It's not so much -- well, I

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1 guess it is a question. Those are the -- all the things at --
 2 that gave us the breakdowns, and again, some surprised me, the
 3 differences between safety, the fact that there's no safety
 4 under consideration, preservation, because I'd argue that the
 5 deterioration of a road for various states throughout of our
 6 four categories, you know, why we classify them can make a huge
 7 difference on safety, depending how bad it is. I think that's
 8 what we hear often from the public, as well as they -- that
 9 safety is grossly underrepresented in this process.

10 What is the process to go through and change
 11 this? I mean, I understand that there's a reason they're all
 12 different in the different categories, but I think you could
 13 make an argument that they should also -- the text could always
 14 be the same, the district should be the same, but what is the
 15 process? And in your opinion, why is the importance of the --
 16 what I call significant percentage is left to the district
 17 administrators when you're now at some point comparing things
 18 between districts?

19 CHAIRWOMAN DANIELS: Maybe I could tag on to that
 20 just for a second, Ted, just to clarify. When was the last time
 21 there were adjustments made to this, and how was the process
 22 changed? And I know we're about to embark on quite a few
 23 listening tours, which I anticipate that this will -- that will
 24 help inform, but I -- let me just tag on to your question, Ted.

25 MR. JAMES: Gotcha. All right. So I'll jump on

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1 that first. Actually, I want to address -- before I answer that
2 question, Madam Chair, I wanted to address Vice Chair Maxwell,
3 you mentioned as far as safety and our pavement and bridge
4 projects. Actually, the safety scoring is inclusive in the
5 technical scoring for pavement and for bridge. So they actually
6 do include a safety factor in their analysis for scoring for
7 those projects. Hence why you don't see a separate --
8 (Speaking simultaneously.)
9 MR. JAMES: -- pavement and bridge. Just want to
10 put that clarification there.
11 VICE CHAIR MAXWELL: Understand. So preservation
12 does have safety in the technician --
13 MR. JAMES: Yes.
14 VICE CHAIR MAXWELL: Because you've briefed that
15 on bridges, and if you briefed that on preservation, I'm sorry.
16 I missed it, but (inaudible) --
17 MR. JAMES: No, it's okay.
18 VICE CHAIR MAXWELL: I think on the slide it just
19 said technical, so...
20 MR. JAMES: Absolutely. So I just want to put
21 that out there.
22 Now, as far as any changes to the scoring
23 criteria or the percentages, that is up to the Board. That is a
24 State Transportation Board decision on that. So just want to
25 put that there. I think the last time we updated that was a

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1 while back. It was probably way before my time, but that is a
2 board decision. Executive leadership, ADOT, anything to add to
3 that?
4 MR. HOSSAIN: Sorry. Good morning, everyone. If
5 I may, this is Iqbal Hossain here.
6 So, you know, Board Member Maxwell, the question
7 you asked about why the modernization and the expansion safety
8 score are different, I just wanted to add what Jason already
9 mentioned. Just wanted to communicate that the modernization
10 project, that actually has all the safety projects included
11 there. As an example, it says all the traffic interchange under
12 modernization. Then we have the roundabout, ramp, signal, then
13 pedestrian crossing, all these projects all under modernization.
14 That's one of the reasons why we have more safety score, meaning
15 under modernization, we have all the safety projects, if that
16 helps.
17 CHAIRWOMAN DANIELS: I think it helps Iqbal, but
18 I think the confusion is if I'm a layman and I'm looking at your
19 spreadsheets that have the percentages based on each of -- you
20 know, how things are being scored, if you look at pavement
21 preservation, there is no safety component outlined and given a
22 percentage of weight. And I think what -- I think what we're
23 hearing is, hey, safety needs to be a weighted element within
24 pavement preservation.
25 And Ted, I hope I'm not putting words in your

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1 mouth, and correct me, but I want to make sure that when we're
2 talking apples to apples, yes, I understand that safety may be a
3 component in pavement preservation, but it isn't necessarily
4 outlined or weighted for a safety improvement if that
5 preservation provides a safety improvement.
6 VICE CHAIR MAXWELL: And Chair Daniels, you're
7 spot on to my thoughts, to me. That's why I asked --
8 CHAIRWOMAN DANIELS: Yeah.
9 VICE CHAIR MAXWELL: -- (indiscernible) they all
10 necessarily (indiscernible)? I understand something technical,
11 and yes, when we're doing an expansion, there's inherently
12 safety built into that, but why don't we still score it? And,
13 you know, if we're looking at a scoring issue, and we're
14 considering policy at 10 percent for one, safety at 25, 30 for
15 the district and 35 for tech, I think you could make the
16 argument those should be consistent across all four, because
17 it's still comparing project to project within those different
18 categories.
19 So the scoring -- I think what we've heard --
20 what we've definitely heard from the public is 15 percent on an
21 expansion project, you're -- why are you taking such little
22 concern about safety when you're just making that decision. So
23 I think either as an entity, we can do a better job of
24 explaining it, but anytime you have to explain why, well, it's
25 actually in that technical slide, and you see on your slide it

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1 doesn't mention safety anywhere.
2 CHAIRWOMAN DANIELS: Uh-huh.
3 VICE CHAIR MAXWELL: Nobody -- nobody in the
4 public is going to buy pavement safety is even a consideration
5 for pavement preservation, and --
6 CHAIRWOMAN DANIELS: At least in the weighted
7 priority component of that.
8 VICE CHAIR MAXWELL: Correct.
9 CHAIRWOMAN DANIELS: Yeah. Jason, amongst your
10 peers in other states, is this considered a best practice?
11 Meaning are we advanced or are we maybe a little behind in what
12 might be considered priority planning?
13 MR. JAMES: Gotcha. Thank you, Madam Chair, for
14 that question.
15 Actually, we're -- we are actually, you know, in
16 line with national performance measures when it comes to our
17 performance-based planning to programming scoring in line with
18 like-size states. Like I said, when we -- when I compare our
19 P2P process scoring criteria, I do look at, like, you know,
20 Nevada, Colorado, those type of states. I don't compare
21 ourselves to New York, California, Texas. You know, they have a
22 higher budget. So that's -- so yes, we are in line with the way
23 that we score.
24 Again, obviously there's going to be some little
25 differences depending on each state, but overall, our scoring is

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1 consistent with what other like-sized state DOTs -- or how
 2 they're scoring their preservation needs, expansion and
 3 modernization needs.

4 CHAIRWOMAN DANIELS: Okay.

5 DIRECTOR TOTH: Madam Chair.

6 CHAIRWOMAN DANIELS: Yeah, please.

7 DIRECTOR TOTH: If I might, Kerry Wilcoxon, I
 8 think, wants to weigh in on the safety considerations and do
 9 some explanation as well. If we could unmute him, Bryce.

10 CHAIRWOMAN DANIELS: And I see you as well, Board
 11 Member Elters. You're on deck.

12 MR. ELTERS: Thank you.

13 MR. ROEHRICH: Bryce, maybe if you can move Kerry
 14 in as a panelist, he can then unmute himself.

15 CHAIRWOMAN DANIELS: Is Bryce still with us?
 16 Bryce, you're on mute.

17 MR. ROEHRICH: Bryce, I'm feeling abandoned. Are
 18 you there?

19 CHAIRWOMAN DANIELS: Do you have the capability
 20 to do that, Floyd, as an admin?

21 MR. ROEHRICH: No, ma'am. I don't. Sorry.
 22 Unfortunately not. I need Bryce, too.

23 DIRECTOR TOTH: Well, we can -- we'll forego that
 24 and move on, Chair, and we'll see if we can't come back --

25 CHAIRWOMAN DANIELS: Let's come back to Kerry.

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1 Maybe we can get Bryce between now and then.
 2 Sam, and then Bruce. I hope it's okay that we're
 3 informal here on this study session. Okay. Thanks.

4 MR. ELTERS: Madam Chairman, it's perfectly fine
 5 with me. Thank you.

6 Just wanted to share a couple of thoughts
 7 listening to the discussion and, you know, recognizing that
 8 there are many questions and very legit questions. I think we
 9 should keep in mind that are many, many facets to safety, and I
 10 would really suggest right off the bat that we tread lightly on
 11 changing these percentages without the scientific backup to do
 12 so, recognizing that many of these practices are aligned with
 13 federal guidelines that come with the legislative acts that
 14 they -- congress passes, and then with other states and the
 15 industry standards.

16 Furthermore, for example, in modernization, we
 17 have 25 percent for safety. That's because modernization is
 18 modernizing an existing highway that may have been built, you
 19 know, years ago, at a lower standards or different standards.
 20 Expansion, on the other hand, builds highways standards, at
 21 arguably a higher safety standards and degree.

22 And I would say when it comes to system
 23 preservation, whether being pavement or bridge, the districts'
 24 and the locals' input is really key, because they know the
 25 system better than even the adjacent district. They're on it.

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1 They're dealing with it daily, frequently. Their input, then is
 2 validated or, you know, collaborated with the technical
 3 discipline, whether it be in the pavement group or the bridge
 4 group that is looking at District A and then District B and
 5 comparing those pavement conditions. And safety clearly is a
 6 concern when you start having extensive cracking versus
 7 potholing versus -- and those are all tracked as part of the
 8 evaluation by the locals.

9 So, you know, it -- I think -- I think it really
 10 boils down to the challenge that we have, which is funding
 11 limitation. When this process is compiled and it produces a
 12 list of 90 projects that are ranked from 1 to 90, and then we
 13 have to draw the line at projects --

14 CHAIRWOMAN DANIELS: Think you froze, Sam.

15 Uh-oh. We got an unstable connection here. We'll come back to
 16 Sam. He might have to log back in. Bruce?

17 MR. BRACKER: Thank you very much, Chairman --
 18 Chairwoman. Sorry.

19 CHAIRWOMAN DANIELS: Jenn. I thought we just
 20 agreed to be informal. Jenn.

21 MR. BRACKER: Okay. Thanks, Jenn.

22 So when I'm looking at this first slide, the
 23 previous slide -- you're at the pavement preservation slide, but
 24 I'm looking at the P -- sorry. They forgot to take the phone
 25 out of my office.

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1 It doesn't -- there's a little bit more detail in
 2 the P2P score and breakdown on pavement preservation, but if I'm
 3 looking at the P2P scoring breakdown on expansion, I just -- I'm
 4 not seeing the level of detail that I need to see. What are --
 5 what are in each of these technical categories? What are the
 6 things that the district engineer is looking at? What are the
 7 things that, you know, make up safety?

8 Those are really the things that, as a new board
 9 member, I need to educate myself on so that I understand when
 10 I'm receiving new P2P recommendations from them, from staff,
 11 that they've answered -- they've addressed the questions that I
 12 might be asking or I -- I can articulate to constituents, these
 13 are the things that they're looking at. This is why this
 14 decision was made. Can you get us -- can you -- can you get us
 15 more detail in this?

16 MR. JAMES: Absolutely. And I'll address it. I
 17 saw that Kerry hands (sic) was up, too, so I know he can address
 18 the safety question.

19 But as far as more detail, as far as where those
 20 technical score -- where that technical scoring methodology
 21 comes from, and where the methodology comes with those factors,
 22 I can actually send that to you and the rest of the board
 23 members. It's actually -- we updated our P2P manual this year,
 24 and we just got that done. So I can send that to you. That
 25 actually goes into detail on where a lot of this information

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1 comes from. So I can -- definitely can send that to you.

2 And as far as the safety component of your

3 question, I'll leave that to my colleague, Kerry Wilcoxon, to

4 address that.

5 Kerry, go ahead, sir.

6 MR. WILCOXON: Hi, everyone. Can you hear me?

7 CHAIRWOMAN DANIELS: We can.

8 MR. WILCOXON: Thank you, Jason, and thank you,

9 Chairman and Board Members. Kerry Wilcoxon. I'm the state

10 traffic engineer.

11 I worked with Jason, and he and I spoke about

12 this very question last week or earlier this week. But I did

13 want to just mention, first of all, it may be more of a -- the

14 discussion we're having may be more of a -- please don't take

15 this the wrong way, but it may be more of a question about

16 marketing, what it is that we're talking about, rather than

17 dwelling on a specific name for how we prioritize things.

18 When we look at projects, whether it's through my

19 group or through any of the design groups or the construction

20 group, every project that we build is a safety project. And we

21 don't say that as -- we don't say that lightly. What we mean by

22 that, it's every time we touch a road, we make it better,

23 whether we are just having new pavement, whether we're removing

24 cracks and seals and things like that. Every project we touch

25 is a safety project.

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1 There are some projects that will have higher or

2 worse safety performance than others, and those are -- those are

3 typically things that are found in the modernization program,

4 but there are also projects that we may not be fully aware of

5 the safety components because we're not from those areas. So we

6 do rely on local input on a lot of these projects, but when we

7 talk about safety, the safety scoring, everything that we do is

8 a safety project. Some different classes of projects have

9 different weights of the actual safety performance, but every

10 project we have -- we do is safety.

11 I want to make sure that we're aware of that

12 nuance we talk about. We don't ignore safety on anything, and

13 in fact, we are constantly bringing every project that we

14 develop up to the latest safety standards, up to the latest

15 design and construction standards. Whether they have a

16 demonstrated history of safety problems or not, we're constantly

17 upgrading our roads to make them safer.

18 Does that help at all?

19 CHAIRWOMAN DANIELS: I don't think -- yeah. I

20 don't think any board member would disagree with that and

21 appreciates definitely that lens.

22 I think all we're pointing out is that in the

23 scoring process, safety is outlined and weighted in some

24 processes versus others. And so we're just sort of trying to

25 grapple around, like, why is it spelled out in modernization?

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1 Why is it spelled out in -- but not spelled out in preservation?

2 And so that's the only thing we're trying to grapple with, is

3 the process, not necessarily whether projects are or aren't

4 safety related.

5 I would 100 percent agree with your assessment

6 that we're not going to make any improvement that's going to

7 decline -- you know, with any intention of declining safety in

8 one area or another. Everything has a safety element, so...

9 Ted?

10 VICE CHAIR MAXWELL: And Madam Chair, if I could

11 (indiscernible). Absolutely. Kerry, there's -- this is not a

12 question of whether anybody's -- questions anybody's integrity

13 or our goals. I think our number one goal is -- as a board is

14 the safety of the folks using our system. There's no doubt

15 about that. I have zero doubt that every time you improve a

16 road, you're making it inherently more -- inherently safer.

17 What we're dealing with, because while I agree

18 with Sam completely, we don't want to rush to change things, we

19 don't want to do other things, and yes, it's a funding project.

20 The funding solution takes a lot longer than us being able to

21 fix or improve how we do these selections and then can inform

22 the public, because the public's outreach, what they see every

23 month is we get a whole list of P2P projects. The P2P process

24 makes more changes on the five-year plans than we do, in

25 reality, other than the approval of our contracts.

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1 It is a critical cog in what actually gets done,

2 and when you have areas, like the district ones, I fully agree,

3 the people who have these projects in their districts know

4 better how much it's going to help, compared to the other

5 projects in their area, but there's got to be some way of

6 looking at it overall when you have a category like district

7 input, which has very little definition to what that district

8 input is. The public is going to question it, and we have to

9 be, as a board, responsible not only to the public and their

10 requests, but we have to be able to justify the decisions we

11 make to them, and, more importantly, the decisions that ADOT at

12 that -- as a community we make.

13 So it's just, we're just trying to get to a point

14 of how can we explain to them so that they understand better,

15 instead of -- I mean, it's terrible when you're sitting there

16 having two people try to compare their percentage of traffic

17 versus the number of deaths on their roads. That's terrible.

18 So we're just trying to even fine tune both the

19 marketing, as you said, the marketing, but our marketing is

20 explaining why this process works. I -- safety is absolutely

21 goal number one inherent. You guys are all professionals. No

22 question about that.

23 CHAIRWOMAN DANIELS: Thanks, Ted.

24 Someone in the executive team room has a comment,

25 and I love being able to see Floyd from multiple angles on the

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1 WebEx. That's helpful.

2 UNIDENTIFIED SPEAKER: Chair Daniels, members of

3 the Board, I think that what we're wrapping around is in the

4 preservation category, on the bridge, it does say technical and

5 safety, and I apologize that it doesn't say the same thing under

6 the pavement preservation component. What we can do is separate

7 the safety out versus combining it into the technical score. So

8 that is something we can come back to the board with most

9 definitely.

10 CHAIRWOMAN DANIELS: Pulling back, like, maybe

11 out -- pulling out a little bit on this topic, and again, I look

12 to the Board. I would love for us to -- if it has -- this

13 hasn't been updated in quite some time and there have been both

14 MPOs, COGs and the general public who have pointed out what they

15 considered to be flaws in this process, can we ask staff to take

16 a good -- the last thing you want and need is the Board saying

17 this is what the percentage should be for each of these

18 categories, and I don't think any board member wants to do that.

19 I think what we want to do is look to ADOT staff

20 and the professionals to say, can we re-examine if this is a

21 best practice across the country? What type of processes are

22 other states using in order to prioritize projects, and what

23 adjustments need to be made to update and modernize the language

24 and approach that we're using in order to ensure that ADOT's

25 goals are accurately reflected in these charts and in the

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1 process?

2 MR. BRACKER: Jenn, I would also ask -- add to

3 that is --

4 CHAIRWOMAN DANIELS: Yeah.

5 MR. BRACKER: -- how are we -- how do we put that

6 out to the general public and to these COGs so they understand

7 what we're looking at?

8 CHAIRWOMAN DANIELS: Uh-huh. And they

9 probably -- the COGs and MPOs understand it probably way better

10 than this board does, but so we're -- we'll be the bridge

11 between the general public and the industry professionals, but

12 I -- again, we don't make any decisions in this, but I'm looking

13 to the Board for, you know -- and if we need to agendize this

14 for a future meeting, I think we probably could, but I don't

15 want us to start going down the rabbit hole of percentage

16 assignments.

17 DIRECTOR TOTH: Madam Chair, members of the

18 Board, we'd be happy to take a look across the board at other

19 states. We can do a fast track research project synthesis and

20 comparison, as well as bring the recommendations back to the

21 Board. This will take us a little time --

22 CHAIRWOMAN DANIELS: Absolutely. Yeah.

23 DIRECTOR TOTH: -- in order to accomplish that,

24 but we will definitely bring it back before the next programming

25 cycle.

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1 CHAIRWOMAN DANIELS: Yeah. And maybe it's a, you

2 know, Q1 2026 goal timeline or Q2 or -- you know, understanding

3 that these types of efforts, to do them properly do take -- take

4 quite a bit of time. Dump that on Ted's plate for future

5 chairmanship.

6 Okay. And as a board, are we ready to move

7 forward to Item 2?

8 Great. Let's do it. Item 2. Bret.

9 MR. ANDERSON: Good morning, still, Madam Chair,

10 members of the Board. My name is Bret Anderson. I am the

11 Project Resource Office and the Local Public Agency section

12 manager. I'm here at request of your board to talk a little bit

13 about the administration of ADOT projects and self-

14 administration and certification acceptance.

15 So go ahead and go to the next slide, please.

16 Here's the layout of the ADOT administrative

17 process. Okay. I'm going to preface this with one little thing

18 that I got going on here. There may be some acronyms that you

19 see in here that you may not have seen before. Please stop and

20 ask me. When you can speak the whole sentence in acronyms and

21 then everybody understands it, then we know we're on

22 (inaudible), but I know there are some things that you might not

23 capture in some of these acronyms.

24 So AA, ADOT administration. So we have some --

25 this is their process. This means ADOT pretty much does

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1 everything. The local submits their project. They come up and

2 they pay for the matching component, the matching piece. ADOT

3 goes through their process, the planning and programming piece.

4 Go to the next slide. It goes a little bit more

5 deeper into that. Thank you.

6 So the planning and programming, along the side,

7 there are some -- MPD. You see many things at your board

8 meetings on a monthly basis. You see the planning and

9 programming piece when they're making changes, Iqbal and Matt

10 are making changes to the five-year program. Finance, Kristine

11 gives you the finance update. The JPA, those are the legal side

12 joint project agreements. And then PMG, those are the

13 individual projects. We're looking specifically to advertise a

14 project and to go to construction, we need to have that

15 environmental certification, the right-of-way certification and

16 the utility certification. We cannot advertise a project unless

17 we have those three components, and that's all part of our

18 project management group. And then, of course, our

19 construction, and those guys are at the districts, and that

20 means they are the ones that are administering, going over and

21 looking at things.

22 And then, of course, at the end, when the project

23 closes out, we come full circle when we do our finance and

24 districts close out a project. That may take some time, but

25 that's pretty much the overview of the ADOT-administered

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1 projects, and ADOT pretty much does everything on that whole
2 piece.

3 Go ahead and go to the next slide.

4 Here's a couple of links, talk about what our
5 joint -- JPA section, what they do, the stewardship and
6 oversight agreement, which we'll make reference to several times
7 in this -- in this presentation, and then, also, our contract
8 administration. So that, in a nutshell right there, is the
9 ADOT-administered piece of the projects.

10 Now, I think the next couple slides is what
11 really you guys want to talk about, and I have some more details
12 with that.

13 All right. So here we talk about the self-
14 administration. Now, we've done -- this is -- this is the
15 process to going through a self-administration and to get
16 everything ready to go. We do this on a project-by-project
17 basis.

18 So go ahead and go to the next slide that dives
19 into a little more details. That's the overview.

20 Here's the -- self-administration. We've been
21 doing this for a while. I have a memo back from 2012, September
22 2012 when FHWA did an audit on a bunch of HSIP projects,
23 transportation alternative projects, and some CMAC-type
24 projects. And they -- there was a review, and there were some
25 things that went down, and we decided to take and just do self-

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1 administration on a project-by-project basis.

2 So right now, the way that it goes, that local
3 public agency applies for self-administration. There's about a
4 13-page document that gets -- that you can request from our
5 webpage. You have to send a request to me, then I will gladly
6 email that to the local government and let them go through that
7 process. The LPA can select a consultant for the design and
8 they can do the design work, and design plans must be done to
9 federal aid standards. That is a requirement, and ADOT will
10 review those.

11 But then at the end, ADOT still administers
12 again, those certifications, the environmental, the right-of-way
13 and the utilities, and we will go through the contracts and
14 specs component to advertise the project as federal aid is
15 involved. And one of the biggest things that we're finding with
16 the self-administration is the fact that there's some -- there's
17 some -- they don't quite have all of the nuts and bolts, if you
18 will, to do federal aid program. They don't have all the stuff
19 that they have.

20 Go ahead and go to the next slide, please.

21 Here's the time frame. A lot of folks think that
22 it will take -- shorten the time frame because they can do self-
23 administered, and they may have -- some are very good. Don't
24 get me wrong. Some are very good at being able to do things,
25 but others, not so much. And there is -- it does take quite a

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1 bit of time to -- again, to develop a project. We've gone
2 through a project mapping process here, and it takes about 18 to
3 24 months once a project is in the five-year program, or it
4 takes about that time to develop it and to get it ready to go
5 for construction. It could take longer, depending upon where
6 the project is located, or if there's environmental concerns.
7 Those are just things that we have to grapple with along the
8 process way.

9 In order to be -- to become self-administered, it
10 does take about three months to get that process. They would
11 submit an application, and then it takes about three months for
12 our team to go through, look at it, make sure that they have the
13 nuts and bolts, have -- cross the T's, dot the I's, make sure
14 everything comes together, and then they get -- they get an
15 award to do some administration.

16 Right now, we do -- we've done one for MetroPlan.
17 They requested to be able to self-administer a safe -- excuse
18 me -- a TA project, and they were able to get things in. And I
19 know, go -- you can go back to that slide, slide five, that has
20 the timeline there. It says -- it says LPA application with fee
21 due by July 30th. Now, we've take -- our team has talked about
22 that and, like, hey, we can take things in whenever we need to.
23 If some -- we're not going to say, you know, you can only -- got
24 one time a year to apply for this. We will take a look at
25 things as they come in. And that fee is about \$10,000 for our

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1 team to look at everything and to go through and to get that
2 process all taken care of.

3 All right. Thanks, Chuck. Go back to this slide
4 seven, I believe it was. Yeah. The time frame.

5 One of the things that does take a lot of time in
6 this self-administration is going through the process, again,
7 making sure that it is in a TIP. Again, one -- you can't put
8 any -- we can't use any federal dollar or get reimbursed for
9 federal funds if it is not in an approved TIP, or as -- the
10 State Transportation Improvement Program. So that is a critical
11 piece. We don't want to make -- we don't want to get started on
12 a project until it is in the TIP.

13 And then once you -- once that TIP is in the
14 program, now we can start to look at developing an
15 intergovernmental agreement. That's the IGA. And then as the
16 tracks number, that's an ADOT number that is generated to keep
17 track of the system, the project in the system, and then you
18 can -- then anything's eligible for funding, and we can get that
19 stuff going. That does take some time.

20 And the local public agency should allow about
21 six months to get through that IGA process, because by the time
22 it goes through their legal shop, our legal shop, it does take
23 about six months. And they are a little understaffed at the
24 moment, but they are working quickly and -- as quickly as they
25 possibly can to get those agreements going on in place.

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1 Go ahead and go to the next slide.

2 MR. BRACKER: Jenn, can I ask a question here?

3 MR. ANDERSON: Sure. I can...

4 CHAIRWOMAN DANIELS: Yeah. Go for it.

5 MR. BRACKER: Sure. Thank you.

6 So when you say that if an entity, a city or

7 county or town finds -- gets an allocation from the federal

8 government through their senate -- a direct allocation from a

9 senator or Congressperson, a member of Congress, that can't

10 proceed until it's adopted into the ADOT five-year plan? Is

11 that what -- to the STIP or the TIP?

12 MR. ANDERSON: Chair Daniels, Board Member

13 Bracker, so you're talking about Congressionally-directed

14 spending, and if that is -- again, it's federal funds. They're

15 coming from the senator or the -- from the US DOT. It goes --

16 one of the first steps when they get that notification that they

17 were awarded federal funds, one of the first steps is that they

18 get it into the TIP so that that can be -- they can get it

19 eligible. Even though they are direct recipients, this still

20 is -- it is federal funds. It comes through the US DOT. Comes

21 through the US DOT, through the state DOT to the locals, and

22 that is -- that's part of the requirements of using federal

23 funds, that it be in a STIP.

24 MR. BRACKER: So the TIP is -- how do you get

25 into -- the TIP is -- it's the state document. It's not a local

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1 COG document.

2 MR. ANDERSON: The TIP -- excuse -- so Chair

3 Daniels, Board Member Bracker, the TIP is the Transportation

4 Improvement Program that is -- rolls into the local TIP. It's

5 basically like their work program -- or excuse me -- their

6 capital improvement program for the local area. Those TIPs in

7 those local areas then roll up into the STIP. It's the State

8 Transportation Improvement Program. So the TIP rolls to the

9 STIP, and then the STIP is where things generate from -- how the

10 federal funds are spent with the US -- with ADOT.

11 MR. BRACKER: What's the time frame for a TIP to

12 roll into a STIP?

13 MR. ANDERSON: We can be, administrative changes,

14 30 days. Whatever the timeline is, if they have a -- there's

15 projects -- now, we can get into STIP and TIP. I can -- I used

16 to do that stuff for a very long time, so if you want to talk a

17 lot of details on that, we can spend a long time on that.

18 It depends on -- it typically -- 30 days is

19 typical turnaround time. By the time the local gets through

20 their boards, it goes to -- sometimes if it's -- you know, the

21 STIP gets amended every month at your transportation board

22 meeting. So as those things happen and then FHWA approves them,

23 they're done on a monthly basis.

24 MR. BRACKER: Okay. Thanks. That's the answer I

25 needed to hear.

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1 MR. ANDERSON: Yeah. You bet.

2 So all right. Moving on. So one of the things

3 that I was -- I was browsing through our LPA manual, a lot of

4 folks think that, hey, by doing this, by being self-

5 administered, I can do these projects a lot quicker, and I can

6 move these things along. That is not necessarily the case.

7 Sometimes they take a little bit longer, and then also, too,

8 they think they're going to save a little bit of money.

9 One of the challenges that we're running into is

10 that, as the local -- again, I don't know if you're aware of

11 this, but the State will pay for the project to be complete, a

12 project to be complete, and then we get reimbursed. So the

13 State pays for everything up front. Then we submit for the

14 funding to be reimbursed from FHWA. I don't know that everybody

15 understands that, but the local then has to -- they would have

16 to be the -- have the ability to pay for the whole project up

17 front and then submit for reimbursement. So that's one of the

18 challenges.

19 I'm just trying to just dismantle or just

20 under -- have everybody understand that this is a -- it is a

21 process that takes a very long time, and you've got to have the

22 T's crossed, I's dotted, make sure everything kind of comes into

23 play in order to do that.

24 A couple of things that you might want to

25 consider, if you're -- to do that self-administration. Can the

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1 LPA staff members, with appropriate technical registration, who

2 is able to sign sealed final versions of documents, and

3 according with the ARS 32-125, I haven't looked that one up

4 yet -- or have acceptable consultant selection procedures in

5 place to ensure selection of a qualified, registered consultant.

6 They want to make sure that past experience and

7 understand requirements of the federal aid highway program,

8 making sure that they also have sufficient financial resources

9 to complete the project activities they are applying and

10 administer before receiving federal reimbursement, as well as

11 sufficient resources to pay ADOT a project review fee as well.

12 And then there is a -- there is a review step

13 that goes through with this, a lot of details that go in with

14 that, but I just wanted to be clear that sometimes applying for

15 and doing SA is not in the best interest of the project for the

16 local. The local may think so, but it may not be in the best

17 interest.

18 Go ahead. Next slide.

19 Yeah. Here's a couple of resources to check

20 things out. There's the SA application. That link is there.

21 If that piece doesn't work, if you're not in Google, please give

22 me an -- send me an email, and I will make sure that you have --

23 I'll get you a PDF version, make sure that all comes together.

24 All right. I will be paused there for a little

25 bit, if there's any questions about self-administration. I know

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1 that was probably one of the big questions that you had one at
 2 your previous board meetings.

3 CHAIRWOMAN DANIELS: Yeah. And I think it was
 4 more about how someone becomes self-certified or an agency
 5 jurisdiction becomes self-certified and sort of what the
 6 positives and negatives associated with that word. I think you
 7 covered that.

8 Was there any -- are there any additional
 9 questions from the Board? Oh, I see Bruce's hand.

10 MR. BRACKER: Sorry. I forgot to take my hand
 11 down.

12 CHAIRWOMAN DANIELS: Oh, all good. Anyone else?
 13 Sam's back, I think. Sam, you back in the
 14 meeting?

15 Bryce, can you move Sam back to being a...

16 MS. COFFEY: Of course. (Inaudible) right now.

17 CHAIRWOMAN DANIELS: Thank you. Panelist.

18 MR. ANDERSON: All right. If there are no
 19 questions, I will jump into the next step.

20 Next phase, if you will, is the certification
 21 acceptance. Now, this is something that we have eight CA
 22 agencies in our -- in our area, Chandler, Mesa, Maricopa County
 23 DOT, Pima County -- oh, sorry. Yep -- and then Phoenix, Tempe,
 24 Tucson, and Yuma is the newest one. They are on probation right
 25 now. They have to do a couple of projects before they become

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1 fully certification acceptance.

2 Go ahead and go to the next slide, and that will
 3 give you the overview of what it is that they can do and how --
 4 what they are permitted to do and what they are permitted to not
 5 do.

6 We review these on a regular basis. They get
 7 oversight and monitoring. We will randomly go out and check the
 8 construction projects. I have a team that goes out and makes
 9 sure that they have everything done. There's an oversight and
 10 monitoring that goes on to makes sure that they have everything
 11 in order so that we don't get in trouble with the FHWA.

12 What this means now is that they have the ability
 13 to do their own projects, and they can do their construction
 14 projects. They do their procurement projects for materials and
 15 install, and then they can do contractor install. They can do
 16 their own installs.

17 Some of them right now, there's full
 18 certification design authority. That's Chandler, Mesa, Pima
 19 County and Tucson. They have the ability to do their design and
 20 architectural and engineering. So those folks are doing a great
 21 job with that. Chandler is one of our best customers. Mesa,
 22 Pima County, they're -- we're -- they're all doing very, very
 23 well. Tempe, Phoenix, some of the things that they're working
 24 on, they have some challenges and some things that they need to
 25 work through. And, of course -- and then Maricopa County has

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1 done a great job.

2 One of the things that we are seeing in this
 3 group, there's a lot of turnover. They get -- they get the
 4 subject matter experts, they get the expertise, and then those
 5 folks move on to other jobs, and then that expertise is out the
 6 door. And so it's a very challenging piece to keep things up to
 7 speed, creating some standard work for those folks and giving
 8 them the training. We do a training session, well, at least
 9 quarterly with our certification acceptance, so we get some
 10 things updated as well.

11 Go ahead and go to the next slide.

12 This will be my last slide. So here's the CA
 13 material that you can go in through and get that information as
 14 well. There's checklists that they need to go through and check
 15 out. Our next CA academy start in July of 2027. That's when we
 16 will be starting to start the process to look at more
 17 certification acceptance LPAs that want to come on and be a CA.
 18 It is quite the process.

19 We just finished up. In 2025, they did the whole
 20 recertification process and everybody passed. They were all
 21 moving forward. There was a couple of challenges with one of
 22 our CAs, and we had to decertify them, but at the end of the
 23 day, everybody's doing well, and we would love to see everybody
 24 be a CA, because then they can take and run with the money and
 25 go with that. It keeps us hopping in our shop, and we love it,

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1 and -- but that's all I have, and we are more than willing and
 2 open to listen to any changes or things that you might have.

3 CHAIRWOMAN DANIELS: Okay. Any questions from
 4 the Board?

5 MR. BRACKER: Jenn.

6 CHAIRWOMAN DANIELS: Yeah.

7 MR. BRACKER: I do have a question.

8 CHAIRWOMAN DANIELS: Please.

9 MR. BRACKER: So when we talk about money that's
 10 coming from the State Legislature or money that's coming from
 11 the federal government and local counties or the local entities,
 12 whether they be the county, the city or the town, have done
 13 their work and they've gotten this funding, after this funding
 14 arrives, it takes ADOT between two to five years to make these
 15 projects come to life, but from an engineering standpoint, that
 16 might be absolutely acceptable.

17 From a political standpoint, it's pretty
 18 unacceptable. We're dealing -- you know, local elected
 19 officials are dealing with constituents. They're making
 20 commitments to them that they're working on their issues, and
 21 then they find the funding, and they're saying, see, look, we
 22 found the funding. And then two years later, you're breaking
 23 ground on it or even five or six years later.

24 How does -- is there any way that any of this
 25 stuff gets speeded up, or can you explain to us what ADOT is

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1 doing in the background with these projects that is -- it's
2 taking two and three -- two and seven -- two and five years?
3 MR. ANDERSON: Well, I'll take a shot at it.
4 Board Member Daniels, Member Bracker, a couple of
5 the challenges that we run into it, again, we talked about the
6 certification or the right-of-way, the environmental and
7 utilities. Again, that's great that the local gets the funding,
8 but if there isn't any scoping document or anything done, we
9 would get that project in -- I say we -- our project management
10 group, and we really don't know exactly what it is they're
11 trying to do. And so now we have to do some investigating and
12 do some chasing around to find out what is it that you really
13 want.
14 And, again, to the point that you're saying,
15 yeah, the funding is great to come in, but if there hasn't been
16 any plans put together or any kind of a scoping document that
17 identifies what needs to be done, and then, again, we go through
18 the process. Sometimes it takes a little bit. That
19 environmental work needs to be done. We need to make sure that
20 we're doing that as well. Sometimes, if there's right-of-way
21 issues, we have to go through that process and get that right-
22 of-way and, again, utilities. Some of those things do take some
23 time to put that together. That's where I believe a lot of the
24 challenges run into.
25 Again, some of the things that would work out is,

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1 if there is some coordination with the local and the DOT, you
2 know, allowing them to work together with us so we could
3 probably help streamline some things.
4 And then somebody else may have something to
5 answer as well.
6 DIRECTOR TOTH: Yeah. Chair Daniels, Board
7 Member Bracker, that's -- what Bret said is very true. It --
8 the sooner a local agency can coordinate with us to -- so that
9 we understand scope, schedule, budget. A lot of times we run
10 into the fact that they scope a project, but the budget isn't
11 what it needs to be. Let's say it's a \$20 million project, but
12 they only got \$10 million, and so we needed to work with them to
13 really define then what can they accomplish for that \$10
14 million.
15 So there's a lot that goes into it, and we always
16 encourage local jurisdictions to coordinate with us if they are
17 going to be applying for Congressionally-delegated spending in
18 order to help facilitate that process.
19 CHAIRWOMAN DANIELS: Any other questions for
20 Bret? All right.
21 MR. BRACKER: Jenn.
22 CHAIRWOMAN DANIELS: Yeah, please.
23 MR. BRACKER: Director Toth, thank you very much,
24 and Bret, thank you very much for your explanations.
25 CHAIRWOMAN DANIELS: Okay. Bret, any parting

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1 last words? Thank you for your help.
2 MR. ANDERSON: No. I'll just give you -- I'll
3 give you some -- since I was -- I used to be the second P of the
4 P2P process, and I really loved the fact that we had some
5 process to go through. And I can say, hey, here's where's the
6 list -- go down that list. Draw a line in the sand. There's
7 all the money that we have. Draw a line right there and say,
8 there's where I go.
9 So I do appreciate that process that goes
10 through, and it's -- Jason and I have made multiple
11 presentations from when you talk about P2P, so planning to the
12 programming. I know I have some of my other cohorts on here
13 that do the planning -- or the programming piece, and I know
14 they're very appreciative of that process.
15 CHAIRWOMAN DANIELS: Great. Thank you. Thanks
16 for that feedback.
17 Okay. Moving on to Agenda Item 3, the State
18 Transportation Board policies. I also recognize it's 11:01, and
19 so we want to go as fast as humanly possible and still be
20 thorough.
21 So Floyd, do you want to guide us?
22 MR. ROEHRICH: Yes, Madam Chair.
23 So I have to -- I'm like you. It's -- we're two
24 hours into this, so I have two thoughts. We can quick run
25 through page by page and then try to hit the highlights on each

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1 page or -- or because what you've all received was an edited
2 version that has incorporated comments that the Chair Daniels
3 sent in, Director Toth sent in, Board Member Bracker sent in,
4 with the exception of the one comment I haven't addressed yet,
5 and that's the dark sky coordination issue, and a few other
6 comments that other staff had presented.
7 So what you all have is a copy that has tracked
8 changes. So we can either quick try to run through page by
9 page, or in the interest of time, you could finish your review,
10 get me edits by, let's say, Monday, and then what I'll do is
11 I'll bring a new, updated version, again, to the -- to the
12 Friday's board meeting, and then we can try to address any
13 issues there.
14 Because the other thing I have not done, had a
15 chance yet to finish, is Chair Daniels and Director Toth both
16 asked some comments as you were reviewing and said, you know, do
17 we need this? Should we address this different type thing? I
18 have not had a chance to work with staff to address any of those
19 yet. So those are still --
20 CHAIRWOMAN DANIELS: Okay. Just confirming,
21 Floyd, on timeline for the actual adoption. It's February,
22 right?
23 MR. ROEHRICH: Well, they tried to adopt it by
24 December of each odd year, but I think --
25 CHAIRWOMAN DANIELS: Okay.

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1 MR. ROEHRICH: -- it's better to get it right.

2 So my thoughts are, if we can get this review done, I can get an

3 updated version in November, we can have a discussion at the

4 November's meeting that we can finalize, and I hopefully bring

5 it to the December's meeting for approval, if not, maybe

6 January.

7 CHAIRWOMAN DANIELS: Is this agendized for next

8 week's board meeting, as far as, like, an open discussion by the

9 Board for the policies?

10 MR. ROEHRICH: That was my plan is to put it in

11 there, again, as a discussion item. Yes.

12 CHAIRWOMAN DANIELS: Okay. Perfect. I just

13 wanted to make sure. I'm okay with that. Maybe if -- Bruce,

14 you had -- if you wanted to go over any high level changes you

15 made. I don't want to go page by page. I think it'll take too

16 long. So is there anything you wanted to sort of point out,

17 Bruce?

18 MR. BRACKER: There is, actually, on page 3,

19 Floyd. We're talking about 3-1-A, is connect regions and

20 population centers by an effective network of highways to carry

21 travelers and commerce throughout the state. When this was

22 written, is the thought population centers, Phoenix, Tucson,

23 Flagstaff, Yuma, or is the thought population centers in each

24 individual county?

25 MR. ROEHRICH: Because the page numbers are not

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1 correct. There's a number of formatting issues we have to do

2 that I haven't done it. When you say page 3, could you just

3 tell me what policy number you're talking about?

4 MR. BRACKER: 5, State Highway System Priorities

5 Policy.

6 MR. ROEHRICH: That's (inaudible). Policy

7 Number 5. Okay. So we have a definition question on population

8 centers?

9 MR. BRACKER: That's -- yes. Is it a statewide

10 population center, or is it more of a county population center?

11 MR. ROEHRICH: I think it emphasizes statewide.

12 Yeah, that would be my vision. And in any place where we've got

13 a population congregated, we try to generalize it as a

14 population of people. That's why it doesn't specifically say

15 city, county, town or something like that, just is their

16 population.

17 CHAIRWOMAN DANIELS: Bruce, what do you want it

18 to say?

19 MR. BRACKER: Well, when you're talking about

20 rural counties, when you read something like that, it really

21 focuses --

22 CHAIRWOMAN DANIELS: Feels discriminatory. Yeah.

23 MR. BRACKER: Thank you. (Inaudible) so nicely.

24 CHAIRWOMAN DANIELS: I've said the wrong thing

25 too many times, and now I have to learn the right thing.

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1 Okay. So that's --

2 MR. ELTERS: Madam Chair.

3 CHAIRWOMAN DANIELS: Yes.

4 MR. ELTERS: Or how do we be more inclusive to

5 rural?

6 CHAIRWOMAN DANIELS: Yeah. Okay. We'll leave

7 that -- can you add that as a comment maybe that staff can

8 resolve --

9 MR. ROEHRICH: Staff can resolve.

10 CHAIRWOMAN DANIELS: -- in the editing? Okay.

11 MR. BRACKER: Thank you.

12 MR. ROEHRICH: Yeah. Madam Chair, we'll look at

13 that. I mean, we do talk regional, but I think there is a way

14 to, again, bring that as generalizing without trying to call out

15 specifics, but again, because of the rural component of that,

16 that -- we can do that.

17 CHAIRWOMAN DANIELS: I read it as because so many

18 of our transportation and multimodal systems are regional in

19 nature rather than just, you know, yes, we're connecting

20 population centers, but we also have the regional element that

21 exists, I kind of read it as all-encompassing, but I'm happy to

22 entertain any adjustments.

23 Sam, do you have -- Bruce, did you have anything

24 else you wanted to point out? Bruce, you're good?

25 MR. BRACKER: Oops, I'm good.

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1 CHAIRWOMAN DANIELS: Sorry. Okay.

2 MR. BRACKER: I mean, the dark sky -- the dark

3 sky question is a really important one to me.

4 CHAIRWOMAN DANIELS: Oh, coming up? Okay.

5 (Speaking simultaneously.)

6 CHAIRWOMAN DANIELS: -- make sure we talk about

7 that next Friday.

8 Sam?

9 MR. ROEHRICH: Yes, ma'am. That's what we'll be

10 working on.

11 MR. ELTERS: I just wanted to weigh in really

12 quick on the state highway population centers. Like you, I see

13 it as all-encompassing. For years, we referred to the Phoenix

14 metro area and the Las Vegas metro area as the population

15 centers without an interstate connecting them, and that's where

16 US-93 fit in. Population centers could be also communities

17 within the state, as well as even on the county level. We --

18 when we talk about county highways, we talk about population

19 centers within the county being connected by a county highway.

20 So I think that the definition, at least for me, is prudent.

21 It's broad enough, flexible enough, that it's all-encompassing.

22 Just wanted to share that with you. Thank you.

23 CHAIRWOMAN DANIELS: Thank you, Sam.

24 Any other questions from the Board? I have a

25 couple that I'd just like to highlight for all of us.

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1 Okay. One of the things that I updated in my
2 reply back to the group was there was a section on pedestrian
3 and bicyclist safety, and because we've -- we have so many
4 additional modernized forms of transportation, I wanted to
5 broaden that. So I did make quite a few changes to that, and I
6 would like to just point that out to the Board, because
7 sometimes when you get the updated version, you can't tell what
8 the previous version said, and I don't -- I just want to call it
9 out, like, if I made anything substantial.

10 One of the other components that I felt like I'd
11 love some additional eyes on is the aviation component, and I
12 was hoping we could sort of task Ted to be voluntold to give a
13 really great look at that one so that there's clarity around,
14 and again, modernization.

15 And then one of the other sections. There was a
16 whole section that talked about the Canamex coalition. There's
17 a lot of coalitions across the state now. Canamex, as far as I
18 could tell in my research, isn't an actual coalition or an
19 organized coalition anymore. It looked like as of 2005, they
20 actually aren't sort of an organized coalition. It doesn't mean
21 that the intent doesn't stay as far as connecting, you know, our
22 southern neighbors to our northern neighbors, but I just wanted
23 to point out that some -- again, some additional modernization
24 of that language, and recognizing other stakeholder groups that
25 exist throughout the state to advocate for their -- like, that

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1 obviously, the Board wants to cooperate and work with such
2 organizations.

3 So those are some of the main things, although
4 there are, I think, quite a few additional changes that I saw
5 that needed to be made, just in order to modernize it.

6 MR. BRACKER: Jenn.

7 CHAIRWOMAN DANIELS: Yeah.

8 MR. BRACKER: This is Bruce. I also pointed out
9 to Floyd the Canamex phrasing and whether it was still prudent
10 to keep it in there. Unfortunately, back when that whole
11 concept became important, there were -- the state signed
12 agreements under Canamex. So I'm not sure if we get rid of
13 Canamex, but it's -- you know, now it's called I-11 and a couple
14 other names. So -- but to update that would be -- I think it's
15 really important, also.

16 CHAIRWOMAN DANIELS: Yeah, just so that there's
17 clarity moving forward. And again, like, if it's a board
18 policy, that's something we're holding ourselves as a board
19 accountable to, and I want to make sure we can actually execute
20 on it rather than thinking of it as perfunctory.

21 (Speaking simultaneously.)

22 CHAIRWOMAN DANIELS: Ted.

23 VICE CHAIR MAXWELL: Go ahead, Floyd.

24 MR. ROEHRICH: No, go ahead, Mr. Maxwell.

25 VICE CHAIR MAXWELL: Okay. I'll gladly take on

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1 that aviation piece, also. And so the other thing I'll throw
2 out for people to think about is the -- I've already taken a new
3 hack at the new recommended vision, make it even smaller,
4 vision -- that looks like to me like a vision that had grown
5 over time and become all-encompassing to capture everything. So
6 I've already eliminated a lot in the alternative, but I'm going
7 to work on it again, too.

8 One thing that we don't have in there is a
9 mission statement. I don't know if there's some -- you know, if
10 we want to have it in there. Because to me, the vision is one
11 thing. It's kind of the objective, the goal, what you want to
12 see. It's the elevator line that you can give anybody what our
13 vision is, and then the mission is what we actually need to do.
14 I don't know that's defined in statutes --

15 CHAIRWOMAN DANIELS: I was going to say, I think
16 it is defined in statute, what our mission is, at least what we
17 have the authority to do, but if we want to spell that out, I
18 don't -- and, you know, clarify it, I don't have a problem.

19 VICE CHAIR MAXWELL: It may be something we want
20 to add there, but again, I appreciate having some extra time to
21 do it. I'll definitely take a look at the aviation piece.

22 MR. ROEHRICH: So, Madam Chair, and Board
23 Members.

24 CHAIRWOMAN DANIELS: Yes.

25 MR. ROEHRICH: Yeah. The mission piece, I think

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1 a lot of that is covered in the background. We can expand on
2 that and look at that a little bit. I truly think that that --
3 we can even call that out.

4 I really like the comment about vision. The
5 Board Chair gave us an alternative vision statement as well.
6 You'll see that when you look at this. If other board members
7 want to look at it, I think streamlining that is great. And,
8 Madam Chair, you already started that, so if other board members
9 can bring that (inaudible), that'd be perfect.

10 VICE CHAIR MAXWELL: And, Madam Chair, what I'll
11 tell you I did already is I went from where it starts "by
12 leveraging" and just struck everything up to "strengthening
13 Arizona's connectivity for generations to come." Again, to me,
14 visionaries is just that. It's --

15 CHAIRWOMAN DANIELS: Yeah.

16 VICE CHAIR MAXWELL: I thought that just went
17 into too much detail, in case those other things change over
18 time, so just my (inaudible) --

19 CHAIRWOMAN DANIELS: In almost every area of my
20 life, less words is better, so...

21 VICE CHAIR MAXWELL: Agreed.

22 CHAIRWOMAN DANIELS: This one included.

23 All right. Anything else that the Board would
24 like to highlight or touch on before we close out our meeting
25 today?

Okay. Thanks for the time, and thanks for all the preparation by ADOT staff. We really appreciate you, and we'll see everyone next Friday in Wickenburg. Meeting adjourned.

(Meeting adjourned.)

STATE OF ARIZONA)
) ss.
 COUNTY OF MARICOPA)

BE IT KNOWN that the foregoing proceedings were reported by me, TERESA A. WATSON, Registered Merit Reporter, Certified Reporter, Certificate No. 50876, State of Arizona, from an electronic recording and were reduced to written form under my direction; that the foregoing 89 pages constitute a true and accurate transcript of said electronic recording, all done to the best of my skill and ability.

I FURTHER CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

DATED at Phoenix, Arizona, this 6th day of September 2026.

/s/ Teresa A. Watson

TERESA A. WATSON, RMR
 Certified Reporter
 Certificate No. 50876

Adjournment

Chair Jenn Daniels adjourned the State Transportation Board Meeting on November 12, 2025.

Meeting adjourned at 11:13a.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/VIRTUAL STUDY SESSION
VIRTUAL TELEPHONIC/WEBEX ATTENDANCE**

9:00am, February 5, 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):** Chairman Maxwell, Vice Chair Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , Alexis Hermosillo, Bruce Bracker, and John Giles were in attendance. There were approximately 48 members of the public on-line and approximately 12 ADOT staff attendees in person.

Opening Remarks. None

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

No call to the audience at this study session.

ARIZONA STATE TRANSPORTATION BOARD
STUDY SESSION

REPORTER'S TRANSCRIPT OF PROCEEDINGS

VIA TELEPHONIC/WEBEX

February 5, 2026
9:00 a.m.

REPORTED BY:
TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Perfecta Reporting
(602) 421-3602

PREPARED FOR:
ADOT STATE TRANSPORTATION BOARD

(Certified Copy)

AGENDA ITEMS

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Facilities Construction Program Review
Tim Newton, Chief Financial Officer..... 5
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- Item 2 - Transportation Funding Methods, Tim Newton, Chief
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- Item 3 - P2P Peer State Review: Key Findings and
Recommendations, Iqbal Hossain, Deputy Division
Director, MPD..... 59

REPORTER'S TRANSCRIPT OF EXCERPT OF ELECTRONIC

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

PARTICIPANTS:

Board Members:

Ted Maxwell, Chair
Jenny Howard, Vice Chair
Sam Elters, Board Member
Jamecita Peshlakai, Board Member (Absent)
Alexis Hermosillo, Board Member
Bruce Bracker, Board Member
John Giles, Board Member

(Beginning of excerpt.)

CHAIRMAN MAXWELL: All right. Thank you, Floyd.

As this is a study session, the Board has at the
last meeting directed not to have a call to the audience. I
appreciate those who are attendees that are listening to the
conversation. It's going to be full and packed, and I encourage
you, if you do want to make a comment, either from something you
hear today or something in our next agenda, our next meeting
will be on February 20th in the -- in Pima County. So you can
either join us in person down there -- and one thing I do --
I've said during my -- throughout my tenure. I know it's not
always possible for all the members to make it in person, but
there's a lot to be said for that when we get out to the
different communities.

And if you could let me know if you're going to
be coming down in person Thursday night, the -- the Pima
Association of Governments would like to host a dinner,
including all of our -- hopefully a lot of our regional elected
officials as well, some of the other transportation staff
members. So as soon as we get a count, we will know what kind
of location we need to find. So please, you can just let me
know or let Floyd know, and I'll check with Floyd on what the
numbers look like.

But with that, I'd like to proceed to Agenda
Item 1 with Tim Newton and Iqbal Hossain for -- and it's for

5

1 information and discussion only. It's a discussion on the
 2 2027-2031 Tentative Five-Year Plan.

3 MR. ROEHRICH: Ready when you are, gentlemen. I
 4 think, Tim, we usually start with your financial overview, and
 5 then Iqbal will go into the -- in to the plan overview
 6 specifics, so...

7 MR. NEWTON: All right. Good morning, Chairman
 8 Maxwell, good morning, Board. Welcome Mayor Giles. Good to
 9 have a new member on board. My name is Tim Newton, the new CFO
 10 here at ADOT.

11 Before Iqbal gets to the exciting stuff, I'm
 12 going to walk the teams through the financial component and how
 13 we ended up with here's the parameters for the '27 through '31
 14 five-year program.

15 Let me start by saying we have a fairly extensive
 16 revenue forecasting process, specifically for HURF and for RARF
 17 as well, and I just want to just talk to that just for a second.

18 That forecasting process, the risk analysis
 19 process, RAP for short, what we do is we get external
 20 economists, external transportation experts to come in. They
 21 meet with ADOT staff and our consultants, and they provide us
 22 with their growth estimates for a group of variables that we
 23 then take that, we feed it through our model that our consultant
 24 has developed. They run a Monte Carlo simulation. What comes
 25 out of that is our revenue forecasts, and those revenue

6

1 forecasts, those are the parameters that we stay within as we
 2 develop the '27 through '31 program.

3 Next slide, please, Karen.

4 So just -- just a little recap here on HURF,
 5 and -- and I'm sorry I'm going to look at my computer, because
 6 on the screen it's really far away.

7 Just a quick reminder of the revenues that make
 8 up HURF. Our biggest there to the right, VLT, vehicle license
 9 tax. It's now more than a third of the dollars that come in the
 10 door. Gas tax and use fuel are also big contributors. Of
 11 course, registration, and then a few other smaller buckets of
 12 revenue for HURF.

13 Next slide, please, Karen.

14 That is really tiny on my screen. I hope you all
 15 can see it.

16 A little recap just here's how that HURF bucket
 17 has changed over time. Let me draw your attention to the
 18 bottom, the green there. That's gas tax revenue. Back in the
 19 '90s, '91 -- October 1990 was the last time gas tax was
 20 increased, the 18 cents a gallon, and back then gas made up, 44,
 21 45, 46 percent of that HURF revenue. As you can see, that's
 22 dwindled over time. Today it barely makes 30 percent of our
 23 HURF revenue.

24 On the flip side, the top of that graph, vehicle
 25 license tax, VLT, you see back in the early '90s, it was tiny,

7

1 14, 15, maybe 16 percent of the total HURF bucket. And as I
 2 just mentioned on the previous slide, it's now well above a
 3 third of our revenue. The reason for that, it's kind of sort of
 4 indexed to inflation based on the cost of a vehicle, and as the
 5 price of cars go up, the vehicle license tax that we collect
 6 also goes up.

7 Next slide, please, Karen.

8 MR. ELTERS: Mr. Chairman. Mr. Chairman

9 MR. ROEHRICH: Mr. Maxwell, do you hear?

10 CHAIRMAN MAXWELL: Yes. Mr. Elters, do you have
 11 a question for this slide?

12 MR. ELTERS: Just a quick comment, if I may,
 13 Mr. Chairman.

14 CHAIRMAN MAXWELL: Absolutely.

15 MR. ELTERS: To build on what Tim is
 16 highlighting, but to also point out a bit of a discrepancy
 17 between this, between this slide and the previous one, not a --
 18 not a major thing, but the VLT is 34 percent. The gasoline is
 19 29 percent, and then the all other revenue is 8 percent, which
 20 is slightly presented in this -- differently in this chart. So
 21 I think just reconciling this slide with the previous one would
 22 be a good idea. Thank you.

23 CHAIRMAN MAXWELL: Yeah. Thank you, Mr. Elters.

24 Could we just flip back to the previous slide?
 25 Is that through 2025, or is that the '26 forecast?

8

1 MR. NEWTON: Chairman Maxwell and Mr. Elters,
 2 that -- I can explain the difference between those two really
 3 quickly.

4 They are the same year, '25. That one that's
 5 over time, it's been normalized. We pulled out the Smart & Safe
 6 funds, the marijuana revenue that we started getting four or
 7 five years ago just so we could do that comparison over time.
 8 So you'll see a little discrepancy in the percentages just
 9 because the second one doesn't have that Smart & Safe funding in
 10 it.

11 MR. ROEHRICH: I've got a delay on my laptop.

12 CHAIRMAN MAXWELL: Yeah, I like the comparison,
 13 but I think to Mr. Elters' points, if we're -- if we're getting
 14 the Smart & Safe funds in that all other revenue, we probably
 15 should show it on both slides. I do believe there's -- that's
 16 consistency, especially in this world right now. If we -- I
 17 guarantee, as we're trying to go through an election down here,
 18 if slides don't show the same thing, people start disavowing
 19 them.

20 So if truly the Smart & Safe funds are part of
 21 that all revenue, I'm assuming that's what the -- the -- why
 22 you've got the asterisks on the second -- second slide, but I
 23 don't think it's -- if the Legislature gives us -- if we change
 24 the funding completely two years from now, we expect the slides
 25 not to be comparable. So at some point we don't want to, one,

9

1 encourage the Legislature not to change things, and two, I just
2 think it's still -- those funds would fit either in their own
3 category or in all other revenues, if it's -- if it's that
4 significant. I don't think it's as significant to make it its
5 own category.

6 Just my opinion. I'll leave that up to you to
7 discuss and get direction from the director, but I do think when
8 people read it, if they see slides that show different numbers,
9 they start questioning the validity of both slides.

10 MR. NEWTON: Thank you, Chairman Maxwell. We'll
11 take that and see if we can incorporate it into the second
12 slide, because I do think that second slide is valuable to show
13 the -- you know, the decline in the gas tax portion of the pie
14 and the increase in the VLT portion. So we'll factor the Smart
15 & Safe in there.

16 CHAIRMAN MAXWELL: Thank you.

17 MR. NEWTON: Okay. All right. So enough of the
18 history. Let's look at the forecast here for the next five
19 years through the end of the 2031 program.

20 The good news is that we expect to surpass the
21 \$2 billion revenue mark with HURF by 2030. The bad news is that
22 2 billion doesn't buy what it used to buy.

23 Some of you know this, some of you don't, so let
24 me just do a quick recap. I mentioned our RAP process and our
25 panel of experts weighing in on a number of variables. Those

10

1 variables that they weigh in on are personal income growth,
2 population growth, non-farm employment, and then gas and diesel
3 tax growth. What we've found over the years is they have a very
4 strong correlation to HURF revenue.

5 And at this year's RAP session, the economists --
6 I guess the general consensus was they were all a little bit
7 uncertain of the future. What kind of impacts would tariffs
8 have? What kind of impact would immigration policy have? That
9 kind of thing.

10 And what we saw was the most recent RAP panel was
11 just a little -- little less optimistic than the previous panel.
12 They did have -- that was really just kind of short-term. Most
13 of those factors they had down in the short-term and then
14 creeping back up in the long term to where they were the year
15 before.

16 MR. ROEHRICH: Somebody raise their hand? No.
17 Keep going.

18 MR. NEWTON: Okay. Next slide, please, Karen.

19 So what did that do to our forecasts for HURF
20 revenue? You see the first column there. That's our September
21 '24 official HURF forecast from '26 through '31, and then the
22 most recent forecast from last year, September '25, and that's
23 from '26 through '31 as well.

24 As you can see, that sort of lack of optimism, at
25 least in the short-term, the impact to the forecast is about

11

1 \$678 million from this year through 2031. That compound growth
2 rate you see there at the bottom of 2.2 percent, that's pretty
3 low historically. We've seen that close to 3 percent, on
4 occasion up to 3.5 percent. So that is HURF in a nutshell.

5 Next slide is RARF. I'll just speak to those --
6 those factors that contribute to RARF revenue. And as Mr. --
7 Mayor Giles mentioned, Prop 479, that's where these dollars are
8 coming from starting this month. The half cent sales tax in
9 Maricopa County. The biggest slice of the RARF pie there you
10 see is retail sales. Well over 50 percent of the total RARF
11 revenue is coming in from retail. Contracting is also a big
12 contributor, 12 and a half percent, restaurant and bars and real
13 property, and then a few other smaller contributors.

14 Next slide, please, Karen.

15 So our RAP panel, when they project the forecast
16 for RARF, it's a very similar process for HURF, but rather they
17 look at some variables that are Maricopa County specific. So
18 some of the factors are the same. They look at population
19 growth. They look at non-farm labor. But rather than the whole
20 state, they look at Maricopa County. And then there's some
21 other variables that are different. They look at airport
22 traffic in Sky Harbor, 30-year mortgage rates. Those kind of
23 things have all been found to have a strong correlation to RARF
24 revenue.

25 Nevertheless, the discussions were the same.

12

1 They're uncertain. Tariffs, immigration, what's going to
2 happen, but they were a little more optimistic than they were --
3 they were a little more optimistic in Maricopa County than they
4 were statewide. Still they have the RARF revenue sort of
5 plateauing there at a 5 percent growth rate in the next four or
6 five years.

7 Oh, I'm sorry. Let me -- let me just go back to
8 '26, because that looks weird on the graph, right? There's two
9 different colors. That sort of teal at the bottom there, that
10 represents the end of Prop 400 revenues, and then the purple at
11 the top signifies, hey, we're now starting to collect 479
12 revenues. So that's why the distinction -- the distinction in
13 there. We have -- we have collected, I think, \$79 of Prop 479
14 funds. Somebody was an early payer. I'm sure it's going to
15 ramp up significantly this month.

16 MR. ELTERS: Mr. Chair. Mr. Chairman.

17 CHAIRMAN MAXWELL: Member Elters.

18 MR. ELTERS: A quick question, if I may.

19 Going back to the HURF, and in a way comparing it
20 to RARF, but looking at the two and the projections that Tim
21 just discussed, it -- I heard him say the pessimism or the
22 concern is, generally speaking, short lived. It's for one year
23 and then it tends to rebound to a prior year, yet on HURF it's a
24 substantial difference of 2.9 to 2.2 or, rounding, \$700 million
25 difference over the five years.

13

1 Any additional insight? These numbers don't

2 reflect a short term, at least in my mind, that is rebounding

3 the prior year when you look at the difference of 70 million and

4 90 million growing to 150 million in -- 2031 being less than --

5 2031 that it is in 2030. So is that -- is that a little bit of

6 pessimism, or is that a lot of pessimism when the numbers are

7 this large? That's just kind of -- just kind of trying to drill

8 down a little bit more on this number and understand it perhaps

9 a little bit better.

10 MR. NEWTON: Yeah. Mr. Elters, I may have

11 misspoken. They were certainly -- the economists and

12 transportation experts we had in the -- in the room for our RAP

13 discussion were less optimistic in the next three, four and five

14 years, not just -- just not next year. So it was like three,

15 four, five years they were -- they were -- I don't want to say

16 pessimistic, but certainly less optimistic than they were in the

17 past, and then they started to ramp up, say, 2030, 2031, 2032,

18 depending on which the variables that they were discussing. So

19 they -- yeah.

20 And -- and they felt like Maricopa County would

21 do better than the rest of the state in the short term. So

22 that's kind of the difference you see in the HURF and RARF

23 numbers. Is that helpful?

24 MR. ELTERS: Yes. It -- thank you, Mr. Chairman.

25 Just a quick follow-up. It does help, Tim, and I know it's all

14

1 projections and it's speculative in nature, but -- and while I

2 understand the likelihood of Maricopa County doing better than

3 the rest of the state, this really reflects more than twice as

4 better. I mean, in -- in the September '25 official forecast,

5 the average for Maricopa County is 5 percent. The average for

6 the rest of the state is 2.2. That's less than half, and if

7 that's what the economists feel, I can -- I can understand it.

8 I don't know that I would agree with it, but it is what it is.

9 Thank you.

10 CHAIRMAN MAXWELL: Mr. Mayor.

11 MR. NEWTON: They all have their Magic 8 Balls.

12 CHAIRMAN MAXWELL: So for clarification, Tim, are

13 these different sets of economists that do these two different

14 forecasts? I'm not sure what that was.

15 MR. NEWTON: No, Chairman Maxwell. The same set

16 of economists and discussing them, it's, I don't know, the best

17 part of five or six hours that they sit down and go through

18 these variables. There's a lot of hashing things out, not

19 necessarily coming to consensus. They all weigh in with their

20 own opinion, and it's all taken into consideration.

21 I think one other thing to point out is long-term

22 HURF growth is around 3, 3.5 percent. Long-term RARF has been

23 5.5 or 6. So they're -- they're kind of coming from different

24 histories, if you will.

25 CHAIRMAN MAXWELL: Okay. Thank you. Appreciate

15

1 the question, Chairman Elters.

2 MR. NEWTON: Next... I forgot if we covered this

3 one or not, but my apologies.

4 When you compare the prior forecasts to the most

5 recent --

6 MR. ROEHRICH: (Inaudible.) Keep going. Keep

7 going.

8 MR. NEWTON: Okay. Most recent forecast, the

9 economist had us down about 175 million through 2031.

10 All right, Karen. Next slide.

11 This is our federal revenue, a big component of

12 the tentative five-year program, and as you know, the current

13 Long-Term Authorization Act, IIJA, is coming to an end this

14 year, 2026.

15 What we have done historically, and again, we did

16 for this upcoming '27 through '31 program, is when we don't know

17 what the Long-Term Authorization Act has in store and we don't

18 know what the feds are going to give us, we just take that last

19 year, in this case 2026, and we hold it flat for every out year.

20 So '27 through '31 all has that 1 billion, 1.1 billion built in

21 of federal revenue. And then when we eventually do get that

22 Long-Term Authorization Act, you know, we have good budgetary

23 controls in place. We can go ahead and make the adjustments to

24 the program at that time.

25 Okay. Karen, next one, please.

16

1 All right. That -- so that third leg of the

2 program, if you will, is the ability to issue debt and what kind

3 of debt do we have planned? You will see here '27 through '31,

4 we have HURF debt planned to the tune of about 1.2 billion, and

5 we have GANs, that's issuing against our federal revenue,

6 planned to around \$700 million, for a total of about 1.9 built

7 into the program.

8 I will say that we bond against our revenues,

9 particularly for HURF, and so as those revenue forecasts look a

10 little less optimistic, that limits our ability to issue debt

11 because we have less revenues to issue against.

12 Okay. So to recap, HURF forecasts are projected

13 down from our prior program. We've held fed revenue flat, and

14 our capacity to issue debt is down a little bit. So -- so what

15 does that look like? In -- Karen's got it on the screen there.

16 We've held fiscal year '27 and '28, held them untouched. For FY

17 '29 and '30, trimmed 200 million out of the program when

18 compared to the '26 through '30, and then we held the new fifth

19 year, 2031, at 1.2 billion.

20 Before I kick it back to Iqbal, Kristine

21 suggested that I -- I'd briefly walk the Board through the some

22 economic headwinds, and so I'll try to do that real quickly.

23 This slide used to say "Economic Headwinds," and

24 Kristine went and changed it to "Funding Pressures," and I said,

25 hey, is that -- is that because you see the pressure on the

17

1 program? She said, no. I just wanted to put a Freddie Mercury
 2 and David Bowie picture in the presentation. I'm like, okay.
 3 Next slide, please.
 4 So some of the pressures. Inflation, of course.
 5 Everything is up.
 6 Next slide, Karen.
 7 This is -- this next one is inflationary impact
 8 on some of the products that we use in our everyday business.
 9 So since 1990 through today, 1990 being the last time the gas
 10 tax was raised, you see asphalt and aggregate up more than 300
 11 percent, concrete almost 250 percent increase, and steel at 150
 12 percent.
 13 Karen, next slide.
 14 The price of vehicles is up. You know, at least
 15 as far as VLT revenue is concerned, that's a good thing. It's
 16 kind of saving our bacon in some ways as we're collecting more
 17 in VLT revenue.
 18 Karen, next slide.
 19 This slide just shows if HURF revenue would have
 20 maintained its place with inflation between 1990 and today, we
 21 could have potentially collected or had an additional almost
 22 \$12 billion worth of HURF purchasing power had we -- had we kept
 23 pace with inflation.
 24 Next slide.
 25 Early in the presentation you saw one of those

18

1 graphics was HURF revenue over time, and that revenue was
 2 certainly going up, so you -- this slide shows the green or teal
 3 in the background is that revenue going up, but then it -- the
 4 gray is, okay, now you apply inflation to it. Where does that
 5 leave us? It pretty much leaves us with the same purchasing
 6 power we had back in 1990.
 7 Next slide.
 8 That sounds okay until you realize, oh, but now
 9 we have 51 percent more lane miles in the state than we did back
 10 in 1990. So we're kind of trying to do more with the same
 11 purchasing power as we had back then. Not just inflation.
 12 Karen, next slide.
 13 Of course, we have today really fuel efficient
 14 vehicles. We have electric vehicles in the fleet, hybrid
 15 vehicles, that kind of thing, and they contribute less or don't
 16 contribute at all to our gas tax revenue. So that is a concern.
 17 Next slide.
 18 This is closer to home but just shows the number
 19 of electric vehicles registered in the state. I think we have
 20 some '25 figures that just came out, and it's close to 130,000
 21 this year, but I'll have to double-check that.
 22 Next slide.
 23 This just shows that the infrastructure, while
 24 it's not like a gas station on every corner, the infrastructure
 25 is growing to support the electric vehicles. Nationwide, we

19

1 have close to 300 outlets, public-facing outlets for folks to
 2 use.
 3 One more.
 4 And this is just a wrap-up of per capita gas tax
 5 revenue. As you can see, it's diminished over time, at least in
 6 part due to the fuel efficiency of vehicles, electric cars,
 7 hybrids, that kind of thing.
 8 And one more. This is -- this is headlines from
 9 across the nation. It's the same for every state. It's the
 10 same for the fed government, because they rely on gas tax
 11 revenues as well.
 12 And I will hand it off to Iqbal to get into the
 13 good stuff.
 14 CHAIRMAN MAXWELL: Tim, before you do, I've just
 15 got one question or maybe it's more of a comment.
 16 I appreciate seeing the numbers of the
 17 percentages that go up from 1990 to 2025. I think that makes
 18 our case for why we need funding changes, because that's -- it's
 19 been that long that input to HURF has been made, but I think
 20 from the standpoint of a board's understanding and explaining to
 21 the -- to the community, I'd love to see those same percentages
 22 on shorter-term mantras, four or five-year -- you know,
 23 five-year mantra how much it's changed, because our dollars,
 24 even the ones we do have, are buying less than they were five
 25 years ago, and sometimes people don't understand that that

20

1 industry has been outpacing normal inflation significantly. And
 2 I think if we had those numbers, it would tell a little bit more
 3 of the pressures we're feeling right now as far as getting
 4 projects done.
 5 MR. NEWTON: Really good point, Chairman Maxwell.
 6 Thank you. I will take that back to the team and we'll develop
 7 some shorter-term numbers. We absolutely, since COVID, we saw
 8 (inaudible) construction costs go through the roof, so
 9 (inaudible).
 10 CHAIRMAN MAXWELL: Absolutely. Thank you.
 11 All right. Iqbal, welcome.
 12 MR. HOSSAIN: Hi. Thank you. Thank you, Tim.
 13 Good morning, Mr. Chair and the members of the Board. I hope
 14 you are doing well this morning. For the record, my name is
 15 Iqbal Hossain. So after presenting the funding availability and
 16 the situation, now I will be presenting the recommended
 17 tentative 2027 to 2031 Five-Year Transportation Facilities
 18 Construction Program.
 19 So I'll begin with the five-year program
 20 development process. It will provide some context for where we
 21 are in developing the 2027 to '31 program. This chart shows a
 22 high level overview of the process. It actually takes 15
 23 months, beginning April of one year and ending June of the next
 24 year.
 25 One interesting thing to note is that we're

21

1 always working in parallel. For example, this April we'll begin
 2 the next cycle, meaning FY 2028 to '32 program, before the Board
 3 even approves the 2027 to '31 program in June.

4 As shown in the first arrow in the chart as a
 5 starting point, the current 2026 to '30 program was effective on
 6 July 1st, 2025. In August and September, our FMS team, you
 7 know, Tim's team, completed revenue forecasting for HURF,
 8 Highway User Revenue Fund, and RARF, Regional Area Road Fund,
 9 and calculated available federal aid and financial information
 10 for the '27 to '31 program.

11 Next you can see following the RAAC, Resource
 12 Allocation Advisory Committee, meeting in October, November,
 13 ADOT, MAG and PAG each begin programming the funding allocated
 14 to their regions. The goal is to finalize the tentative 2027 to
 15 '31 program in late January.

16 Then move on to February. The Board hosts a
 17 study session, which we are doing today on the tentative
 18 program. So once approved by the Board later this month, the
 19 tentative program will go out for public comments, which spans
 20 from March through mid May.

21 Still on this chart, in May the Board will hold a
 22 public hearing on the tentative program to review public
 23 comments and provide further feedback to ADOT. Then, based on
 24 the Board's feedback, ADOT will finalize 2027 to '31 program and
 25 present to the Board for approval in June.

22

1 So this is a high level overview of the five-year
 2 program development process.

3 Next one, please, Karen.

4 We cannot talk about the five-year program
 5 without talking about Long Range Transportation Plan. So this
 6 slide will give the context for the development of the five-year
 7 program, but I'll start with an overview of the Long Range
 8 Transportation Plan and its influence on the five-year program.

9 The Long Range Transportation Plan incorporated a
 10 recommended investment choice, or RIC, R-I-C, which the Board
 11 officially adopted in October of 2023. The RIC instituted an
 12 investment objective structured as 78 percent of available
 13 funding allocated to preservation, 15 percent allocated to
 14 modernization, and 7 percent allocated to expansion. These
 15 objectives are integrated into planning to programming process
 16 and used to identify projects for inclusion in the five-year
 17 program.

18 Next slide, please.

19 Switching to performance metrics. The Board's
 20 statutes require ADOT to report on various performance metrics
 21 to the Board and to use this information in developing the five-
 22 year program. Shown in this slide, the assessment of the
 23 condition of our bridges and pavements. Both are classified in
 24 the categories of good, fair and poor.

25 On the left side of the slide, the definitions

23

1 for bridge ratings are provided. Now, just as every year, it is
 2 important that when we say poor rating for bridge does not mean
 3 that the structure is unsafe. We close all unsafe bridges.

4 On the right side it presents the definition for
 5 pavement ratings.

6 Next slide, please.

7 This slide presents an overview of the system's
 8 prevailing condition, current condition. The data used is the
 9 most recent available, which is from 2024.

10 And the graph in the upper left-hand corner shows
 11 bridge conditions, which is generally favorable. As you can
 12 see, 65 percent are classified in good condition, maintaining a
 13 level consistent with 2024. 34 percent are classified in fair
 14 condition, which is a minimal increases of .3 percent from last
 15 year, and less than 1 percent are classified in poor condition,
 16 and that's in line with the poor condition level of 2024.

17 Reviews of the interstates is presented in the
 18 chart in the upper right-hand corner. 57 percent of the
 19 interstate pavement is in good condition, representing an
 20 increase of 3.7 percent over previous year. 41 percent is in
 21 fair condition, which is a decrease from 2023 and a direct
 22 correlation with the increase in good conditions road. And
 23 finally, on this graph, 1.9 percent is in poor condition. That
 24 indicates a decrease of .4 percent from previous year.

25 We'll move on to the graph in the lower left-hand

24

1 corner that shows the non-interstate routes in the national
 2 highway system. That includes U.S. routes and other critical
 3 structures. The routes, 36.3 percent are in good condition, an
 4 increase of 4.2 percent over the previous year. 56.9 percent
 5 are in fair condition, which is a decrease of 5 percent from the
 6 previous year. 6.8 percent in poor condition, an increase of .7
 7 percent from the previous year.

8 Finally, the graph in the lower right corner
 9 presents the routes outside of the national highway system.
 10 This group exhibits a continued decline, with only 15.6 percent
 11 in good condition. That -- a decrease of 5 percent from the
 12 previous year. 72.5 percent are in fair condition, which is a
 13 slight decrease from the previous year, and the percentage of .4
 14 percent. And finally, 10.9 percent are in poor condition, an
 15 increase of 8 percent over the previous year.

16 Now, as all of us can see based on the condition
 17 of these two aspects, pavement condition is clearly our top
 18 priorities.

19 Next slide. Thank you.

20 Turning now to the funding designated for the
 21 2027 to '31 five-year program. The chart on the left
 22 illustrates the total annual availability for this period. The
 23 aggregate amount for (inaudible) over the five-year total is
 24 \$6.76 billion. The majority of these funds are utilized within
 25 ADOT's system with the exception of approximately \$500 million

25

1 allocated to local and other (inaudible) programs over the
2 five-year period.

3 The pie chart next to it on the right shows the
4 regional allocation percentages for -- of the funding. As we
5 can see, 50 percent is allocated to Greater Arizona, is -- and
6 is primarily programmed by the Board. It shows in orange. The
7 cumulative allocation to Greater Arizona across the five-year
8 program amounts \$4.1 billion. This figure includes all
9 subprogram funds that benefit the state collectively, and we
10 call this subprogram -- group of subprograms (inaudible)
11 subprograms.

12 The green segment shows 37 percent allocated to
13 Maricopa County, which is primarily programmed by MAG, and the
14 five-year total amounts to \$2.04 billion.

15 Finally, 13 percent is allocated to Pima County,
16 shown in teal, and is primarily programmed by PAG. And the Pima
17 County's allocation is \$612 million over the next five-year
18 period.

19 Just a quick clarification here. These funds
20 exclude legislative appropriation, Congressionally-directed
21 spending, any grants and other outside funding sources. So this
22 one is there -- this funding is typically designated for
23 specific projects by the funder, and it's there for considered
24 already programmed.

25 Next slide, please.

26

1 Beginning with the Greater Arizona section, as
2 shown in the previous slide, Greater Arizona receives 50 percent
3 of the available funding, totaling \$4.1 billion. These funds
4 are programmed by the Board and are primarily dedicated to the
5 13 counties outside of Maricopa and Pima Counties. Although the
6 Greater Arizona section is dedicated to those counties outside
7 Maricopa and Pima Counties, those counties may compete for
8 competitive funding and have projects funded by this section.

9 The use of the funds covers two systems, projects
10 on the state highway system and ADOT subprograms, and
11 competitively awarded projects on local and other systems from
12 the subprogram, such as the Highway Safety Improvement Plan --
13 Program, transportation alternatives and others.

14 So now that we have reviewed the overall funding
15 available for Greater Arizona section, let's talk about the
16 projects for fiscal year 2027 through 2031.

17 This graph shows -- is a representation of the
18 amount in each fiscal year of the program. The graph also shows
19 the amounts programmed in each of the three recommended
20 investment choice, or RIC, categories. The categories are
21 preservation in green, modernization in teal, and expansion in
22 orange.

23 Of the 4.1 -- 4.1 billion available for projects
24 in Greater Arizona between 2027 and 2031, \$1.6 billion is
25 currently programmed on projects across the state, and the

27

1 remaining 2.4 -- 2 billion is mostly available in out years of
2 the program for the construction of projects that will undergo
3 design for '27 and '28.

4 So still on the same -- previous slide. Sorry.

5 MR. ROEHRICH: I'm not trying to rush you, but
6 keep rolling, man. Let's go.

7 MR. HOSSAIN: So going back to the graph, so
8 preservation remains the category with the major portion of
9 funding throughout the year. All year remains (inaudible)
10 \$466 million annual preservation goal. Modernization is this on
11 average \$180 million -- \$188 million annually for the five-year
12 period. We see the greatest activity for modernization projects
13 in fiscal year 2027, with 201 -- \$211 million program.

14 And if we can move on to the next slide, Floyd.

15 Keeping our focus on the Greater Arizona funding
16 allocation, this overview presents how projects funding is
17 disbursed across the board and their corresponding counties.

18 Mr. Chair and the Board Members, you have been
19 provided the project information from your respective district.
20 We -- the handout that we provided you earlier.

21 This slide shows the distribution of the projects
22 programmed from 50 percent allocation in 2027 to '31 program.
23 As you can see in the pie chart there, a small amount of funding
24 is programmed in Maricopa and Pima Counties. These are
25 primarily associated with safety and pavement rehabilitation

28

1 project. 37 percent Maricopa and 13 percent Pima allocations
2 are not included in this data. And we'll share with you in the
3 next couple of slides.

4 The (inaudible) in the bottom shows the amount
5 programmed by each year in each district. We see large
6 percentages in Districts 5 and 6. They're related to multiple
7 widening, bridge and pavement rehab projects in the seven
8 counties within these two districts.

9 Next slide, Floyd.

10 This slide presents the expansion projects
11 schedule to commence or be underway in fiscal year 2027. The
12 projects include a superelevation improvement project on I-17
13 from East Douglas Road to Milepost 275, totaling \$25.58 million.
14 The initiation of the first year of widening construction on
15 Route 93 and -- at Big Jim Wash in the amount of \$50 million.
16 Also in 2027, the second year of construction for Lion Springs
17 on Route 260, amounting \$50.5 million. The construction of the
18 portion of SR-347 widening during the fiscal year 2027, budgeted
19 at \$86.3 million. And finally, the construction of James Ranch
20 Road from U.S. Border to SR-80 for \$20 million and the Douglas
21 Land Port of Entry construction for \$17.5 million.

22 Next slide, please.

23 Moving on to fiscal year 2028, we are in the
24 final phase of two major projects on SR-93 and SR-260. Big Jim
25 Wash, a total amount of \$32 million, and Lion Springs, totaling

29

1 \$32.25 million.

2 The next one for 2029, the expansion projects in

3 fiscal year 2029 are on I-40, design of roadway widening

4 projects from I-17 to Country Club Road -- Country Club Drive in

5 the amount of \$12.5 million. And the financial project in

6 fiscal year 2029 is the design of northbound I-17 from Milepost

7 298 to Milepost 314 in the amount of \$13.1 million.

8 Finally, in the fiscal years 2030 and 2031, there

9 are no expansion projects programmed, as Tim mentioned during

10 the financial presentation, the revenue forecasts for those

11 years are less optimistic, and because of that, we are

12 anticipating lower revenues, which led to reduced budget levels

13 and limited our ability to program expansion projects during

14 those two fiscal years.

15 Next slide, please.

16 About the map dashboard. Just like the previous

17 years, we are excited to share the tentative program map

18 dashboard, which is designed to have the Board easily explore

19 and review the projects included in the program. This dashboard

20 allows you to filter projects by county, board district and

21 other geographical views. It also includes the interactive

22 maps, project description and a clear look at planning, funding

23 amounts and the funding types for each project.

24 We'll also make this dashboard available to the

25 public during the public comment period. It will include a

30

1 direct link to our ADOT website, and it will make it simple for

2 community members to make comments, whoever wants to make their

3 comments and submit their comments to us.

4 Next slide.

5 Quickly, moving to Maricopa County, 37 percent of

6 the total funding is allocated to this region, with programming

7 managed primarily by MAG, and over the next five years, Maricopa

8 County is slated to receive \$2.04 billion for ADOT routes. As

9 Tim mentioned, following the passage of Proposition 479, MAG is

10 continuing to update project schedules and cost estimates. We

11 anticipate significant adjustment as they finalize their

12 allocations. MAG expects to provide ADOT with definitive

13 figures in the weeks to come.

14 Next slide to the Pima County. Thank you.

15 So PAG is currently awaiting the update to their

16 previous regional transportation, or RTA, half cent sales tax,

17 which the sunset is -- which will sunset in 2026. The

18 propositions -- two propositions, 418 and 419, will be presented

19 for the further consideration in March of this year, and if

20 approved, they will fund their 20-year plan.

21 Next one is our --

22 CHAIRMAN MAXWELL: Iqbal, before you go on, can

23 we -- on that Pima County one, I noticed significant dropoffs of

24 the funding currently on the slide that shows how much goes to

25 the region. So are the '27, '28, '29 forecasts for -- in this

31

1 plan or the '28 through '30 including the current proposals in

2 RTA Next, or does that not impact that -- those numbers at all?

3 MR. HOSSAIN: Mr. Chair, no, this -- this does

4 not include in this -- the --

5 CHAIRMAN MAXWELL: That brings -- that brings a

6 question up for me then. If it doesn't include any, then we

7 went basically -- there was almost a \$100 million drop in the

8 amount of funding that was coming to Pima County from the first

9 year of the plan to the second, and then it comes back up to

10 that. Why is there such a significant drop in '27? Or '28?

11 MS. RUIZ-RONQUILLO: For the record, my name is

12 Veronica Ruiz-Ronquillo. I am the MPD programming manager.

13 Mr. Chair and members of the Board, that drop in

14 funding was in response to a advancement of funding in fiscal

15 year 2025 in response to the overage of the bid received on

16 Country Club and I-10. That funding was needed in the fiscal

17 year 2025, and so, therefore, it was somewhat front loaded, if

18 you would like to, you know, address it that way. And so,

19 therefore, in 2027, there was that reduction to balance between

20 the two. So, therefore, PAG was not over-allocated over the

21 series of the years.

22 CHAIRMAN MAXWELL: Okay. Thank you very much.

23 MS. RUIZ-RONQUILLO: You're welcome.

24 CHAIRMAN MAXWELL: Good answer.

25 MR. HOSSAIN: Go on to the next slide.

32

1 So we'll move on to the Airport Capital

2 Improvement Program. ADOT Aeronautics (inaudible) with over 60

3 Arizona airports to facilitate vital infrastructure

4 improvements. ADOT Aeronautics provides the state's required

5 matching funds for federally funded grants award. Additionally,

6 ADOT Aeronautics provides state/local grants and APMS grant to

7 local airports.

8 Let's look at the next slide on this. Let's look

9 at the budgeted amount for the airport program.

10 Total \$178.4 million program budget is allocated

11 across five year categories over the next five years. I will --

12 first I will start with the FAA match program. There are five

13 programs total, so I'll start with FAA match program.

14 This program covers half of the sponsor's

15 required share for FAA grants, and these funds support a broad

16 range of initiatives including design, construction, safety,

17 security, capacity enhancement and planning and land

18 acquisition.

19 The next category is State-funded development

20 program. This funding provides state cooperation with local

21 agencies to fund projects within their areas.

22 The next one is a very important program, which

23 is Airport Pavement Management System, APMS program. ADOT

24 Aeronautics manages the design and construction administration

25 for major maintenance projects reducing the sponsor's

33

1 responsibility to just 10 percent of construction cost.

2 Then the funding for the only State-owned public

3 use airport, Grand Canyon National Airport, this specific

4 facility receives grants to the State-funded development

5 program.

6 And the -- finally, ADOT's Airport Development

7 Program. These funds are dedicated to statewide system studies

8 and overarching aviation projects that benefit the total Arizona

9 airport network.

10 Let's go to the next slide.

11 So what are the next steps on our 2027 to '31

12 program? Later this month, on February 20th, we'll bring the

13 tentative program to the Board for approval, and following that,

14 the comment period will run from March 2nd to May 22nd, with the

15 public hearing on May 15th. On June, we will return to the

16 Board for a study session to review the draft program, and then

17 June 19, we'll present the final program to the Board for

18 approval.

19 This concludes the presentation at this time. I

20 will take any questions that you may have.

21 CHAIRMAN MAXWELL: All right. Thank you, Iqbal.

22 Appreciate the presentation.

23 Any board members have any questions regarding

24 the draft five-year plan?

25 MR. ELTERS: Mr. Chairman.

34

1 CHAIRMAN MAXWELL: Yes. Go ahead, Sam.

2 MR. ELTERS: I don't know that I have a question.

3 I just have a -- would like to make an observation or two, and

4 going back to the highway side of things, slide 13 specifically

5 in Iqbal's presentation, that presents the 2030 and 2031

6 expansion projects as being none.

7 And I just want us to pause for a minute and

8 think about that. No expansion projects, at least as we look

9 today in those two years, at a time when we have many corridors

10 that we've been working on for years. Thirty years, for

11 example, on US-93, more than 20 on SR-95, to name a few.

12 Those, while have seen tremendous improvements,

13 and staff and prior boards have done their best to advance a

14 commitment made to these corridors, they're not complete today

15 and will not be complete as we approach 2030 and 2031 and we

16 stare at this no expansion projects.

17 And that really, if it holds, it would be in

18 direct conflict and it would undermine the long range plan that

19 the Board adopted just in 2023 that basically said 7 percent of

20 the funding would go to expansion projects, because then we

21 would have nothing going to expansion projects in conflict with

22 our long range plan.

23 So it's a sobering thought or the reality, and I

24 wanted to just pause on that for a second, at least dwell on it

25 a little bit myself and suggest that you do the same and think

35

1 what that means overall. I named only two corridors. There are

2 many others that have similar long-term commitments and needs

3 that have not been completed and clearly will not be completed

4 when we have no expansion projects as we approach the 2030, 2031

5 years. Thank you, Mr. Chairman.

6 CHAIRMAN MAXWELL: Member Elters, great, great

7 point.

8 Any other members want to make any comments?

9 I'm going to echo his sentiment. So, Member

10 Bracker, I see you came off --

11 MR. BRACKER: I did come on. It is very

12 sobering, and when you look at -- there's just no way that you

13 can fund growth if you're not funding expansion, and this is the

14 whole economic driver of our state is our transportation system.

15 And it's challenging for me to sit here and think

16 that I'm going to, you know, be serving on this board with all

17 these great people and incredible staff, and you look at these

18 numbers, and what are -- what are the other options? And I

19 think I need to throw that back at the director and the

20 engineer, the state engineer. This -- you know, I know that you

21 guys prioritize maintenance and we have to maintain what we've

22 got. If we're not expanding, we're not growing our economy.

23 CHAIRMAN MAXWELL: Director, Iqbal, do either one

24 of you want to address that?

25 DIRECTOR TOTH: Yeah. So, Mr. Chair, members of

36

1 the Board, I do want to address that. So I just want to make it

2 clear that the five-year program does hold true to the 7 percent

3 for expansion for recommended -- the recommended investment

4 choice over the entire five years. It's not 7 percent every

5 year, which is not what was approved in the long range plan.

6 I'll just hearken back. If we look back to the

7 pavement preservation and the conditions of our pavement, and

8 one thing that we have heard loud and clear on the listening

9 tour is that there is huge, huge concerns, especially in the

10 rural communities, in regard to the pavement conditions of the

11 deterioration, and so that is the situation we're in where we're

12 not even maintaining the pavement that we have, let alone have

13 the funding availability, especially in the outer years. In

14 regards to what Tim mentioned, we did have to reduce the -- they

15 reduced the revenue forecasts by 200 million in I think it

16 was --

17 MR. NEWTON: (Inaudible.)

18 DIRECTOR TOTH: -- 2029 and 2030. So with that

19 reduction, we're already reducing the pavement preservation in

20 those years, let alone being able to expand and add additional

21 lane miles. It's a very tough situation, absolutely.

22 CHAIRMAN MAXWELL: And, Director Toth, fully

23 agree, and I think most of us understand. I think the thing

24 we've got to think about, and again, I appreciated Tim and Greg

25 Byres coming out and meeting with the handful legislators --

37

1 Member Bracker was there -- this is the story we have to keep
2 telling as part of approving this. I mean, the numbers are
3 still overwhelming to most of the citizens of this state. They
4 see those numbers that we're talking about in this budget and
5 they go, wow, we've got all that money, but what we forget is,
6 as you said, those slides that you've got up now, Iqbal, that
7 you pulled up, the bridge and pavement conditions tell a big
8 piece of the story.

9 There will be expansion probably in Phoenix still
10 because of the 20 year Prop 479 funding. I'm hopeful for the
11 Pima County region, but it's going to be far from a guarantee.
12 There's -- everybody -- all the citizens of our regions look at
13 the deteriorating pavement and they go, why should we throw more
14 money at it? We can't even take care of what we've got. But
15 the fact of the matter as we know and decisions we've had to
16 make as a board, we've had to decide between pavement
17 preservations and expansion on roadways that are coming to us
18 with the number of lives that are impacted, if not lost.

19 I mean, it's horrendous. We need to have a
20 serious conversation statewide. I appreciate the director's
21 position on that. You've heard that from boards for the last
22 couple years, and we've seen that in some of the responses from
23 the Governor, but we've got to get all the elected officials to
24 understand that there is a responsibility inside the State of
25 Arizona for infrastructure, and we need to figure out how do to

38

1 do it.

2 I think Tim's story of the declining revenues is
3 great, but I fully agree with everything the other board members
4 have said and, you know, if Pima County passes our regional
5 transportation tax, we won't be in as bad of shape. The rurals
6 are truly where I feel don't get enough, and they're some of the
7 areas that are growing. So it's one of those ones, it's a
8 challenge, and I appreciate everybody highlighting it. And I
9 understand we can talk more on how we have to fix it, is use the
10 staff and obviously, Director, you've got a direct line to the
11 Governor. It's a challenge.

12 MR. BRACKER: Mr. Chairman.

13 CHAIRMAN MAXWELL: Yes. Go ahead, Mr. Bracker.

14 MR. BRACKER: Director Toth, you're in the
15 process of doing the listening tour. What's the time frame on
16 that tour, and when will the Board get the results from that?

17 DIRECTOR TOTH: Mr. Chairman, Member Bracker, we
18 are continuing the listening tour. We started in the October
19 time frame at the Transportation Policy Summit. We're
20 continuing that at least through the March/April. We have
21 things scheduled out through April. We'll start the public
22 outreach portion of that starting in the March time frame.

23 And again, the listening tour really is for
24 developing the visions of the transportation system, and I will
25 continue reporting out just like I did at the last month's

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1 meeting in terms of what we are hearing, but overwhelmingly,
2 we're hearing passing lanes, shoulders, safety improvements, as
3 well as the number one priority being pavement preservation.

4 MR. BRACKER: Mr. Chairman.

5 CHAIRMAN MAXWELL: Go ahead.

6 MR. BRACKER: Madam Director, would it be
7 possible for the Board to get an update on what you're hearing
8 from the electeds, which is who you're reaching out to first?
9 And the reason I'm asking for that is because we just need to be
10 able to have information to take to the state legislators as we
11 meet with them privately as a board. That's something that the
12 staff can't do, but the Board can do, but -- and I believe we
13 can use the information that you're collecting here, because
14 what we're seeing in all these numbers is -- I mean, for rural
15 Arizona is a disaster.

16 DIRECTOR TOTH: Yes. And, Chairman, Mr. -- Board
17 Member Bracker, we can provide you the list of who has been in
18 attendance, but we have had a lot of county supervisors, a lot
19 of local elect officials attending our listening sessions across
20 the state.

21 MR. BRACKER: Yeah. I just need to -- you know,
22 for me to go to the Legislature and make appointments and drive
23 up to Phoenix, to be able to hand them information that says,
24 look, we're talking -- we're talking to the local elected
25 leaders and this is what we're hearing, and I'm sure as you

40

1 drive over the roads, as you visit your constituents in the
2 district, you're seeing the same thing. And then we just need
3 to -- as a board, we need to come up with a messaging -- you
4 know, messaging that we're all on the same footing as we take it
5 to elected, you know, state legislators and the Governor, quite
6 honestly.

7 MR. ELTERS: Mr. Chairman.

8 CHAIRMAN MAXWELL: Member Elters.

9 MR. ELTERS: Yeah. Just one additional thought.
10 Thank you.

11 To Director Toth's point, I think we're all in
12 agreement, and I fully support what she's saying related to
13 preserving the system that we have, this priceless system, but
14 to also point out to the size of the challenge that the director
15 and staff is speaking about and aware of, and we're all aware
16 of.

17 Investment in pavement preservation has increased
18 by design in the last five, six, seven, eight years to reverse
19 that trend, where the fair and poor was getting worse, and the
20 good was -- was becoming less percentage-wise. In spite of
21 that, we see in all -- in the chart that is in front of us, in
22 all four of those presentation, if I -- if I remember correctly
23 when Iqbal presented it, each one of them, there was an increase
24 in the -- in the poor category. And looking at the lower -- in
25 the lower right-hand corner, the non-interstate, if you look at

41

1 that, the poor and the good are approaching the same level.
2 We have I think for, I don't know, maybe for the
3 first time, over 10 percent of the roads in that category are
4 now in poor conditions, and I think that's when the director
5 says that's what we're hearing from the public, I bet you that's
6 what they're talking about are the poor conditions that are
7 noticed by the traveling public increasing in each of those
8 categories.

9 So I think we're all on the same page, and it --
10 as far as doing what we must do and not losing sight of the cost
11 to preserve the existing system that we can't do one at the
12 expense of the other, and the challenge is significant, and I
13 think that's what we're all pointing to and saying. Thank you.

14 CHAIRMAN MAXWELL: Thank you, Member Elters.
15 And one thing I'd considered from the staff.
16 During the presentation the other day, Greg Byres showed us a
17 sign that showed the state of the federal highway fund, and the
18 fact of the matter was unless there's an input, one-time input,
19 which is what Congress has done over the last decade or so to
20 prop it up, it goes insolvent in 2028.

21 So this is a situation where the federal
22 government right now doesn't look like they're going to be
23 sending money to help our situation, but I think it tells the
24 story, every level is hurting, down all the way to
25 municipalities. I know at least down here, the municipalities

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1 don't have enough funding, so everybody's got to deal with it.
2 And I do think it's part of our responsibility as
3 the state board -- as the state board, not the ADOT staff, but
4 as the state board to lead this conversation and get it -- make
5 sure both the electeds and in some ways the public's aware of
6 the situation, because I know you are doing so much with so
7 little.

8 And I guarantee everyone at -- the infrastructure
9 professionals would love to have that unlimited pot of money and
10 you could fix it all, but it's -- that's not the reality. So I
11 appreciate the conversation. It's something that we can't take
12 our eye off for sure this year and probably into several years
13 to come. All right.

14 VICE CHAIR HOWARD: Mr. Chair, I have a comment.
15 I'll be quick.

16 CHAIRMAN MAXWELL: Member Howard.
17 VICE CHAIR HOWARD: I think, Member Bracker, you
18 talked about one-on-one meetings with legislators, and I think a
19 great tool is not only a printout of these bridge and pavement
20 conditions, but also the diminishing dollar that was provided to
21 us by Tim as well, a side by side, and even the change in the
22 gas tax and the impact. And I know they've seen it before and
23 they've heard it before, but to see that side by side, that
24 visual, and then the comments that have been made so far, as you
25 discussed before on the listening tour, I think we need to

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1 provide them visual tools so they can gain a full understanding
2 of where we are and where we're headed.

3 And I -- you know, when we -- when we decided on
4 the investment choice as a board, we had quite a long
5 discussion, lengthy discussion, and it included these slides.
6 It's unfortunate. It's very scary, as Sam noted a few minutes
7 ago, the bottom right side, the trend that we're seeing, and
8 that is rural Arizona, and it's bad. We all see it.

9 Something's got to give. So I think if we just use some of
10 these tools when we -- when we proceed to these visits, I think
11 it will be very helpful. That's all I have.

12 CHAIRMAN MAXWELL: Thank you. Thank you, Member
13 Howard. Great comments.

14 And that leads us right into Agenda Item 2. This
15 is one I've been pushing for and asking for, and I think it kind
16 of is going to highlight some of those tools that we need to
17 make sure we use.

18 So at this time, for the transportation funding
19 methods briefing. And Tim, I know you're in your new position.
20 It's like, all right, bring it. Tell us what options we've got.
21 So I appreciate this briefing, and you can kick that one off
22 please.

23 MR. NEWTON: Okay. Thank you, Chairman Maxwell,
24 and I agree. It dovetails nicely from the conversation the
25 Board was just having.

44

1 As you said, you asked me to come to the -- to
2 the Board and present some transportation funding methods that
3 perhaps other states are using, and I've got that information
4 for you here today. My team's been doing some research,
5 gathering the data, putting it together. If something catches
6 any of the board members' eyes, please let me know and I'll take
7 it back to the team. We'll do some more digging and find out
8 more information.

9 Next slide, please.

10 So here's the agenda, and I know the Board is
11 pretty familiar with our current or historic funding methods. I
12 do think it's worth spending a few minutes on those and
13 comparing them to what other states are doing with those same
14 traditional funding methods, and then we'll jump into, hey, what
15 are some of these emerging funding methods that some states are
16 using but not all states are using. And then, finally, I'll
17 touch on some ways that -- I think there's 24 of the states that
18 are indexing their transportation funding to inflation in one
19 way or another. So I'll talk about that a little bit.

20 Before I jump into the meat of the presentation,
21 we did find two errors in it. One is a typo -- I'll point it
22 out when we get there -- and the other one is the federal data
23 information that we used had a mistake in it. It's an obvious
24 mistake. We should have caught it. So we will rectify the deck
25 and get it back out to the Board after we do one more clean

45

1 sweep and make sure everything else is in good shape, but I'll
2 point out both those errors when we get there.

3 All right. Next slide, please.

4 So here's the historic -- historic methods. I'll
5 just touch on them briefly. Gas tax, everyone's familiar with
6 that. It was increased to 18 cents a gallon here in Arizona
7 back in the '90s. It contributed 533 million to HURF in 2025,
8 but as I mentioned earlier, it's an ever-shrinking percentage of
9 that HURF bucket. Down to 29 percent most recently. Every
10 state has gas tax.

11 The next one, use fuel or diesel. Every state
12 also has some kind of diesel tax. We are the only state with a
13 two-tiered diesel tax. So we charge 18 cents a gallon for light
14 class diesel and then 26 cents a gallon for use fuel diesel.
15 Let's see. It -- it contributed \$290 million to HURF revenue in
16 '25, and that was on the sale of about 1.4 billion gallons worth
17 of diesel in the state.

18 Let's see. The next one, registration. Every
19 state has registration fees. It makes up 13 percent of our HURF
20 revenue today, for a total of 241 million. I'll point out right
21 now that the latest figures I've seen from MVD is we have
22 130,000 registered electric vehicles, which is about 1.5 percent
23 of the total registered vehicles in the state.

24 Next one, vehicle license tax, or VLT. Every
25 state has some kind of vehicle license tax, and I mentioned

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1 again earlier it's kind of saving our bacon, because it's
2 somewhat indexed to inflation. Makes up more than a third of
3 our revenues today.

4 The motor carrier fee, it's imposed on commercial
5 vehicles with a gross weight in excess of 12,000 pounds, and
6 every state has a motor carrier fee.

7 The overweight fees, kind of self-explanatory.
8 Every state has one of those, and as the name suggests, it's
9 fees that we collect from oversized or overweight vehicle
10 permits.

11 And the last one of this sort of historical
12 bucket, of course, tolls. We don't have tolls in Arizona.
13 Thirty-five of the other states have tolls.

14 Next slide, please, Floyd.

15 Okay. So this slide and the next slide, I
16 thought I'd talk a little bit about gas tax and diesel before we
17 get into the emerging methods. As the director rightfully
18 pointed out, they were an eye chart and you couldn't read them.
19 I initially thought this was going to be in person. I was going
20 to have 11-by-17 handouts for the Board. When I found out it
21 was electronic, these slides have been kicked to the end of the
22 deck. You can peruse them at your leisure, and rather than let
23 you try and strain your eyes and see what's on the screen, I
24 thought I'll just provide a quick summary.

25 And so, of course -- oh, what is on the slide,

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1 which you probably can't see, is every state's gas tax from 2019
2 through 2023. You just get a visual of, you know, where are we
3 in the mix of gas tax? We're the fourth lowest amongst all the
4 50 states. Pennsylvania is at the top there with 61 cents per
5 gallon, and Alaska at the bottom with 8 cents a gallon. When
6 you average those out, it's about 30.5 cents per gallon.

7 And I mentioned 24 states have the -- their gas
8 tax indexed to inflation in one way or another. My team did
9 a -- just a quick math exercise and said, what if we were to
10 raise the gas tax to 30.5 cents a gallon, to that national
11 average? That would generate 400 million in HURF revenue each
12 year. It works out to about 300 million for every 10 cent
13 increase in gas tax.

14 Next slide, please, Floyd.

15 So this is that same eye chart for diesel. It's
16 got the gas tax rates for each state from 2019 through 2023.
17 Again, it's at the end of the deck if you want to blow it up or
18 spend some time with it. But a quick summary, Arizona ranks
19 32nd for diesel tax. We're tied with Kansas and Kentucky. The
20 typo that I mentioned is this next line. So Pennsylvania does
21 indeed have the highest diesel rate, but it's not 61 cents a
22 gallon. It's actually 78.5 cents a gallon. Alaska does have
23 the lowest at 8 cents per gallon.

24 When you average it out, the average state is
25 33.15 cents per gallon, and the team did the same math. Well,

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1 what if we were to take out diesel and just charge the average
2 rate of every state? It would contribute about 112 million
3 additional dollars per year to HURF.

4 Right. Let's have a look, Floyd, at the -- the
5 new funding methods.

6 CHAIRMAN MAXWELL: And, Tim, if you said it, I
7 missed it. And our diesel tax is not indexed, correct?

8 MR. NEWTON: I'm sorry. One more time, Chairman
9 Maxwell?

10 CHAIRMAN MAXWELL: Our use tax is not indexed?

11 MR. NEWTON: Correct.

12 CHAIRMAN MAXWELL: Okay.

13 MR. NEWTON: Yes.

14 CHAIRMAN MAXWELL: Thank you.

15 MR. NEWTON: Okay. So here's some of the
16 emerging methods, and I've got some slides on each of these that
17 we'll tackle individually, but at a high level, many states, in
18 fact, most states have started with that first one, some kind of
19 additional registration fee on EVs and/or hybrid vehicles. The
20 thought process there being they don't contribute or they
21 contribute less to the gas tax revenue, so they should pay their
22 share.

23 Recreational marijuana, we're kind of ahead of
24 the curve on this one. We have about a quarter of that excise
25 tax that's raised from the recreational marijuana coming to

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1 ADOT -- or into HURF -- excuse me -- coming to HURF. So there's
2 a few other states that are doing that. I'll speak to that in a
3 little bit more detail.

4 The next one there, whatever you want to call it,
5 VMT or RUC, it's basically a pay-as-you-go method, charging
6 users for the miles that they drive. And there is, I think,
7 four states that have a -- an optional program right now and a
8 bunch more states exploring, sort of kicking the tires, if you
9 will, on -- on that option.

10 CHAIRMAN MAXWELL: And, Tim, when we go through
11 that, or I don't know if that's for you or for some other
12 people, it would be good to know how they measure that. There
13 is a legislative proposal -- not proposal. It's going to go to
14 the ballot right now in '28 that will prohibit the use of VMT,
15 which is a pretty broad statement.

16 I'm talking to the legislators. What they're
17 worried about is having, you know, tracking devices on the
18 vehicles. So it's something I don't know if we're going to have
19 any -- that will be able to get them to turn that off, and you'd
20 never know. It's going I think this November, but I don't know
21 if you have any more information, Floyd, or if you're aware of
22 anything going on with that, but it's -- if -- they may
23 eliminate that option from us completely if they go to the
24 voters.

25 MR. NEWTON: Yeah. I will speak to that a little

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1 bit more. I don't have a ton of information how those other
2 states are doing it, but it's -- you know, there's options.
3 Certainly tracking on the vehicle is an option. Most folks
4 don't like it. There is some sort of self-reporting, like an
5 honor system. Who knows if that's successful? And there's,
6 like, either stop at, like, when you're doing your emissions,
7 you'd have a mileage check done or come into the MVD when you
8 renew your registration and have a mileage check done. There's
9 a few options. Maybe none of them are great.

10 The next one, EV charging stations. Basically,
11 any public facing charging station, taking any tax revenue
12 collected from those charging stations and directing it to
13 transportation. I think we have a bill floating around out
14 there now, House Bill 2259, that's suggesting something similar.

15 And then the last one, just a couple of states
16 looking at this. The retail delivery fee, where, you know, the
17 Amazons and the Uber Eats and that of the world would pay a
18 small fee per delivery directly towards transportation.

19 Let's jump into that first one.

20 As I mentioned, most states have already jumped
21 into this additional registration fee on electric vehicles and
22 high -- and/or hybrid vehicles. It's not consistent from state
23 to state. I think -- get the number -- about 41 states already
24 have some kind of additional registration fee on those type of
25 vehicles.

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1 Sometimes it's a complicated fee that takes into
2 consideration the weight and the fuel efficiency. Like the
3 heavier the weight, the more fuel efficient, the higher the
4 additional registration fee. Other times it's simply just a
5 flat fee.

6 I noticed Texas was an early adopter of this.
7 They just have the regular registration fee and then \$200 a year
8 on top of that for electric vehicle owners.

9 Kentucky recently got into the same kind of
10 methodology. It's a smaller fee, \$126 a year, but it's not only
11 on electric vehicles. They also charge that same additional fee
12 on the plug-in hybrids. So each state's going about this a
13 little differently, but right now there's only nine states that
14 are not doing some kind of additional registration fee on
15 electric vehicles.

16 Next slide, please, Floyd.

17 Which we're kind of ahead of the curve on this
18 one. So the Smart & Safe revenue. It's been around since FY
19 '22. Since then we've -- it's contributed 164 million to HURF.
20 So about \$40 million a year. It's only 2.3 percent of our HURF
21 revenue, but it's certainly something that we're very grateful
22 for. The range on the map shows the states that have legalized
23 marijuana, and the yellow I think it's -- it's too small for me
24 to see, but it's us and -- no, I can't see. There's only three
25 states that have directed at least part of that funding for

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1 transportation.

2 Next please, Floyd.

3 So this is the one, sort of the pay-as-you-go.
4 It's got many different names. Vehicle miles traveled.
5 Basically, however many miles you travel, you pay a fee for
6 the -- the privilege to use the -- the roads and bridges in the
7 state.

8 A mixed bag here. Of course, those ones in
9 yellow, they actually have an optional program established
10 today, and people can join that or not. What we typically --
11 what they typically do is have an extra fee for the EV users.
12 So, hey, EV users, you pay this additional registration fee or
13 you opt in to this vehicle miles traveled program, and maybe
14 your fee will be less because you're not actually using the
15 resources as much.

16 And then all of the states in orange, they have
17 some kind of pilot program going out -- going on right now with
18 the -- with some kind of road user charge, vehicle miles
19 traveled charge. And then those ones in the teal are heavily
20 exploring is that something that they want to do in their state.

21 And to your point, Chairman Maxwell, you know,
22 we're going to the voters. This -- this may be off the table
23 for Arizona to use in the future.

24 Next one, please, Floyd.

25 Okay. So we currently have eight states that

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1 have funds going directly to transportation from those
2 public-facing electric vehicle charging stations. It's an
3 interesting concept. It's kind of trying to apply the gas
4 concept to a new technology. It does have some holes. You'll
5 see there on the slide. One of those holes is that 80 percent
6 of the charging happens at home. There's not many of us going
7 home and filling up our ice (phonetic) vehicles from our oil
8 well in the backyard. So it's an interesting concept. Would we
9 say no to the revenue? No, we wouldn't, but it's not widely
10 adopted yet.

11 CHAIRMAN MAXWELL: And to go to your point
12 earlier, Tim, that you made about Representative Biasiucci's
13 bill, that's -- it will literally just take state tax that's
14 already collected by the state on the property rental tax for --
15 where this charging station. So it doesn't even catch all the
16 charging stations, but it catches some, and that right now goes
17 to a general fund, and his bill would divert it direct to HURF.
18 I haven't seen the monetary, how much that would actually
19 increase to the HURF. My guess is it's not significant. The
20 reality, and now that I've got -- I have an EV in our -- one EV
21 in our garage is I don't want to charge it anywhere outside of
22 my home, because the costs --

23 MR. NEWTON: Right.

24 CHAIRMAN MAXWELL: -- just go through the roof.
25 And so I agree with you. I think that's -- that's missing -- if

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1 that's the point, you're missing it. So -- but great summary,
2 great slide.

3 MR. NEWTON: Thank you, Chairman Maxwell.

4 The last one we have here is -- the next slide,
5 please, Floyd.

6 The last one we have here is we have a couple of
7 states, Minnesota and Colorado, that have implemented a fee on
8 retail delivery vehicles. They do it a little bit differently.
9 In Minnesota, it's 50 cents -- 50 cents per delivery goes to
10 transportation funding. They have a bunch of exemptions. Some
11 of those are listed on the slide there. And then in Colorado is
12 28 cents per delivery goes to transportation funding, and I
13 think their exemption is it doesn't apply to businesses with
14 sales of less than half a million dollars a year.

15 Okay. All right. I mentioned that there's 24
16 states that have indexed their gas and diesel to inflation in
17 one form or another. As you can see here, they're kind of all
18 over the board, and some states use a mixed bag, which, you
19 know, makes it even more complicated.

20 The most popular one there is ties to the
21 Consumer Price Index. So it's basically measuring inflation
22 from a consumer's point of view. It's that increase in the
23 price of a basket of goods, if you will.

24 New York is the only one that said, well, we'll
25 index to the PPI. That tracks inflation before it gets to the

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1 consumer. So they've gone that route.

2 Revenue targets are interesting. I don't know a
3 lot, but it sounds like they're saying we expect to sell this
4 many gallons next year, and we have a revenue target of this.

5 What's the math? What does our gas tax and diesel tax need to
6 be? And they change the tax accordingly.

7 North Carolina uses population growth.

8 The next one -- the next one is interesting to
9 me. There's four states that use the Highway Construction Cost
10 Index, and I think that's -- it's really curious, because it's
11 trying to capture what are the construction costs, and what's
12 the growth in those construction costs, and let's keep the tax
13 tied to that. In theory, that sounds good. My one concern is
14 how do they factor an increase in lane miles to that? So as we
15 get more lane miles, we have more work to do. Is that factored
16 in any way? But on the surface it seems like a pretty decent
17 idea.

18 The next one, which I won't claim to fully
19 understand, my first reaction is it seems really volatile. The
20 tying the gas tax or the diesel tax to the retail or wholesale
21 price of those. As everybody knows, they go up and down like a
22 yo-yo. I don't know how that works operationally. If the Board
23 would like more information, we will have to dig a little bit to
24 see how that actually works.

25 And then the last one, one state tying their fuel

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1 tax rate to fuel efficiency.

2 Okay. Next slide, please, Floyd.

3 Next slide, please.

4 So these are the tables that I mentioned earlier.

5 This one is -- I know no one can read it. I can't read my own,
6 but it is basically all of the funding mechanisms that I talked
7 about across the top of the chart, and then all the states down
8 the side. If there's something in the box, it means that that
9 state uses that state funding method. If it's not a solid
10 color, like you look in the first two columns of gas diesel
11 there, you see that it's -- there's some hatch colors. That
12 means that that state has indexed that revenue source to
13 inflation in one way or another.

14 And then the next two slides are that detail I
15 mentioned earlier about gas and diesel revenues, that comparison
16 over the five-year period.

17 That's the (inaudible) in a nutshell up to this
18 point. Is there reasons or more research you would like me to
19 go back to the team and we can dig a little deeper?

20 CHAIRMAN MAXWELL: First off, Tim, I want to say
21 thank you for jumping into the fire and briefing that one.
22 That's a good synopsis of what's out there. I think there's
23 some more that have been discussed that as we take this and talk
24 with the individuals about what's possible, we may add a couple
25 that don't exist elsewhere, but they've been bantered around in

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1 the infrastructure community regularly. So we -- I may add a
 2 couple to your list.

3 Any board members have any questions about
 4 anything that Tim just presented?

5 MS. HOWARD: Chair Maxwell, I just have a quick
 6 one. Back on the fourth slide, Tim, you gave us some highlights
 7 on different impacts, and you talked about if we were to go to
 8 an -- the average tax, what were the revenue amounts again that
 9 would be generated? For the gas.

10 MR. NEWTON: For the gas tax? If we went to the
 11 30.5 cents per gallon, that would generate about 400 million a
 12 year, extra HURF revenue.

13 MS. HOWARD: Okay. Thank you.

14 CHAIRMAN MAXWELL: Which as -- which is, as many
 15 of us remember, the Rural Transportation Summit this year, a
 16 couple of the legislators cited somewhere -- the need between
 17 600 million and a billion additional HURF revenue, and so that
 18 was -- and the targets we've heard some -- some of -- on both
 19 sides of the aisle and both sides of the political spectrum,
 20 they all agree that they thought that's what needed to happen.
 21 So (inaudible) would be a start, but it -- again, that only --
 22 that captures only a portion of the population paying. I think
 23 that's the challenge we got with the infrastructure right now.

24 So any other questions?

25 MR. BRACKER: Chairman Maxwell.

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1 CHAIRMAN MAXWELL: Mr. Bracker.

2 MR. BRACKER: I'd like to thank you for bringing
 3 the last three slides on this presentation. I think they're
 4 really, really critical as we begin to have this conversation on
 5 how -- what else we can do to apply funding for transportation.
 6 Although I think our gas tax is woefully
 7 inadequate, you're going to hear the people standing up and
 8 saying, what about them? They're going to be pointing out
 9 across the room, and those are the things where, you know, we
 10 can say, well, you know, if we love Texas so much and we like to
 11 emulate them, and Texas does a \$200 fee per vehicle, that brings
 12 \$26 million for HURF, and just -- just go right across the board
 13 as we do this.

14 But the -- that, to me, is the beginning of the
 15 conversation that our board needs to have, is we -- we're either
 16 going to go to the Legislature and ask them to figure it out, or
 17 we're going to go to the Legislature and say, look, we've talked
 18 about it, and these are the things that we think are the most
 19 successful models we've seen across the country.

20 So thanks for pulling this stuff together, and
 21 Chairman, thanks for asking for this item on this study session.

22 CHAIRMAN MAXWELL: Absolutely.

23 Any other board members? Any questions for Tim?

24 All right. Again, thank you very much. This is
 25 just the beginning of the conversation. I've said openly a lot

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1 I want this to be a year-long conversation targeting to try to
 2 make some improvements in the coming years after that, but
 3 it's -- as we all know, it's a big lift. So I appreciate all
 4 the help that staff was able to supply on this one, and we know
 5 that your limitations on what you can do outside of that. So
 6 thank you.

7 We'll move on to Item 3, the P2P peer state
 8 review, and this is obviously real important, because it
 9 prioritize -- it helps prioritize the projects that we do and
 10 don't fund and what gets worked on.

11 So Iqbal Hossain, you're back on.

12 MR. HOSSAIN: Thank you. Thank you, Mr. Chair,
 13 and the members to the Board again.

14 So last November, the Board asked ADOT for a peer
 15 state review to see how our P2P process compares with others in
 16 the nation, and to answer this, ADOT conducted a rigorous review
 17 of project prioritization and schooling practices used by group
 18 of peer states -- state (inaudible) in the nation. So the study
 19 was done by ADOT research partner, Arizona Transportation
 20 Institute, which is AZTI. That comprises three Arizona
 21 universities.

22 So with that background, I'll briefly share with
 23 you where ADOT aligns and share some recommendation for future
 24 opportunities to strengthen our existing P2P process.

25 So based on the video and the findings overall,

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1 the results are encouraging. We -- what stands out is that
 2 ADOT's P2P process demonstrates a strong balance between solid
 3 technical analysis and clearly policy alignment, meaning
 4 projects are prioritized using the solid data while still
 5 reflecting the statewide priorities.

6 Additionally, the framework itself is found to be
 7 robust, well structured, and compares well with national best
 8 practices, especially in the areas of technical scoring, policy
 9 alignment, and the district inputs.

10 And finally, our project prioritization and the
 11 schooling practices are comparable to those used by other
 12 states. And based on this finding, as a result, the review
 13 concluded that no structural changes or major overhaul are
 14 needed to the existing process, but the review does point out
 15 that there are opportunities for improvement to further
 16 strengthen the process by refining it.

17 So next one, please.

18 So the peer review also pointed out a few areas
 19 where small but targeted improvements could be made, and some of
 20 the targeted refinement areas that were recommended by the
 21 review are like enhanced public-facing materials, in cooperation
 22 of benefit cost framing (phonetic) and active transportation
 23 (inaudible) benefits.

24 One thing is important to note that while the
 25 review saw value in this -- in these new ideas, the review also

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1 emphasized that we need more study before applying them across
2 all P2P categories. We have very little information, but we
3 need more study before we can act on this.

4 So looking forward, looking ahead, ADOT plans to
5 continue learning from our P2P states, our peer states on the
6 P2P process, doing additional analysis in these areas, and as
7 that work is completed, we'll incorporate those enhancements
8 into the future P2P cycle.

9 That's all I have for today. I will be happy to
10 answer any question you have.

11 CHAIRMAN MAXWELL: All right. Do any of the
12 members have any questions for Iqbal?

13 I appreciate the overall alignment. I like the
14 fact that you -- that it looks like ADOT's fairly well
15 positioned. I think probably what we may need to do a little
16 bit more deeper dive on, I think some of the board members are
17 concerned with is what's the priority. We've talked about how
18 safety plays in and how some of these other things. So some of
19 it's our responsibility. We've got to dig in and just
20 understand what's already out there about that.

21 But do any of the members have any other comments
22 about either the presentation or what they -- what they would
23 like to see in the future regarding this? Because the P2P
24 rankings come up all the time in our discussions.

25 MR. BRACKER: Mr. Chairman.

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1 CHAIRMAN MAXWELL: Chairman -- Member Bracker.

2 MR. BRACKER: I understand the P2P framework and
3 its -- and its importance in determining what gets built and
4 when. I think we need --- as a board member, I'd like to
5 understand the process a little bit more. And I know I got a
6 little bit of a briefing when I came on board eight months ago,
7 but I'm not sure if today's the day or if we need to call for
8 another time. How is this working, and how's this working for
9 us as board members as far as how we prioritize projects?

10 Because it seems as though the plan is coming up
11 from staff that these are the things that needs to get done, and
12 there's just not a lot of room for the board members to say in
13 their districts or board members to work together for different
14 districts and say, this is a really important piece of road,
15 piece of infrastructure. We're hearing it from our
16 constituents. We're hearing it from business, and we need to
17 prioritize this.

18 MR. ELTERS: Mr. Chairman.

19 CHAIRMAN MAXWELL: Member Elters.

20 MR. ELTERS: Thank you.

21 Just a suggestion for Board Member Bracker. I
22 don't know if you've had a chance to participate in the P2P
23 process itself. When staff goes through the process annually,
24 they invite board members. I have participated in those. I
25 find them insightful and really helpful to understand how the

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1 staff interacts between the planning and the districts and
2 safety.

3 So I'm just -- there are many ways to do it. I
4 find it valuable and helpful to me to sit in in those meetings
5 and hear the discussion, understand the priorities and
6 understand how they deal and how they prioritize, you know, when
7 you have more needs than you have resources and to deal with
8 them, how they approach it, and there's really an opportunity
9 for a board member to ask -- highlight something, have them look
10 into it further and get some answers, but to me, and I'm just
11 offering my perspective, it's been really helpful and it's
12 insightful.

13 MR. BRACKER: Mr. Chairman.

14 CHAIRMAN MAXWELL: Member Bracker.

15 MR. BRACKER: Mr. Elters, I appreciate that, and
16 I know you and I have had conversations when I first came on the
17 Board, and I did attend -- I was invited to participate in one
18 of my -- one of the districts that I oversee, because I oversee
19 two different districts, and I'm sure many board members have
20 that same situation.

21 But I think it's -- it doesn't give me the
22 perspective of across the state what's happening. It gave me a
23 perspective of what's happening in the -- it was the Southeast
24 District that I was invited to, but I didn't see what was
25 happening in the Southwest District. I didn't see what was

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1 happening in District 2, District 1, District -- any of the
2 other districts.

3 So when I was trying to learn about what was
4 happening on our -- on our roadway systems, I only got a
5 snapshot of what was happening in one corner of the state. So
6 perhaps maybe when -- and I know it's a lot more work for staff
7 to invite more board members, and if you get a quorum, then I
8 know that creates an issue.

9 I'm not sure how you solve those -- how you solve
10 that, but personally, I would like to be invited to all
11 districts, and because I want to learn.

12 MR. ROEHRICH: So, Mr. Chair, Member Bracker, we
13 have no problem inviting board members to all -- all the P2P
14 throughout the whole state. We will do that. And you don't
15 have to worry about, like, posting and things like that. We
16 will post that to make sure that people understand that there
17 may be a quorum present, but they're there for the purpose of
18 that discussion and not for making decisions as a -- as a body.
19 So there's -- there's a way to do that, and we will do that.

20 And we have invited members before to all of the
21 board meetings that asked for it, and I was just talking with
22 Iqbal and the director. We agreed we're just going to invite
23 the board members from now on to all the meetings, and then you
24 can choose the ones that you want to attend.

25 MR. BRACKER: Thank you very much.

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1 CHAIRMAN MAXWELL: I appreciate that, Floyd.
2 It's really a combination of seeing the -- what the different
3 challenges are in the different regions, but it's also to see
4 how the process works and how that results in the priority and
5 what rises to the top and what doesn't. That's -- I think
6 there's as much concern.

7 I really appreciate the briefing. I'm glad you
8 just -- you brought up the fact that you wanted to add that, and
9 what I really take away from it is the future opportunity
10 slides. You talked about continuing to learn and also looking
11 at enhancements.

12 So I think that's looking -- when we see P2P
13 projects that don't maybe make sense to us, that's one we need
14 to understand it from the ADOT perspective of why these are the
15 priorities, and then when we have to go back and explain to the
16 folks in our district, they don't understand. They look at a
17 couple projects and they go, how could that be a higher
18 priority?

19 So it's just -- it's really -- it's beneficial
20 for us and beneficial for you for us to really understand and
21 have a good insight on how the system -- how the system works.
22 And I appreciate this update, and I really appreciate the idea
23 that it's a continual improvement process. So thank you.

24 All right. Is there anything else, Director,
25 from you or the staff that you'd like to add on to this study

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1 session or talk about?

2 DIRECTOR TOTH: Mr. Chairman, members of the
3 Board, nothing at this time.

4 CHAIRMAN MAXWELL: Okay. Thank you again for
5 putting it together. I know this was a long -- a big, several
6 topic issue. You know, sometimes we take on specific topics.
7 Obviously, we always have to take on the five-year plan, but I
8 appreciate you adding all the additional things. I know there's
9 a lot of learning and a lot of data and now a lot of good slides
10 that I can go back to as well and review. So I appreciate that.

11 Anything from any member of the Board?

12 MS. MERRICK: Chair, if I may. This is Audra.

13 We actually just finished all of our district
14 meetings for the Next program. So let us -- let us digest this
15 a little bit. There -- maybe there's something we can -- we can
16 do to help bridge that, because if we invite you to all the
17 district meetings, then when we actively talk about those
18 projects, that actually starts next year, which is for the
19 following program. So let us -- let us think about how to
20 bridge that one year that we're going to have as a gap, if that
21 makes sense.

22 CHAIRMAN MAXWELL: I think that's a great idea.
23 Appreciate it. We're open to any recommendations that you have
24 on how we best can do that.

25 All right. Hearing nothing else from members,

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1 February 20th, Pima County's going to host --

2 MR. BRACKER: Mr. Chairman.

3 CHAIRMAN MAXWELL: Yes. Mr. Bracker.

4 MR. BRACKER: I just wanted to acknowledge, I
5 had -- I was home the other night and I was watching my local
6 PBS station, and we have a program in southern Arizona called
7 "The Press Room." And Chairman Maxwell, he's smiling, went toe
8 to toe with three members of the press with a moderator and a
9 studio audience. They turned a -- what was less than a majority
10 member vote in the audience as to whether to support the RTA
11 Next into an 82 percent support.

12 I thought Chairman Maxwell did a great job of
13 articulating what needed to be said and stayed calm when he got
14 some pretty interesting questions. So, Ted, congratulations on
15 that. I just want to let you know we have a star as our chair,
16 and we can throw him out -- throw him out to the press any time
17 we need to.

18 CHAIRMAN MAXWELL: I appreciate that, but this --
19 the campaign down here is far from over, and it will have -- it
20 will have an impact on the state plan. I mean, I kept trying to
21 tell everybody down here, if you don't continue -- we don't
22 invest in our ourselves down here, then we're going to be
23 competing with 13 other counties, 7 other -- you know, 6 other
24 districts. It's not going to be quite as easy to have priority
25 on the roads, and that's -- you know, I know Pinal's facing it.

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1 I know they're looking at going back at some
2 point to try to establish their original transportation
3 authority, and that's outside the scope of this board, but it
4 shows that people understand the challenges we have right now on
5 the funding for infrastructure. That's why I thought this study
6 session in particular was -- was really important, so I
7 appreciate it.

8 And that said, please let me know if you're going
9 to be able to make it down for the Thursday night dinner. And
10 Floyd, if you could give me a heads up on the number of members
11 of staff. I know Michael Ortega, who is the new executive
12 director of the Pima Association of Governments, really wants to
13 expand both the number of elected officials that will be here to
14 talk to us, but also to bring out some of their staffs so that
15 the staffs can interact and put faces sometimes to names that
16 sometimes you guys -- everything comes across. But I appreciate
17 everybody's time today, and with that, I will officially close
18 the study session, and thank you all, and I'll see you in a
19 couple weeks.

20 (Meeting adjourned.)
21
22
23
24
25

1 STATE OF ARIZONA)
2) ss.
3 COUNTY OF MARICOPA)

4 BE IT KNOWN that the foregoing proceedings were
5 reported by me, TERESA A. WATSON, Registered Merit Reporter,
6 Certified Reporter, Certificate No. 50876, State of Arizona,
7 from an electronic recording and were reduced to written form
8 under my direction; that the foregoing 68 pages constitute a
9 true and accurate transcript of said electronic recording, all
10 done to the best of my skill and ability.

11 I FURTHER CERTIFY that I am in no way related to any
12 of the parties hereto, nor am I in any way interested in the
13 outcome hereof.

14 DATED at Phoenix, Arizona, this 6th day of September
15 2026.

16
17
18 /s/ Teresa A. Watson

19 TERESA A. WATSON, RMR
20 Certified Reporter
21 Certificate No. 50876
22
23
24
25

Adjournment

Chairman Ted Maxwell adjourned the State Transportation Board Meeting on February 5, 2026.

Meeting adjourned at 11:00a.m. PST.

Not Available for Signature

Ted Maxwell, Chairman
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, April 17, 2026

Call to Order

Chairman Ted Maxwell called the State Transportation Board Meeting to order at 9:0 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):** Chairman Maxwell, Vice Chair Jenny Howard, Board Member Sam Elters, and Board Member Jamescita Peshlakai , Board Member Alexis Hermosillo, Board Member Bruce Bracker, Board Member Doug Coleman and Board Member John Giles were in attendance. There were approximately 57 members of the public on-line and approximately 18 attendees in person.

Opening Remarks

Chairman Maxwell .Welcome new member Doug Coleman

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:

April 17, 2026
9:00 a.m.

PREPARED FOR:
ADOT STATE TRANSPORTATION BOARD
(Certified Copy)

In-Person Speakers

Nancy Smith, Mayor of Maricopa..... 5

Irene Higgs, Executive Director, Sun Corridor MPO..... 6

Rich Vitiello, Pinal County Board of Supervisors..... 7

Telephonic/WebEx Speakers

Tony Williams, MetroPlan Executive Board and Vice President.. 9

Janet Aniol, President, Beaver Creek Community Association... 11

Telephonic/WebEx Speakers

Janet Aniol, President, Beaver Creek Community Association... 11

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:

Ted Maxwell, Chairman
Jenny Howard, Vice Chairwoman
Sam Elters, Board Member
Jamecita Peshlakai, Board Member
Alexis Hermosillo, Board Member
Bruce Bracker, Board Member
John Giles, Board Member
Doug Coleman, Board Member

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Item 5 - Multimodal Planning Division Report, Iqbal Hossain, Deputy Division Director, Multimodal Planning Division.....	39
Item 6 - AZ State Match Advantage for Rural Transportation (AZ SMART) Fund Program, Iqbal Hossain, Deputy Director, Multimodal Planning Division.....	41
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5

1 (Beginning of excerpt.)

2 CHAIRMAN MAXWELL: Thank you, Floyd.

3 We'll now move on to call to the audience. We

4 have several folks who'd like to speak here in person, and we

5 have a couple online. If you're online, please remain muted,

6 and when they call you into the meeting, when your name is

7 called to provide your comments, you'll indicate by -- your

8 presence by virtually raising your hand through your phone

9 keypad or through the Webex application. The Webex host will

10 then guide you through the unmuting and muting process, and

11 following the instructions to include -- are included in the

12 meeting agenda.

13 Going to be unique today. We have three speakers

14 here in person that would like to speak at call to the audience,

15 and I'm going to ask all three of them to come up at this time.

16 Mayor Nancy Smith from the City of Maricopa, Rich Vitiello,

17 County -- Pinal County Board of Supervisors, and Irene Higgs,

18 the Executive Director of Sun Corridor MPO.

19 Good morning, and it wouldn't be a meeting

20 without seeing you three here.

21 MAYOR SMITH: That's so fun. I love it. As I

22 was greeting each of you, I heard several comments like that,

23 calling me the fan club of ADOT State Transportation Board,

24 which I am a very big fan.

25 I'm here today to thank very much our new Pinal

6

1 County representative board member, Doug Coleman. We're excited

2 to have Pinal County having their representative. We're excited

3 to see you here today, and I know it's going to be great things

4 happening in the future. We have a lot to accomplish, so, you

5 know, make sure you're strapped in and ready to go, because

6 there's a lot to do in Pinal County. Thank you very much.

7 And then I'm here as well to thank Board

8 Member -- Vice Chair Jenny Howard for all that you have done for

9 Pinal County and for the city of Maricopa over the last number

10 of years that you've been serving. Your leadership has been

11 grand to us, and you've listened to everything that we've had to

12 say, as have all the board members, but we just want to thank

13 you for your outstanding service. Serving three counties I know

14 can't be easy, and they're large, huge counties, and so I just

15 appreciate all that you've done.

16 And then I would be remiss if I didn't say, yay

17 347. As the end of June, early July gets closer and closer,

18 we're getting more and more excited. So have to mention that.

19 Thank you very much.

20 MS. HIGGS: Good morning, Mr. Chairman, Board

21 Members, Director Toth and ADOT staff. On behalf of the Sun

22 Corridor MPO Executive Board, I would like to extend our sincere

23 gratitude to State Transportation Board Member Jenny Howard for

24 her dedicated service to the Sun Corridor MPO Executive Board

25 from March '23 to May of '26.

7

1 Board Member Howard, your tenure has been marked

2 by a strong commitment to collaboration, partnership, and

3 regional transportation planning. You have brought together

4 state, regional, and local partners to address the evolving

5 transportation needs of Pinal County and the Sun Corridor MPO

6 region. Your leadership has strengthened coordination,

7 supported long-term planning and helped advance meaningful

8 transportation solutions in one of Arizona's fastest growing

9 counties. Your work has reinforced the importance of

10 partnerships in building a safe, connected and reliable

11 transportation system.

12 Board Member Howard, we truly are grateful for

13 your service, your collaboration, and your unwavering commitment

14 to improving transportation in Pinal County.

15 On behalf of the Sun Corridor MPO Executive

16 Board, it is my honor to present this appreciation award to you

17 in recognition of your outstanding leadership and dedicated

18 service. Thank you.

19 MR. VITIELLO: Good morning. Pinal County

20 Supervisor Rich Vitiello.

21 Ditto. These two -- these two ladies do a great

22 job, so it's very easy. Doug, welcome. And I want to just --

23 Chairman, Vice Chair, again, we're here today, not only for just

24 your meeting and appreciate of all the work you guys do for the

25 whole, entire state, but Jenn Howard, especially for Pinal

8

1 County, and everyone of you, because you've all done some great

2 work, 347, thank you -- if I don't mention that word, I'd

3 probably get yelled at -- but the bottom line is, we're here

4 today to honor you and let you know the appreciation of the hard

5 work that you have done for us and the work that you're going to

6 continue to do for the Board and for the -- for Arizona.

7 So, again, these ladies hit it perfectly on the

8 head. I don't have to say much more than that. So, Jenn, if

9 you don't mind, we'd like to present you with a little something

10 from all five supervisors, and hopefully that you'll just

11 continue doing what you're doing, because we love you, and thank

12 you and God bless.

13 Do you mind coming down here, please?

14 VICE CHAIR HOWARD: I have two words also. Strap

15 in. Get ready.

16 MS. HIGGS: This is what you get.

17 MR. VITIELLO: And there's much more.

18 CHAIRMAN MAXWELL: Doug doesn't know what he's

19 getting himself into, apparently, but I'm sure he'll do a great

20 job.

21 We're going to take a moment for -- here for

22 pause for the recognition. We appreciate all the work, and it

23 really is a blessing that counties, as they grow, get the

24 opportunity to get a seat on this board, because that means not

25 only are we growing, but the infrastructure needs are continuing

9

1 to expand.

2 All right. We'll now turn to the call to the

3 audience. Like I said, we have two individuals that would like

4 to speak. We'll start with Tony Williams from the MetroPlan

5 Executive Board and Vice President.

6 Tony, can you please raise your hand?

7 MR. WILLIAMS: Good morning. Can you hear me?

8 CHAIRMAN MAXWELL: Yes, we can, sir.

9 MR. WILLIAMS: Great. Thank you.

10 Mr. Chair, members of the Board, thank you for

11 giving me a few moments of your time today. My name is Tony

12 Williams. I serve as the vice president of Student Services at

13 Coconino Community College. I also serve on the board of

14 directors for Mountain Line, our public transit system, and I

15 serve as a board member for MetroPlan here in Flagstaff,

16 Arizona.

17 I'm here today to request that you fund the

18 MetroPlan region's priority project on the state highway system,

19 US-180 safety improvements. This project will make it easier

20 for our community to get home safely on one of our region's

21 highest crash roadways.

22 From 2018 to 2022, ADOT, alongside partners from

23 nine agencies, conducted a corridor master plan, a master plan

24 study to identify improvements for US-180. This request is to

25 implement the findings of that effort.

10

1 There are currently no sidewalks leading to

2 schools, no crossing from residential areas to those schools and

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

4 signaled -- signalized crossings for more than three miles in

5 this urban area of Flagstaff. Three miles. Three miles is too

6 far for any pedestrian to walk out of their way to cross a road.

7 Instead, people do what any one of us would in this -- in those

8 circumstances. They run across the road, creating a dangerous

9 situation.

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

11 Flagstaff, Mountain Line, and Northern Arizona University held a

12 workshop to prioritize our number one need on the state highway

13 system so we could clearly communicate to ADOT. The partners

14 unanimously voted this project as our number one need. The City

15 is ready to partner with ADOT to make improvements a reality and

16 is advancing scoping and design through a transportation

17 alternatives program award. MetroPlan and its partners are

18 asking ADOT to step up to finish implementing the plan for an

19 estimated \$5.6 million.

20 This project has previously been in the five-year

21 program but was later removed. We urge you to do another 180,

22 to include the US-180 project in your 2027-2031 five-year

23 program. Thank you for your time.

24 CHAIRMAN MAXWELL: Thank you, Mr. Williams.

25 We'll now go to Janet Aniol, President of the

11

1 Beaver Creek Community Association. Ms. Aniol, all could you

2 please raise your hand?

3 WEBEX HOST: Ms. Aniol, I have sent you a request

4 to unmute.

5 MS. ANIOL: Good morning, Transportation Board,

6 ADOT staff, and friends. I'm Janet Aniol from the Beaver Creek

7 Community Association, representing McGuireville, Rimrock, and

8 Lake Montezuma. We are nearly 6,000 residents, just north of

9 Camp Verde, and mostly located east of I-17 at Exit 293 at

10 McGuireville. The interchange is the only paved exit for our

11 communities. It is also heavily used by tourists to Montezuma

12 Well, Sedona, village of Oak Creek, and residents of Cornville.

13 The unsafe infrastructure of the overpass and

14 entrance exit ramps is a concern for all using this vital route.

15 The increase in the volume of traffic between Flagstaff and Camp

16 Verde in the past decade has compounded the safety issues at the

17 interchange.

18 As an immediate emergency measure, we request

19 signage and lighting on the overpass bridge to alert southbound

20 traffic of the on-ramp merge below the bridge. Sight lines are

21 obscured for the motorists entering I-17 at 40 miles per hour

22 and going uphill with gas pedal floored into traffic coming

23 downhill from Flagstaff at 75 to 80 miles per hour.

24 There are also safety concerns with the

25 northbound entrance, the southbound exit, and the northbound

12

1 exit as well.

2 We request that a reconstruction of 293 traffic

3 interchange on I-17 be included in the next five year plan. It

4 has -- it was scheduled for reconstruction in 2005, and we've

5 been on and off that. The time has come.

6 In particular, we are reaching out to our board

7 representative, Sam Elters. Mr. Elters, we invite you to visit

8 us and experience the four ramps in person and receive the

9 signed petitions from our residents. We believe this will help

10 you understand our situation to share with the other

11 representatives.

12 Thank you all for the opportunity to address the

13 Board today.

14 CHAIRMAN MAXWELL: Thank you, Ms. Aniol.

15 All right. Seeing no other requests, I'll close

16 call to the audience at this time.

17 We'll now move on to Item 1, the director's

18 report. Director Toth.

19 DIRECTOR TOTH: Good morning, everyone. We're

20 very happy to be here in Mohave County. Thank you to Mohave

21 County for hosting us, and I also want to thank the City for a

22 wonderful tour and dinner yesterday.

23 I do have a few agency updates to share today.

24 First, I want to say congratulations to Board Member Sam Elters

25 on reaching a significant milestone. He recently retired after

13

1 a very successful tenure as Mohave County manager and served his
2 community very well, as well as the State.

3 I know you have held -- you are held in high
4 regard by your colleagues, and definitely by me, and you're
5 going to be missed. That was very clear yesterday in your
6 protege, but we're thankful you are continuing to serve on the
7 State Transportation Board.

8 I also want to say congratulations to Greg Byres,
9 who will be joining PAG next week. I want to thank him for his
10 service to ADOT and the state of Arizona in the many capacities
11 he has held over the years, and I was teasing the chairman last
12 night about snagging him.

13 MR. ROEHRICH: Was that your plan to keep me on
14 the Board? (Inaudible) you're smiling. I said, hold on a
15 minute.

16 CHAIRMAN MAXWELL: I knew I knew nothing about
17 it. Maybe. Yeah.

18 MR. ROEHRICH: (Inaudible.)

19 DIRECTOR TOTH: Yeah. So Greg will definitely be
20 missed, but we are glad to still have the opportunity to work
21 closely with him in his new role.

22 And I also want to say congratulations to Tim
23 Newton, our CFO, as he'll be retiring at the end of May. I know
24 he has had a short time in front of the Board, but he had many
25 years behind the scenes, and greatly appreciate his service as

14

1 well. So thank you, Tim.

2 All right. Next up. Next slide. Thank you.

3 I have some good news to share, Chairman. I
4 think you'll enjoy this as it relates to airports. At the
5 Arizona Airport Association recent spring conference, the Grand
6 Canyon National Park Airport was honored as Airport of the Year,
7 the first time that that airport has received that honor.

8 We're very proud of that recognition. It comes
9 just one year after the airport completed a full runway
10 renovation, which is a very complex project requiring a lot of
11 planning, coordination and real hands-on effort from the entire
12 airport team. So very proud of that.

13 However, in addition to the Airport of the Year
14 award, the Grand Canyon Airport manager, David Refner, and
15 ADOT's Aeronautical group manager, Matthew Munden, were both
16 presented with the Airport Association's President's Award. So
17 that recognizes outstanding service to the organization. So
18 that was very exciting to have that recognition for our
19 aeronautics people.

20 In other award news, you see on the right-hand
21 side, our Motor Vehicle Division recently earned the Inaugural
22 Governor -- Government Partner Award from the Arizona Department
23 of Corrections Rehabilitation and Reentry for Collaboration on
24 the Second Chance Program. And the Second Chance Program, it
25 embeds MVD processes directly into the reentry pathway so

15

1 incarcerated individuals can access those critical compliance
2 information and repair their driver's license records.

3 The partnership between MVD and the Department of
4 Corrections Rehabilitation and Reentry was highlighted for
5 removing those barriers, improving efficiency, and strengthening
6 our interagency coordination and communication. So,
7 congratulations to MVD and our airport and aeronautics staff.

8 Next slide, please.

9 I want to share a quick update on our statewide
10 listening tour. As you know, at the end of 2025, we launched
11 the tour to help establish a statewide vision for
12 transportation, and that first phase included connecting with
13 transportation stakeholders, including government officials,
14 tribal governments, industry leaders, municipalities from all
15 across the state.

16 The tour is now moving into its next phase to
17 include the general public and will be attending community
18 events throughout the state to get people's unique perspectives
19 on transportation. We launched a new website, NextMoveAZ.com to
20 share upcoming listening session schedules, online survey for
21 the public to share their transportation and priority concerns.

22 So our goal is to create a shared vision that
23 gets us to where we want to go. We know that not all the needs
24 are being met today, so we're using this tour as an opportunity
25 to say what's needed and where can we improve.

16

1 We're hearing a lot of feedback and continue to
2 gather that information, but I can tell you some themes that are
3 emerging that you see right here. Obviously, safety is the
4 public's top expectation. We've heard that very loud and clear.
5 People want a proactive response versus relying solely on crash
6 data when it comes to making those safety-driven investments.

7 And growth is another theme, especially in the
8 rural areas, communities, and we saw it here yesterday on that
9 tour definitely. Communities are communicating to us that
10 increased traffic volumes are exposing gaps in planning,
11 funding, and our transportation systems.

12 Communities are also telling us that they want
13 flexibility, faster delivery, and a stronger role in shaping the
14 outcomes by being stronger partners with us, and we're hearing
15 that transit, walking and biking options are very essential.

16 And finally, rural and tribal voices are
17 consistent and clear. Partnership, equity and responsiveness
18 matter, and these communities rely heavily on the state
19 facilities and want to know that they're being heard as well.

20 So, after the public outreach phase, we'll begin
21 crafting that vision, working with our partners to ensure
22 alignment of that vision with our -- with existing plans that
23 are out there, and we'll continue to keep you updated on our
24 progress.

25 Next slide, please.

17

1 So next up, National Work Zone Awareness Week is
2 coming up next week, which is April 20th through the 24th. I
3 encourage you to wear orange on April 22nd. Take a picture.
4 Send it in to us. It's a great way to celebrate our Work Zone
5 Awareness Week.

6 April is also Distracted Driving Awareness Month,
7 and both of these topics are especially important for ADOT and
8 the transportation industry as a whole. These awareness weeks
9 and months give us an opportunity to amplify our year-round
10 message around safety. And our teams will continue to push our
11 safety messaging to the public, and I encourage you to help
12 spread the word about how drivers need to expect the unexpected
13 in our work zones. Pay attention, slow down, and put down those
14 phones.

15 Thank you. I'd be happy to answer any questions,
16 and if not, I'll turn it over to Amy.

17 CHAIRMAN MAXWELL: Director, I have one question.
18 So for the NextMove.com (sic) and the listening tour, now that
19 we've turned to the public, what's ADOT doing to get that
20 message out?

21 DIRECTOR TOTH: So we're using our -- lots of
22 communication channels through the stakeholders that we've met,
23 through the website, through press releases. We use the
24 Nextdoor app. There's a lot of different venues that we use in
25 order to get that -- that word out.

18

1 CHAIRMAN MAXWELL: Okay. I think those of us on
2 the board can help out by spreading --

3 DIRECTOR TOTH: That would be great.

4 CHAIRMAN MAXWELL: -- it to some of our folks as
5 well.

6 And I do want to thank you for highlighting the
7 Grand Canyon Airport being recognized as the Airport of the
8 Year. I was able to attend the Arizona Airport Association, and
9 sometimes people forget that ADOT is not just responsible for
10 the roads and the infrastructure, but also for the State
11 Aviation Fund, and therefore, the airports.

12 And for those of you who think that road --
13 there's not enough money for roads, there's really not money --
14 enough money for airports. So it's -- it becomes very
15 competitive for them on their funding and other things, but they
16 had a good turnout. I think they've started to take a little
17 more active role in engagement with the Board and with others,
18 and so I appreciate that.

19 And with all these changes that you've had, your
20 leadership is going to be the key to guiding it through this,
21 and so far we've seen plenty examples of that. So I just want
22 to congratulate you, not on just having team members that other
23 people want, like PAG, and luckily, Greg Byres will be staying
24 in this field, but also with the leadership and the continued
25 growth and development of folks in the transportation industry,

19

1 because it's important.

2 DIRECTOR TOTH: Thank you.

3 CHAIRMAN MAXWELL: Are there any other questions
4 for the director?

5 Okay. Thank you for the report.

6 We will now move on to the district report. So
7 I'd ask Andy Roth to come up and tell us --

8 MR. ROEHRICH: Mr. Chair, did you want a
9 legislative update? If not, Amy can get on with the rest of her
10 day.

11 CHAIRMAN MAXWELL: No, you can't -- I'd love the
12 legislative update, because that actually came up last night in
13 the dinner conversation, the number of transportation projects
14 that are in the current budget decision.

15 MR. ROEHRICH: I just don't want her to have an
16 easy Friday. She's got to get to work. That's all.

17 CHAIRMAN MAXWELL: That's -- people -- you know,
18 people try to, you know, retire and move on, Floyd, and you're
19 figuring out how that's working out for you. So -- so it's
20 good.

21 Yes, we'd love to get to a legislative report.

22 Sorry about that, Amy.

23 MS. LOVE: No problem, Mr. Chairman. Thank you,
24 members of the Board and Floyd for the opportunity to give you a
25 brief update today on the happenings at our State Capitol.

20

1 Today is April 17th.

2 Next slide, please.

3 So we are now on the 90th day of session. For
4 those of you who are familiar with the legislative process, the
5 theory is they'll be in session for 100 days, which would make
6 April 27th the final day of session. Not looking like we'll be
7 done in the next 10 days, which we can talk about.

8 We are still sitting at 1,966 bills that were
9 introduced this session. 109 bills have been passed. Of those,
10 45 have been vetoed and 63 have been signed.

11 If you are interested in seeing those bills that
12 have already been signed by the Governor and chaptered or the
13 vetoed letters, you're welcome to click on the link in the slide
14 deck, and it'll take you to the page where you can see which
15 bills have been signed and vetoed.

16 And then, in terms of total memorials,
17 resolutions that have been passed and transmitted to the
18 Secretary of State, that is at 124. 15 of those -- I'm sorry.
19 124 were introduced. Fifteen have been transmitted to the
20 Secretary of State.

21 Next slide, please.

22 So just a couple of key dates ahead.

23 Technically, today would be the last day for consideration of
24 bills in conference committee, which happens when the two
25 chambers pass a bill that does not match the other chambers.

21

1 They will go to a conference committee and convene with three
2 members from the House, three members from the Senate. So
3 several bills we've been tracking were in conference committees
4 this week. It's quite likely that next week they could continue
5 on, but theoretically, today would have been the last day for
6 those bills to be finally amended and then referred back to both
7 chambers for a final vote.

8 And then, again, as I mentioned, looking into
9 that 100th day of session would be next Saturday, April 25th,
10 but we do anticipate the session to go well beyond that.

11 Next slide, please.

12 So just a few bills that are of interest we've
13 been tracking all session for the State Transportation Board's
14 purposes. I just wanted to give you a brief update.

15 The bill related to public records format and
16 fees. It's pending the House floor. It was introduced in the
17 Senate. We do anticipate an amendment being introduced, as it's
18 been stricken from the consent calendar.

19 House Bill 2601, Interstate 11 environmental
20 engineering -- excuse me -- engineering study is pending a final
21 vote in the Senate. It has now passed both the House and the
22 Senate committee. One thing I would note here, since it is
23 pending a final vote, if you did not see in the news this week,
24 there's currently a bill moratorium in place. The Governor has
25 indicated that until a budget is introduced by the Legislature

22

1 that she will veto any bills that come to her desk. So that's
2 sort of slowed a lot of the process down at the Legislature in
3 terms of bills making their final way up to her desk. So this
4 one we anticipate will likely sit for a little while until the
5 budget negotiations play out.

6 And then finally, 2876, public bodies, executive
7 session, agenda, was signed by the Governor already, and that is
8 Chapter 62 this year.

9 Next slide, please.

10 And, Mr. Chairman, you did mention, and you're
11 quite correct, there were so many bills introduced this session
12 that appropriated monies either to or through ADOT for various
13 projects. As you'll see, all of the bills in the next several
14 slides essentially cover all of the bills that we've been
15 tracking.

16 The Senate bills that were sent over to the
17 House, many of them were heard in Transportation but were double
18 assigned to the Appropriations Committee, which is quite common.
19 So they did not receive a hearing yet in Appropriations, but
20 again, all of these bills could be at play as they move into the
21 budget negotiations. So don't be alarmed if you see that the
22 bills were not heard in the committee. It's still possible that
23 they could be discussed and debated in the final budget that's
24 introduced.

25 Next slide.

23

1 So again, I won't go into all of these for you
2 here, but as you can see, quite a few, and I know we sent the
3 Board the spreadsheet of bills that we've been tracking,
4 including the total amount, so a lot of those are what you see
5 here as well. Just -- but each bill link goes to the bill page,
6 if you're interested.

7 Next slide.

8 Then this gets into the House bills. And again,
9 quite a few there.

10 Next slide. And next slide. That might be the
11 last one. Nope. I lied. There you go.

12 I'd be happy to answer any questions.

13 CHAIRMAN MAXWELL: Amy, thank you. Thank you for
14 the brief, and I do have a -- two -- one's a request and one's a
15 question.

16 Since the budget negotiations will not always
17 line up well with our State Transportation Boards, as you learn
18 which ones of those projects and the extent and the magnitude of
19 the number of them are (phonetic) making it through in the
20 budget process, could you please let us know as the board, or
21 let me know, and I'll let all the board members know. I greatly
22 appreciate that, because that obviously impacts a lot of things
23 in the five-year plan going forward.

24 MS. LOVE: Absolutely.

25 CHAIRMAN MAXWELL: The other -- the question I've

24

1 got for you, though, is on I-11. So part of the Legislature
2 that's going through is to get FHWA to declare that segment as a
3 segment of independent utility. Did not that segment already
4 get declared that in the tier one? I know there -- I know it's
5 held up in court right now, because the judge is holding all
6 I-11 there, and if we can't talk about this, Madam Director,
7 please kick in. But I thought in the tier one, they -- there
8 were multiple segments of independent utility.

9 DIRECTOR TOTH: Mr. Chairman, members of the
10 Board, yes, that's -- that's correct. The intent of a tier one
11 is to then go into a tier two, which is an independent segment.

12 We have -- and I can provide a brief in a
13 response. We have had a number of Congressional inquiries on
14 I-11 and this request to ask FHWA, and I'll send our response to
15 the Congressional delegation to the Board so that you can see
16 where both FHWA and ADOT are holding to the stay in terms of
17 being able to move forward. We are moving forward with the tier
18 two study, but we cannot proceed past the notice of intent.

19 CHAIRMAN MAXWELL: Thank you, Director.

20 Appreciate it.

21 Anybody else have any questions for Amy?

22 All right. Are there any -- thank you, Amy. I
23 appreciate it. Sorry for skipping over that. I'm going to
24 start getting that highlighted in red, because I think that's
25 two meetings in a row I've done that.

25

1 MS. LOVE: No problem. You're welcome.

2 CHAIRMAN MAXWELL: So we'll get that fixed.

3 Appreciate all your hard work.

4 Any other last-minute items for the director

5 under her report?

6 Okay. Now we'll close the director's report.

7 Thank you for that. Sorry about giving you the pump fake, Adam,

8 but we'll now move into the district report and hear about all

9 the great things going on in District 6 -- or sorry -- in the

10 Northwest District report.

11 MR. ROTH: Good morning, Chair Maxwell, Vice

12 Chair Howard, members of the Board. My name is Andy Roth. I am

13 the -- one of the assistant district engineers for the Northwest

14 District and for the -- our district report.

15 Next slide, please.

16 So completed projects for this fiscal year.

17 Looking at -- looking back. The West Tony Avenue to West Rocky.

18 Point Avenue project, crossover intersection improvements on

19 North 93. Added some acceleration lanes at these crossover

20 intersections as well. Completed in March.

21 Pierce Ferry Road, US-93 to Lloyd Street, a

22 Mohave County project to add center line, edge line rumble

23 strips. Completed in April.

24 Northern Avenue, Stockton Hill Road to Castle

25 Rock Road, the -- another Mohave County project. This was

26

1 actually a little bit of a road diet, adding sidewalks, curbs,

2 and gutters, ADA improvements, driveway improvements and some

3 signal improvements out there. Completed that project in

4 January.

5 And one of the critical components of our --

6 maintaining our infrastructure is our maintenance group and the

7 special line item program. I want to highlight some

8 accomplishments that our maintenance group did this fiscal year.

9 We always like the construction projects, but these are a

10 critical component in extending the lives of our pavements.

11 So for fiscal year '26 -- and I will acknowledge

12 our maintenance superintendent, Gabriel Alvarado, who pulled all

13 this information together for me to present.

14 Crack seal, crews completed 450 lane miles and

15 \$2.72 million. Fog seals, 157 lane miles, \$579,000. Chip

16 seals, 23 lane miles, \$1.59 million. Microsurfacing slurry

17 seals, 46 lane miles, \$2.2 million. Spot mill and paving, 59

18 lane miles, 615,000. And since we engineers love our numbers,

19 that comes to a total of 755 lane miles treated for \$7.7 million

20 of SLI, as I consider that a big win for all of us.

21 The McCulloch Boulevard at Jamaica Boulevard,

22 Lake Havasu City project. This was conversion of a stop

23 intersection, four-way stop intersection to a signalized

24 intersection. Completed that project in January as well.

25 Next slide, please.

27

1 The East Kingman TI overpass westbound bridge

2 deck replacement project. Completed that project in December.

3 California border to Needle Mountain Road, and

4 I'll combine that with our Needle Mountain to Lake Havasu TI

5 pavement rehabilitation project, and actually, we had some major

6 reconstruction of the I-40 lanes under this -- under these two

7 projects. Completed those projects in September and October of

8 last year.

9 The South Palo Verde Boulevard to Price Road

10 project to add raised medians on 95 in the Lake Havasu area.

11 Completed that project here in March.

12 And the Lake Havasu various locations speed

13 feedback signs. Twenty-six locations in Lake Havasu, we added

14 speed feedback signs throughout the city. Completed that

15 project in January.

16 Next slide, please.

17 And just a few photos of our -- the three photos

18 on the left, Northern Avenue, the Stockton Hill Road to Castle

19 Rock Road during construction, and then the finished product

20 with bike -- bicycle lanes on both sides of the -- of Northern

21 Avenue.

22 And then the Lake Havasu speed feedback signs on

23 the right, photos as well. Just get kind of a scale of how

24 large those signs really are out there.

25 Next slide, please.

28

1 And, finally, the Lake Havasu City, McCulloch

2 Boulevard at Jamaica Boulevard intersection conversion from a

3 four-way stop to a signalized intersection. Jamaica Boulevard

4 had three lanes, approaches on both of their legs, and McCulloch

5 Avenue was a four-lane approach on both legs into that

6 intersection. So confusing four-way stop, but now a fully

7 signalized intersection.

8 Next slide.

9 For our current construction projects, the

10 Sanctuary Road to I-40, US-93 pavement rehabilitation project,

11 including sidewalk, driveway and ADA ramp improvements around

12 the I-40 and US-93 interchange area. That project expected

13 completion in summer of 2027.

14 Kingman Port of Entry project. We actually

15 completed all the underground work as of July of last year, but

16 because the pavement condition out there was so bad, we could

17 not put the sensors, the improved sensors for the port of entry

18 for their weigh-in-motion screening, truck tire inflation

19 sensors. Could not put those in the ground. Having to wait for

20 the -- actually the Sanctuary Road to I-40 pavement preservation

21 job to give us some pavement where we could actually put those

22 sensors in the ground.

23 So part of the Sanctuary Road job was to complete

24 the pavement around the port of entry as a -- as a first

25 condition of that contract so that then we could finish up the

29

1 port of entry job as well, but that, right now, with the paving
2 going on, we're expecting that the port of entry job, we should
3 be complete here in the winter of 2026 with the port of entry
4 project.

5 The I-40, US-93, West Kingman TI project. The
6 new system interchange, and I know you went on your tour
7 yesterday with our resident engineer, Bill Sloan -- thanking him
8 for hosting that and with you -- but major project there. We're
9 making very good progress on that, expecting that to be
10 completed in spring of 2027.

11 The Holy Moses Wash to Rattlesnake Wash pavement
12 rehabilitation project. That one, expecting that one to be
13 completed here in summer of 2026, actually. And I know they
14 were making some good progress last night, but we did have a
15 rather major backup of trucks last night. I came through that
16 project and saw them from Andy Divine Boulevard all the way to
17 the White Cliffs bridges on the eastbound last night, so... But
18 still a critical -- critical pavement rehabilitation project for
19 the area.

20 Finally, the Rancho Santa Fe Parkway, or
21 otherwise known as Flying Fortress Parkway project, with Pulice
22 Construction out there. Expected completion on that one, fall
23 of 2026.

24 Next slide, please.

25 US-93 to Silver Springs Road, I-40 eastbound.

30

1 Pavement rehabilitation project. We just had the partnering
2 meeting on that one, so we're getting ready to start off that
3 pavement rehabilitation project.

4 The various locations in Mohave County. This is
5 a rather unique project. It is the -- it is 11 locations where
6 we are having installed the stop sign gap assist systems through
7 a federal aid grant that Mohave County obtained. It was the
8 ATTAIN grant, which is Advanced Technologies and Transportation
9 and Innovation grant. So that project, all of the locations,
10 the signs are now -- and the cameras and everything are
11 installed. Just waiting for the receiving equipment to go into
12 the vehicles.

13 This is a system that provides information to the
14 advanced technologies in -- in vehicles and helps assist in
15 rural areas and stop giving people feedback on whether or not
16 it's a -- it's safe to actually proceed on a -- on a major road
17 that doesn't have stop signs with a minor road that does have a
18 stop sign. So allowing them safer entry into them, the main
19 highways. So those locations -- didn't put them on the map,
20 because they are actually spread out across Mohave County --
21 from Lake Havasu City all the way up to Pierce Ferry Road. But
22 again, waiting for that, and hopefully finish that project here
23 in the spring of 2026 as well.

24 Our Cane Springs project on 93, widening to the
25 four-lane divided. Looking to hopefully complete that one in

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1 spring of 2027. They're making good progress on that. We've
2 just recently moved all of the traffic off of the existing 93
3 onto the new southbound alignment right now, and that one is
4 working very well so far.

5 Swanson Avenue intersection project. One that we
6 just held a partnering meeting on. This is in Lake Havasu City.
7 Two intersections down there to install high visibility
8 crosswalks. Expecting that one to be completed here in summer
9 of 2026.

10 And then Oldeup hillside to north of Nothing on
11 93. Pavement rehabilitation project. We are actually in the
12 punch list phase of that project, too, so that one is getting
13 ready to finish up here in the next month or so.

14 Next slide, please.

15 So a few project photos on our Kingman port of
16 entry. This was from last year of how we were installing the
17 underground out there on 93 with a large rock saw, and now just
18 waiting for our pavement to be completed out there and we get
19 those sensors installed. And then on the right-hand side, those
20 stop sign gap assist systems.

21 Next slide, please.

22 And this is our US-93 project in Cane Springs,
23 with the traffic on our -- on the new southbound alignment and
24 the old alignment, you can see kind of off to the left there as
25 well. They're working on the northbound side right now as we

32

1 speak.

2 So thank you, everyone, and any questions?

3 CHAIRMAN MAXWELL: Thank you, Andy. Appreciate
4 it. There's definitely not a lack of projects going on in the
5 Northwest District, and based on a lot of the projects that may
6 get approved at the budget level there, I don't see your work
7 slowing down. So appreciate that.

8 Does anybody have any comments or questions?

9 Member Elters.

10 MR. ELTERS: Mr. Chairman, just a -- just a
11 minute to make a couple of comments. One is relying on memory.
12 I heard, I think, Andy say Gabe Alvarado provided him the
13 information, and as far as I can remember, Mr. Alvarado started
14 with ADOT in a very rural area, maintenance org., and has stayed
15 with ADOT, and ADOT has done what they do elsewhere, trained and
16 prepared him. It's really exciting to know that he is now the
17 superintendent of roads for the district, and he and others in
18 maintenance are doing a great job.

19 At a time when we're doing everything we can as a
20 state to preserve the state highway network, these system
21 preservations that they do early on can be the difference
22 between a roadway staying in good shape or falling apart and
23 extending the life cycle. So I appreciate you, Mr. Roth,
24 highlighting the effort that maintenance in ADOT does all around
25 the state.

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1 And then as far as that stop sign gap project in
2 Mohave County, this is pretty exciting stuff --
3 MR. ROTH: It is.
4 MR. ELTERS: -- for the rural parts of the state,
5 and it's truly designed at a minimal cost to enhance the
6 driver's experience and reduce crashes. So it's pretty exciting
7 stuff. Thank you.
8 CHAIRMAN MAXWELL: Thank you, sir. We appreciate
9 it. Keep up the good work.
10 MR. ROTH: Thank you.
11 CHAIRMAN MAXWELL: All right. We will now move
12 on to the consent agenda. Does any member have any item they
13 would like removed from the consent agenda?
14 And for those of you online, sorry, I've not been
15 reaching out to see if you have any questions. Please do let me
16 know if you do, and I'll try to make sure to include you on the
17 rest of the agenda as well.
18 Does anybody have anything they'd like removed?
19 Okay. Do I have a motion to approve the consent
20 agenda as presented?
21 VICE CHAIR HOWARD: So moved.
22 MS. PESHLAKAI: Second.
23 CHAIRMAN MAXWELL: Okay. I have a motion from
24 Vice Chair Howard, and a second by Member Peshlakai. Any
25 discussion?

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1 Okay. All those in favor, please state so by
2 voting aye.
3 BOARD MEMBERS: Aye.
4 CHAIRMAN MAXWELL: I think I heard two ayes on
5 the -- online.
6 Any opposed, vote nay?
7 Hearing none. The Chair votes aye as well, and
8 the consent agenda passes unanimously.
9 We'll move on to the financial report. As we
10 heard from the Director, Tim Newton is going to be retiring next
11 month. I just want to thank Tim for the work he's done and the
12 help he's given us, particularly on our exploration of funding
13 options throughout the country. We're funding infrastructure
14 throughout the state, and we know we've got work to do on that,
15 so -- but I'd like to ask Jake Gable to come up and present us
16 with the financial report.
17 MR. GABLE: Good morning, Chairman Maxwell,
18 members of the State Transportation Board. Happy to be here in
19 Mohave County and Kingman today.
20 We are going to miss Tim. I was thinking up
21 there. I was thinking, I hope his retirement is about as
22 effective as Floyd's for a while. Tim and I made it up last
23 night and were able to dine on Route 66 and it was really
24 enjoyable, and I'm glad we -- we're here.
25 So, next -- let's see. What slide are we on?

35

1 That looks good.
2 Okay. Year to date Highway User Revenue Fund.
3 Revenues are right on target. The actual HURF revenues through
4 March were 1,367,000,000, and are almost, for context,
5 \$8 million above forecast, which equates to 6 point -- 6
6 percent.
7 Next slide.
8 March revenue was 163 million. That's 5.3
9 million above the prior March, and 2.4 million above forecast.
10 The March HURF snapshot doesn't reveal any trends of any
11 significance that would cause us pause. Some categories are
12 above forecast and some are below.
13 Next slide.
14 For the Regional Area Road Fund. As a reminder,
15 RARF data lags HURF by one month, so we are looking at RARF
16 revenue for the first eight months of the year. Actual RARF
17 revenues through February were 527 million. This is \$7 million,
18 or 1.4 percent, above forecast.
19 Next slide.
20 And in February, revenues were 63.4 million. You
21 can see on this slide. That's 1.9 million above the prior year
22 ago, and 669,000 above -- above forecast last month.
23 Tim reported that the initial Prop 479 revenue
24 that we had received was not broken out by category, and I'm
25 happy to be able to report today that those revenues have now

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1 been broken out and correct -- and are correctly shown, and that
2 includes last month. So it's correctly shown now.
3 For the last couple of months, all revenue
4 categories exceeded expectations, and this month we see a more
5 typical variation, where some are above and some are below.
6 We're watching contracting. You can -- on contracting in
7 February, collections were 6.7 million, a decrease of
8 639 million compared to a year ago. And then February
9 collections reflect -- just keep in mind, February collections
10 reflect January activity. And then February of 2026 was the
11 seventh consecutive month of decline in comparison to the prior
12 year. However, we like to keep things in context, so I would
13 note that contracting is still within 1.5 percent of forecast.
14 Next slide.
15 Here, just give a quick update on the HURF 2026
16 issuance. That transaction closed on April 7th. We -- the
17 revenue, almost \$700 million, was received and is beginning to
18 be put on projects. And just a reminder that those debt service
19 savings from that transaction were 32.3 million -- expected to
20 be \$32.3 million.
21 Next slide.
22 We -- we're bringing -- we've brought this slide.
23 I think we have agreed that we can -- we can do this slide
24 quarterly, and so the last time we did it, it was as through
25 December. Just for some context, here at that time 35 percent

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1 was obligated at the 50 percent mark through the year, and then
 2 this time, 53 percent is obligated, and we're, you know, roughly
 3 67 percent through the year, since it's as of February 28th.
 4 For reference, this is substantially ahead of
 5 some of the prior years, and we're looking forward to being able
 6 to review this data with the Board each quarter and kind of get
 7 that history, so that we can closely monitor that in the future.
 8 That is my presentation. If there are any
 9 questions, I would be able to take them.
 10 CHAIRMAN MAXWELL: Anybody have any questions for
 11 Jake?
 12 MR. ELTERS: Mr. Chairman.
 13 CHAIRMAN MAXWELL: Mr. Elters.
 14 MR. ELTERS: Thank you. Jake.
 15 I think there was a concern in early March at --
 16 during the board meeting that the conflict around the world may
 17 have impact on revenue. It doesn't appear in the numbers. I
 18 believe for HURF, the numbers actually reflect the activities in
 19 the month of March, unlike RARF, where it lags one month behind.
 20 So it's good to see that there does not appear to be any impact,
 21 and the trend is not a factor here. So, thank you for that
 22 information.
 23 MR. GABE: Absolutely. And you are correct. We
 24 did talk about that, and we did go back to the team and ask them
 25 to, you know, begin kind of looking at that data, and you're

38

1 right, it's not showing in the numbers as of yet. Probably like
 2 many macroeconomic concepts, probably the answer is it depends.
 3 There's probably some arguments that, yeah, it could come out
 4 and have an impact in the future, and then there's other
 5 arguments that it's pretty inelastic, and maybe it won't be that
 6 impactful. But we'll continue to look at it, and I think that's
 7 an astute comment. Thank you.
 8 CHAIRMAN MAXWELL: Member Hermosillo or Member
 9 Bracker, do you have any questions for Jake? All right.
 10 Hearing none.
 11 MR. BRACKER: I'm good. Thank you.
 12 CHAIRMAN MAXWELL: I'd like to say thank you. We
 13 really appreciate this slide, and probably one of the most
 14 important things was when you mentioned how it compares to the
 15 historic trends. I think that's what we're looking for, to see
 16 if we're way ahead on our expenditures or way behind. So when
 17 we can see this, it gives us good -- good feel, and if -- you
 18 know, 53 percent obligated at this point, because I know the end
 19 of the year always has significant obligations, because you have
 20 to spend the money that you're given.
 21 So we appreciate the addition of that slide, and
 22 I know we've worked it out, so every other month would be -- is
 23 not a burden on the -- on the office, and it's greatly
 24 appreciated by us on the board. So thank you.
 25 MR. GABE: I mentioned quarterly, but you're

39

1 correct. Every other month. So thank you.
 2 CHAIRMAN MAXWELL: Thank you very much.
 3 All right. We're now going to move on to Agenda
 4 Item 5 with Iqbal Hossain. There's going to be a change for
 5 everybody, so you know, to the order with respect to Agenda Item
 6 5b. We're going to move Item 5b to the state engineer's report,
 7 Item 8.
 8 So, Iqbal, welcome. Thank you.
 9 MR. HOSSAIN: Good morning, Mr. Chair and the
 10 members of the Board. I hope you are doing well this morning.
 11 For the record, my name is Iqbal Hossain with the
 12 Multimodal Planning Division. Today I'll be providing the
 13 tribal transportation updates.
 14 Next slide, please. Very good.
 15 I'll begin with an exciting opportunity coming up
 16 this fall. As you know, the Arizona Roads and Streets
 17 Conference will be held on September 23rd through September 25th
 18 in Tucson. This is Arizona's largest transportation conference,
 19 and what makes this conference relevant to this, that this
 20 year's conference includes a dedicated tribal national tracks.
 21 The conference organizers is -- they're asking us
 22 for the potential presenters, and the ADOT tribal relations team
 23 is proactively reaching out to the tribal community for
 24 presentation. We already identified several topics on the --
 25 for the presentation to submit. The conference website is

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1 listed there on the slide, and the presentation abstract
 2 submission deadline is May 31st.
 3 Next slide, please.
 4 Great. So here I want to share two updates that
 5 go hands -- hand in hand, and it's a real opportunity for our
 6 tribal communities. First, as you are aware, Mr. Chair and the
 7 members of the Board, that ADOT has launched the Arizona Safety
 8 Circuit Rider Program, which this initiative provides hands-on
 9 technical assistance and training on roadway safety to tribal
 10 government, to local public agency and other public partners,
 11 our state partners.
 12 Most importantly in this program, it helps tribes
 13 prepare the grants application, and any tribe wants to get any
 14 support, simply send an email to AZSafetyCircuitRider@AZDOT.gov
 15 and our team will be there to help.
 16 The second opportunity, and this -- the timing
 17 cannot be better, right? So -- and I'm excited for this. The
 18 Safe Streets for All grants program, which is SS4A, has just
 19 posted its FY 2026 funding opportunity, and this program funds
 20 tribal, local, and our regional initiative for safety projects.
 21 And for this grant application, the deadline is May 26th.
 22 And here is why I'm sharing these two together.
 23 Our tribal partners can use Safety Circuit Rider Program, this
 24 program for now to get free expert help preparing their
 25 application for the SS4A program. So this is -- it's a great

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1 opportunity. So as you can see, we have the program. We have
 2 the funding opportunity, right, with the support in place. So
 3 all our tribal partners need to do, just come and ask for help.
 4 We'll be there to support.

5 Next slide, please. Thank you.

6 You know, nobody gets bored on the good news, so
 7 we have more good news. On March 19, 2026, the US DOT announced
 8 over \$21 million in tribal transportation program safety funds
 9 award, about 20 -- about 84 projects across 20 -- 61, sorry, 61
 10 tribes in 13 states, and, of course, Arizona received four of
 11 those awards distributed among three tribes. So you have three
 12 tribes received four awards in the -- in -- for March 28, 2026,
 13 announcement.

14 That's all I have for the tribal transportation
 15 updates. Anything you have that I can help answer?

16 CHAIRMAN MAXWELL: Any questions for Iqbal on
 17 Item 5?

18 Well, since we stay with you, Iqbal, we'll move
 19 right into Item 6, the Arizona State Match Advantage For Rural
 20 Transportation, AZ SMART program.

21 MR. HOSSAIN: Correct. Thank you, Mr. Chair.
 22 Then I will move on to Item Number 6, AZ SMART Funds program.

23 Next slide, please.

24 So, there are no AZ SMART applications today to
 25 present. However, I do want to share our current financial

42

1 standing report with you, starting with the highlighted line:
 2 Current available for award. These are the amounts currently
 3 available for award under each category. Below that, you will
 4 see the pending request section, and these are the projects
 5 currently under review, and we plan to bring them before the
 6 Board in a future meeting.

7 That's all I have on the AZ SMART Funds program.
 8 Any question you have?

9 CHAIRMAN MAXWELL: Any questions for Iqbal on AZ
 10 SMART? Member Bracker or Member Hermosillo?

11 I've got one, just so that I understand it. If
 12 you look at the very bottom line, it shows that we -- in the
 13 municipalities 10k plus, we don't have enough funding to, if all
 14 the -- the current pending applications are approved, but
 15 overall on the total fund report, we do. Is there a chance that
 16 that consideration of that one will wait until after the
 17 re-distribution in July?

18 MR. HOSSAIN: Yes. Yes, Mr. Chair. If, let's
 19 say, after approval pending for request, so you see some
 20 negative number there, as you mentioned, under 10k plus muni.
 21 So once it is done, actually, they will get only \$833,000.
 22 That's what we have available. So after we -- after the Board
 23 awards \$833,000 to them, then we can reduce -- when you go for
 24 redistribution, then we'll have more funding for muni 10k plus.
 25 Yes.

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1 CHAIRMAN MAXWELL: And can you remind us, is
 2 there any funding in the budget that will -- the current budget
 3 for consideration to rebuild up the AZ SMART funds?

4 MR. HOSSAIN: My understanding is, yes, there is
 5 about \$20 million. Director?

6 DIRECTOR TOTH: So the Governor's executive
 7 budget put that in, but as we know, through the machinations of
 8 the budget process, it will depend.

9 CHAIRMAN MAXWELL: I think we as a board would
 10 probably say that this AZ SMART Fund has done very good work,
 11 especially in the rural communities, to give them the funding
 12 that they could then go after grants and such. So I guess we'll
 13 watch the budget negotiations and see what comes out of it, but
 14 if not, we realize that going into the next fiscal year, we will
 15 have limited funds.

16 MR. HOSSAIN: Yes.

17 CHAIRMAN MAXWELL: All right. One last chance
 18 for questions for Iqbal. And it's only a temporary chance,
 19 because Item 7 is also with Iqbal, the same, and we'll go to the
 20 PPAC in Item 7.

21 MR. HOSSAIN: Thank you. Thank you, Mr. Chair.
 22 And then I'll move on to Item Number 7, Priority Planning
 23 Advisory Committee items for discussions and possible action.

24 Today we have two categories of projects to
 25 present, project modifications and new projects. As usual, I

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1 plan to present in a group together under one category, so we'll
 2 put it under one motion for the Board's consideration.

3 With the project modifications, I would like to
 4 present the proposed changes to the FY 2026 through FY 2030
 5 State Transportation Facilities Construction Program, Items 7a
 6 through 7d for project modifications -- next slide -- and
 7 Items 7e through 7y are new projects.

8 And for the Board's consideration, the requested
 9 action is approval of Priority Planning Advisory Committee Items
 10 7a through 7y.

11 CHAIRMAN MAXWELL: Does any member of the Board
 12 have any questions on any of the items presented to us or have a
 13 desire to remove any of the items for individual discussion?

14 Vice Chair Howard.

15 VICE CHAIR HOWARD: I have a question on one
 16 that's not on the list. The Highway 70 from Ray Lane to
 17 Cottonwood Wash surface, it was the third one that we delayed in
 18 order to fund the 347, and I'm understanding it's coming back
 19 soon, but I was just checking to see.

20 DIRECTOR TOTH: Mr. Chair, Madam Vice Chair,
 21 Board Members, we will take a look at that again. I have to go
 22 back and look at when I said it would be coming back. I don't
 23 know if Iqbal has that on top of his head right now.

24 MR. HOSSAIN: I do, but this might be wrong, so
 25 I'll provide more information. Thank you.

45

1 MR. ELTERS: Mr. Chairman.

2 CHAIRMAN MAXWELL: Member Elters.

3 MR. ELTERS: Yeah. If we can go back to the

4 prior slide, Iqbal. 7a is the -- is the removal of the project,

5 and the explanation provided in the detail basically said it's

6 lack of available power. And I guess my question is this is in

7 the southeastern part of the state in Willcox. What impact, if

8 any, will the removal of this project from the list have on the

9 availability of electric charging stations that is designed --

10 that this entire program is designed to cover? If you can

11 provide some insight, that would be great.

12 MR. HOSSAIN: So, Mr. Chair, and the members of

13 the Board, as you know, these stations are installed 50 miles

14 apart. So although we remove this, within 50 miles range, we'll

15 have another station, charging station.

16 Did it answer your question?

17 MR. ELTERS: Yes, sort of.

18 I guess not to get in the weeds, I just want to

19 make sure we are not inclined to a rush to eliminate some of

20 these due to lack of power, because before we know it, knowing

21 it's 50 miles, as long as there's one on either side of it,

22 now --

23 MR. HOSSAIN: Right.

24 MR. ELTERS: -- all of a sudden you have 100

25 miles in between stations, and as long as we don't lose too many

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1 of those and end up with larger gaps than desired. That's all.

2 Thank you.

3 MR. HOSSAIN: All right.

4 CHAIRMAN MAXWELL: That was a good question.

5 Appreciate that. And the language, I think, was a little --

6 that's the thing, because it sounded like Tesla was not able to

7 do it based on the constraints, and I assume that's -- couldn't

8 meet the requirements by NEVI on the capacity and the charging

9 times, so...

10 All right. Well, keep us informed on that.

11 Obviously, the purpose of that legislation and the funding was

12 to make sure we had a sufficient network to allow folks with

13 electric vehicles to travel throughout the state, so...

14 MR. HOSSAIN: Will do, Mr. Chair.

15 CHAIRMAN MAXWELL: Okay. At -- hearing no

16 amendments or removals from this, can I get a motion to approve

17 Items 7a through 7y?

18 MR. ELTERS: Mr. Chairman, I move to approve

19 Items 7a through 7d as modification, and 73 through 7y as new

20 projects as presented.

21 MS. HERMOSILLO: And I second. Board Member

22 Hermosillo.

23 CHAIRMAN MAXWELL: All right. I have a motion by

24 Member Elters and a second by Member Hermosillo. Any further

25 discussion?

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1 All those in favor, please vote by saying aye.

2 BOARD MEMBERS: Aye.

3 CHAIRMAN MAXWELL: Any opposed voting nay?

4 Hearing none. I will also vote aye, and the seven -- the motion

5 passes unanimously.

6 All right. Thank you, Iqbal.

7 MR. HOSSAIN: Thank you.

8 CHAIRMAN MAXWELL: Appreciate all your time and

9 work as well.

10 All right. We'll now move on to Agenda Item 8,

11 the state engineering report with Audra Merrick.

12 MS. MERRICK: I see the height, the difference

13 between Iqbal and myself.

14 Good morning, Chair Maxwell, members of the

15 Board. My name is Audra Merrick, Deputy Director, State

16 Engineer.

17 I'm here to present Item 8 for you today, and we

18 have 113 projects under construction, totaling \$2.7 billion. We

19 finalized seven in the month of March at 16.6 million, and then

20 fiscal year to date, we have 72 finalized projects.

21 To touch upon some of those projects in

22 construction, we do have a few district highlights for you

23 today. This slide is from the Northwest District. I'll just

24 call it a placeholder, because Andy did such a great job this

25 morning with the district report.

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1 And so next we have the Northcentral District,

2 and working from the top of the slide down to the bottom.

3 First, we have the US-160 Tuba City project. It's a 14-mile

4 pavement preservation project that started just last week. So

5 we're super excited for that project.

6 State Route 64 from I-40 to Pipeline is a

7 pavement rehab project with some turn lanes, well-awaited turn

8 lanes out there on 64. The work began just a few weeks ago, and

9 so it's 11 percent complete.

10 Then we have the I-40 broadband project from

11 California to the Flagstaff system interchange. This is a

12 \$55.6 million contract, and it's 86 percent complete.

13 Down -- we have I-17 to the Willard Springs

14 Wildlife Overpass project, which just resumed work, and that's

15 expected to be complete this summer.

16 We have the I-40 Two Guns to Dennison Mine. This

17 is a pavement preservation project that just came out of winter

18 shutdown. It's roughly halfway done.

19 The State Route 87 pavement ADA upgrade is 28

20 percent complete, and they just resumed the work at the end of

21 March on that project, so it came out of shutdown.

22 Moving on to the Northeast District, we have the

23 I-40 Perkins Valley Bridge winding project. Its estimated

24 completion is summer of 2026.

25 The three lower projects, this State Route 77,

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1 Little Colorado; State Route 377, Milepost 8 Phoenix; and the
2 US-80 24th Street west, all started construction last week.
3 That's why they're showing 0 percent on the screen. And then we
4 have the Town of Eagar HAWK Crossing is 25 percent complete,
5 with an estimated completion of this summer.
6 Next we have the Southwest District. These are
7 all estimated to complete within the next six months, with the
8 exception of two projects. The first being the third bullet
9 from the top, which is the US-95, Imperial -- Imperial Dam Road
10 project.
11 The one on the bottom of the slide also is the
12 Cesar Chavez project. So these two projects have just started.
13 The Imperial, if you recall, is a construct roundabout pavement
14 preservation project. It's \$24.6 million. And then the Cesar
15 Chavez Road, it's a reconstruction project widening at
16 57 million project -- or 57 million.
17 For Southcentral. The top project and the bottom
18 project on the slide are well underway and expected to be
19 complete in 2026. The second project from the top, which is the
20 I-10 Kino to Country Club, is estimated for summer 2028
21 completion, and so it's 42 percent complete.
22 And the one in the middle, which is the I-19
23 Irvington TI is advertising and was scheduled to open today,
24 provided there wasn't any amendments yesterday, because that's
25 when I looked last, so...

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1 Moving on to the Southeast District, we have the
2 Queen Creek Bridge and Waterfall Canyon Bridge replacement
3 projects. They're both estimated for completion in September of
4 2028. For Queen Creek, we've completed abutment number one and
5 piers two through four. And then ongoing, our work includes
6 we're at abutment number one, and we're at retaining wall number
7 one, and we have completed the drilled shafts for those items of
8 work. Now we're just working on the rest of those substructure
9 items.
10 And then we have US-70, Medicine Way Road to
11 Milepost 275. That's an eastbound passing lane project, and
12 it's estimated to be complete this summer.
13 The Central District reported in detail their
14 projects last month. We do expect the 60X project to be
15 completed here soon and the I-10 Gila River project in the
16 summer or August, actually.
17 The State Route 101 and 202 project on this slide
18 will be completed in spring, and the top project will -- will
19 not be completed until 2028. That's the I-17/303. That's the
20 one that we just started, and we're working on the bridge
21 foundation work now on that project.
22 Now, we don't have any new contracts on this
23 agenda today, which is rare. We usually do, but I did still
24 want to show you the slide for the current month so you have
25 this month's totals and the fiscal year totals.

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1 So when you look at the bottom of the slide for
2 the April month, we are running 6.3 under our department
3 estimates, and fiscal year to date, we're running 12.4 under our
4 department estimates.
5 So, Chair, the next item I have is the pavement
6 and condition outlook, if you want me to keep moving,
7 CHAIRMAN MAXWELL: Yes, I'd say so. We'll save
8 all the questions on all the issues for last.
9 MS. MERRICK: Well, we won't have issues today,
10 right?
11 CHAIRMAN MAXWELL: Never.
12 MS. MERRICK: Okay. So this is the pavement and
13 bridge condition outlook, and if you recall, I don't think it
14 was the last meeting, it was the meeting before, we were asked
15 to bring this back to the Board and look at these conditions out
16 futuristically, projecting them out about 10 years or so, and
17 that's what we have on this slide deck now.
18 So first we have the bridge conditions on the
19 state network. This is all ADOT-owned bridges. The slide shows
20 two dials. You have the dial on the left, which is the 2024
21 reported bridge conditions, and the dial on the right, which is
22 the projected conditions 10 years out to 2034.
23 Our 2024 data shows currently our state-owned
24 bridges are 59.5 percent in good condition, and .7 percent in
25 poor condition. It is projected that we'll see the poor bridges

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1 increase from .7 to 3.7 percent over the next 10 years.
2 Something worth noting. If we have three consecutive years more
3 than 10 -- three consecutive years more than 10 percent of our
4 total bridge deck area on the National Highway System classified
5 as poor condition, then a penalty applies. The good news is we
6 shouldn't hit that in the next 10 years.
7 So again, this slide represents all of the
8 bridges that that ADOT owns, and we're at .7. If we look at
9 that National Highway System, which includes some ADOT bridges
10 and some local bridges, that poor condition is at .8. So when
11 we look at the NHS system for the 2024 conditions, it's pretty
12 similar to what you're seeing on the slide for all the bridges.
13 This slide is looking at pavement conditions on
14 the state network, similar to the previous bridge slide. This
15 is all ADOT-owned roadways. The dial on the left is the 2024
16 reported pavement condition, and the dial on the right is the
17 projected pavement condition 10 years out for 2034.
18 Over the 10-year time frame, what is obvious is
19 the poor pavement condition increasing from 4.9 percent in 2024
20 to 27.4 percent in 2034. Most of that red is occurring on those
21 lower volume roads. So we typically spend over \$400 million per
22 year on maintaining our pavements, but that is not enough to
23 keep with the deterioration of the statewide network.
24 I just wanted to point out one thing. If -- some
25 of you, I know, are more number driven than others, but if

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1 you -- if you study these sites -- slides a bit, these two
2 diagrams that you're looking at right now, as you move from 2024
3 to 2034, the pavement going from fair to poor, so your pavement
4 going from yellow to green, is actually happening three times
5 faster than the pavement going from good to fair or green to
6 yellow.

7 And when we looked at this, it did kind of make
8 some sense to us, and you heard Andy mention it, actually, in
9 his presentation, because we're doing a lot of surface
10 treatments right now on those borderline green to yellow, I'll
11 call them areas, because we're trying to keep that -- the good
12 stuff good. It's a cheap way for us to keep those pavements
13 good, because those treatments aren't that effective.

14 With that being said, those same treatments that
15 we use on those red -- green to yellow projects, and I'm talking
16 the chip seals, the seal coats, the fog coats, those types of
17 things, those don't work well when you're looking at your poor
18 pavements and they're already at that deterioration state.

19 So those roads in the poor category are too far
20 gone for really those types of treatments, in a nutshell, but
21 that does make sense why we're seeing the differences in the
22 percentage or at least part of it when we looked at it. The --
23 they are the lower volume roads, and they just don't compete
24 well with the limited funding that we have.

25 Moving on to the pavement condition on the

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1 interstates, for this slide, the same thing as the last two,
2 where the left dial is the 2024 reported pavement condition, and
3 the dial on the right is the projected pavement condition 10
4 years out, 2034. As you're aware, we do place an emphasis on
5 the interstate pavements, because they are the most traveled
6 roads in the state, and they are the most crucial commerce
7 corridors.

8 Also, there is a federal penalty if interstate
9 pavements exceed 5 percent condition. The penalty requires that
10 we allocate funding strictly to interstates until the poor
11 condition is less than that 5 percent, which you're all aware of
12 that.

13 Currently, our interstate pavements are 56.6
14 percent good. good, 1.8 percent poor, and then take note, our
15 predicted interstate poor is 4.7 in the 2034. In order to keep
16 the interstates pavements under the 5 percent condition through
17 2034, it's estimated that we'll have to spend roughly half of
18 our total available pavement funding to the interstates
19 annually, and the 20- -- the 2034 scenario that you're looking
20 at is based on that.

21 And so, Chair, that's what I have for you today.
22 I'd be more than happy to take any questions. I know that was a
23 lot of information.

24 CHAIRMAN MAXWELL: No, it's -- it's good
25 information, and it's information we need to see, and we need to

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1 be aware of these numbers.

2 Member Peshlakai, you've got questions and
3 comments?

4 MS. PESHLAKAI: Thank you, Mr. Chair.

5 I just want to make some comments as we go along
6 and listen to the impacts to these major -- I consider them
7 major roads and highways in our state. And the impacts to the
8 rural and tribal communities beyond which we're talking about,
9 it's like when the road conditions on our major roads are bad,
10 we see displacement in the transportation sense as people taking
11 smaller roads to -- if they're just slightly better or if
12 there's a shortcut, and then that impacts the communities and
13 the rural areas that we don't -- we don't see in this kind of
14 big presentation.

15 So I just wanted to mention that, because we do
16 see semis driving on rural or -- rural roads that they shouldn't
17 be on and flying through smaller communities where there are
18 children. So as we look at this, when there is displacement, it
19 impacts others.

20 So I just wanted to make that comment, Mr. Chair.
21 Thank you.

22 CHAIRMAN MAXWELL: Absolutely. Thank you.

23 MR. ELTERS: Mr. Chairman.

24 CHAIRMAN MAXWELL: Member Elters.

25 MR. ELTERS: Thank you.

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1 This info is super helpful in keeping an eye on
2 the big picture. I find all of it not to be -- not to take a
3 bleak picture, but I -- while I see all of it as a concern, the
4 one in particular was the interstate, and I can't help seeing
5 that now. And we're spending, I think, in 2026 north of
6 \$500 million on system preservation. I know some of it is on
7 bridge and -- but a good chunk of it is on pavement.

8 That that could go to 4.7 in 10 years, and that
9 is only .3 percent from that trigger for penalties, and
10 according to Ms. Merrick, it would take half of the funds
11 available for pavement preservation to go to the interstate
12 system to keep it from reaching that 5 percent where you have
13 penalty, and then reflect or keep that in mind as you look at
14 the other state roads that are not -- that are going to have
15 less available for them, and the number there going from poor --
16 to poor over 10 years, it's five -- five-fold, five times. It's
17 going from under 5 percent to over 27 percent.

18 That -- that is really a -- that is a mind-
19 boggling, and it just highlights the challenge that we have
20 ahead to keep our state transportation system in -- away from
21 those trigger points and in the good and fair conditions. I
22 just find that really truly an eye opener.

23 Thank you, Mr. Chairman.

24 CHAIRMAN MAXWELL: I'm going to follow up with a
25 question on that, too. So one of the things that -- based on

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1 this 10-year projection, what were your financial and your
2 funding assumptions, especially with the current highway federal
3 trust funds sitting in the situation they are, and eventually
4 Congress comes in, does one-time fixes, but they've never
5 addressed the corpus as a whole. So what are the financial
6 assumptions you used going forward over this next 10-year
7 period, both for state-generated funds and for federal-generated
8 funds?

9 MS. MERRICK: Good question. I was actually
10 going to comment on that based on what Mr. Elters had said.

11 So when we did this analysis, let me start -- let
12 me back up with the bridge for a moment, right? So the bridge,
13 when we looked at bridge, it's 2024 data. It's 2024 data
14 because we looked at our report from 2025 that we submitted to
15 the FHWA, and that's all based on 2024 data. We wanted to keep
16 these three slides consistent, and so we used the '24 -- 2024
17 baseline for the pavement as well. Let's start there.

18 And so what we assumed is that whatever that 2024
19 funding was, that it -- it kind of -- it stayed the same. I
20 mean, we might have construction inflation to it, but we really
21 stayed away from what could or could not happen with IGA, what
22 could or cannot happen in any sort of our other funds.

23 And so we did just take the '24 data and kind of
24 move it forward, which is important here, because in
25 transportation, our -- that tends to change, right? You have

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1 the monthly report from finance here every month -- every month.
2 And so this is an exercise that I know I want to say, you know,
3 on it on some sort of frequency, because it is important, but
4 that is the foundation of the assumptions that we made for this.

5 MR. ROEHRICH: Mr. Chair. I'd like to add one
6 thing. In the middle of this, we got re-authorization coming
7 up, and we expect a hard discussion on what that is going to be
8 as they look at -- as Congress and the administration look at
9 the future of funding across the whole gamut, given all the
10 things that are happening around the globe and the priorities
11 and some things that are set. So I do think -- I guess it's a
12 conservative look, but I don't think it's an unrealistic look
13 when you consider what the potential could be,

14 CHAIRMAN MAXWELL: And, Floyd, that's a great
15 point. I fully agree, because historically, the federal
16 government has not been -- set a priority for the
17 reauthorization. So sometimes you see a CR on those
18 reauthorizations. You -- generally, it takes somewhere between
19 three and five, sometimes longer, years for them to actually get
20 around to reauthorizing it.

21 And I know there was a presentation that Greg
22 Byres made to a group of legislators. We had -- we had gotten
23 together to try to explain how it was, where he showed that,
24 once again, the Federal Highway Trust Fund will be -- the
25 revenues will not equally output, the expected output.

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1 Historically, they come in, they'll do a one-time fund to prop
2 up that fund, but that's not a way to manage or take a look at
3 your roads, and I think what's critical. And I appreciate
4 your -- I'll take it as an offer to take a review at this little
5 bit more often on a regular basis, because those are the numbers
6 that should scare us in the future.

7 And to Member Peshlakai's comment, most of the --
8 as you stated, most of the roads that are going to go poor are
9 on those least traveled roads. So those are the roads more out
10 in the rurals, more out where there may be less options of the
11 roads that they have to take. It's just not as highly traveled.
12 So I think these are some great slides.

13 I want to make sure I reach out to Member
14 Hermosillo and Member Bracker, if they've got any questions on
15 this report.

16 MR. BRACKER: I do.

17 CHAIRMAN MAXWELL: Okay. Member Bracker.

18 MR. BRACKER: Chairman Maxwell, Deputy Director
19 Merrick, when you're talking about the 4.7 percent, what type of
20 investment will this board have to make to keep that number
21 around 2 percent?

22 MS. MERRICK: That's a very good question. In
23 all honesty, we have to run a model to know that answer. I
24 don't have that answer today.

25 CHAIRMAN MAXWELL: I guess I'd ask the

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1 question -- follow-up, and this may help Member Bracker's.
2 question. Is this based on our current breakdown of the funds
3 that we put into -- like the '24 numbers that we put into
4 preservation versus modernization and expansion?

5 MS. MERRICK: Correct. And it also includes --
6 there's some SLI money in there as well, which is a special line
7 item money that you heard Andy had talked about for those
8 surface treatment projects. That's actually embedded in this as
9 well.

10 Yeah. We can certainly look at that, it -- but
11 it's a model that we have to run in a chug, so on, and speak.
12 So I don't know if we can -- if there's a way to determine,
13 like, a sensitivity to it, maybe, which is something you all
14 would be interested in. We can certainly talk with staff and
15 see if there's a way to do something like that.

16 CHAIRMAN MAXWELL: Member Bracker, do you have --
17 I don't know if that answered your question. Have you got a
18 follow-on or another question?

19 MR. BRACKER: No. I look forward to you guys
20 running the models and getting us that information. Thank you
21 very much.

22 CHAIRMAN MAXWELL: I know personally, for me,
23 it's one of those things when we look at that forecast, and
24 there's been times we've had for Greater Arizona the forecast
25 for expansion being zero, and that's -- that's really what we're

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1 looking at when it comes down to if these trends continue and
2 there's no address there.

3 So Member Peshlakai.

4 MS. PESHAKAI: Thank you, Mr. Chair.

5 I also want to go back to what I was speaking
6 about just a little bit earlier. The -- I think where state --
7 state transportation monies is also important to areas that
8 aren't considered state lands, state jurisdictions, is because
9 of our economy and intra and interstate commerce, and we're all
10 tied together because of that, that need of moving commodities
11 and populations to where they can consume and put money into the
12 economy.

13 So I just want to bring that into the discussion,
14 because so much of my district is not state ADOT highways, but
15 the populations and human movement in commerce and what we --
16 those populations provide to the greater state and the greater
17 nation and the global economy is what we're talking about, too.

18 I just want to bring that back -- well, into the
19 discussion as we move forward, and now, as we're looking at
20 fund -- greater funding challenges than we've ever had, I think
21 it might be time for some of these transportation departments
22 like tribal to be more proactive in working with our state.

23 So I just want to say that as a member, because I
24 have nine tribes in my -- maybe about five tribes in my state
25 transportation district, and I'm doing a public call out to them

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1 to come to the table with us and not wait so long or for a town
2 hall listening session. I think that they need to be more
3 proactive in that.

4 So I just wanted to say that, Mr. Chair. Thank
5 you.

6 CHAIRMAN MAXWELL: Thank you.

7 MR. ELTERS: Mr. Chairman.

8 CHAIRMAN MAXWELL: Member Elters.

9 MR. ELTERS: Just a brief thought. As I said
10 earlier, I think this is tremendously helpful, and I think it
11 would be great if we can keep an eye on it. I understand
12 Ms. Merrick can only give us so much information. This would be
13 a complex model. There are too many factors in it, variables,
14 and as you heard from Mr. Roehrich, the federal reauthorization
15 is still ahead of us. We don't know where it's going to go,
16 whether there will be a continuing resolution or not.

17 And given the state -- state of affairs, as far
18 as HURF revenues and such, I think it would be great to keep an
19 eye on it and maybe look at it at least once a year or something
20 and not lose sight of it. I don't really like us operating too
21 close to the edge, so maybe stay in as close to the middle as
22 possible. And I don't know what it will take to get there, but
23 it would really be good to just keep an eye on it. Thank you.

24 CHAIRMAN MAXWELL: Thank you, Member Elters, and
25 I totally concur with you. I guess I would ask the director to

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1 kind of take the lead on that, and once we don't -- we can sit
2 here and ask for a lot of information and probably overwhelm
3 you, and I appreciated the fact that when we were asking about
4 the -- you know, the expenditures and how we can see where we
5 stand through the year, the finance department said, okay, we
6 can help you on that, but what the reality of it is, we can't do
7 it every month. Data's just not available or just come in or
8 it's just overwhelming.

9 So if you could take a look at maybe you work
10 with your deputy directors and see what -- this is important.
11 It's going to be important in the future. We made decisions
12 last year on the five-year plan that prioritized the safety and
13 road investment over pavement preservation. We knew we were
14 taking a risk. Luckily, the revenues and everything else is
15 rolling out. It looks like we're going to be able to cover all
16 those things that we removed, but that's not what I think as a
17 board we want to make the standard as put off maintaining our
18 good roads, to add lane miles where safety dictates we need them
19 as much. We want to be able to, granted, do it all.

20 So whatever, Director, you think would be a good
21 pace on some of these asks that we've added to your team in the
22 last several months, we're obviously are going to take your
23 recommendations highly.

24 DIRECTOR TOTH: Thank you. Definitely, Board
25 Chair and Board Members. I will also state that the pavement

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1 preservation is critical to safety as well, so let's not lose
2 sight of that as we move forward.

3 CHAIRMAN MAXWELL: Absolutely.

4 Anybody on the Board have anything else for
5 Ms. Merrick?

6 MR. COLEMAN: Sorry.

7 CHAIRMAN MAXWELL: Member Coleman.

8 MR. COLEMAN: So when will that reauthorization
9 take place? I'm a rookie, so... And how long does it last, and
10 how often does that occur?

11 MS. MERRICK: Reauthorization would be in the
12 fall of this year. Generally, we have not seen reauthorization
13 happen in the time frame that it should happen. Generally,
14 lasts a five-year time period, but we sustain a number of
15 continuing resolutions in order to continue that funding -- for
16 Congress to continue that funding discussion and that
17 reauthorization discussion, and a lot of the discussion right
18 now is whether there's a proposal of do we -- IIJA increased the
19 funding, and so whether or not we stay at that level or we go
20 back to what the baseline was before IIJA. And so those are the
21 hard discussions that are happening right now and the scary
22 discussions, because even though IIJA was a higher level of
23 funding, because of the inflation that we have experienced,
24 that -- that baseline is really now at that IIJA level.

25 CHAIRMAN MAXWELL: And, Director, I think that's

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1 something that might be something that I don't believe is a ton
 2 of work. I know these slides exist. Kristine Ward briefed us
 3 on it all the time.

4 The unique thing about IIA, it did significantly
 5 put an infusion of funds into infrastructure. There were some
 6 programs that were new. There were some programs that appeared
 7 to be more one-time programs, but they'd also raise the rest of
 8 the level from the old -- the previous authorization.

9 So if we could get a breakdown, just at some
 10 point. It doesn't have to be the next meeting. Whenever it
 11 makes sense as we go into reauthorization of kind of that
 12 pre-IIA, post-IIA, and what is a realistic ask, if we were
 13 going to start making asks of our federal delegation, and what
 14 is that -- what those one-time dollars that -- for programs that
 15 didn't exist before IIA and were included in IIA, that we as a
 16 state will be harmed from. Obviously, money's money, but if --
 17 this programmatic is what we're worried about, is what they
 18 don't fund and what they do fund, and it's normally, Member
 19 Coleman, a five-year plan, and I -- totally on board.

20 They've -- it's been forever since they've reauthorized it at
 21 the five-year expiration point, so...

22 MR. COLEMAN. Okay.

23 MR. ELTERS: Chairman.

24 CHAIRMAN MAXWELL: Mr. Elters.

25 MR. ELTERS: Just to add one quick note to what

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1 Director Toth said and what you just said, the current
 2 authorization, the I -- it's the IIA, raised the bar, as you
 3 said, but it's really important to note that the revenue funds
 4 coming into the trust fund are far below that level, even at the
 5 current authorization level, and Congress had to fill in that
 6 gap, and it was not a small number. So I can only imagine that
 7 the trajectory has not changed.

8 The federal trust -- federal highway trust fund
 9 will continue to experience lower level than where current
 10 program is, and Congress will have to supplant or add money,
 11 even if they keep it at the current level and not increase it,
 12 and I think we're all saying the current level is inadequate.

13 So you get the picture of how, perhaps, challenging that
 14 reauthorization is going to be.

15 CHAIRMAN MAXWELL: Yeah. And Tim, maybe before
 16 you retire, you could get that slide presentation that both you
 17 and Greg presented to the members of the Legislature, and it had
 18 a slide specifically that showed the last two massive infusions
 19 Congress had to do to prop up the highway revenue funds. So
 20 that'd be great.

21 And this is -- we all know in infrastructure the
 22 funding conversation is never going to go away. It will never
 23 be sufficient for all of our needs, but it helps to have a
 24 baseline of what we know we're going to have for planning
 25 purposes.

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1 Member Bracker, Member Hermosillo, one more
 2 opportunity before we move off of this item.

3 MS. HERMOSILLO: Chair, thank you so much for
 4 the opportunity to speak. I have no questions.

5 CHAIRMAN MAXWELL: Thank you.

6 MR. BRACKER: I'm good. Thank you very much,
 7 Ted.

8 CHAIRMAN MAXWELL: All right. Thank you both.

9 Thank you, Audra. Appreciate it. So, obviously,
 10 a tough, tough conversation.

11 MS. MERRICK: Thank you.

12 CHAIRMAN MAXWELL: All right. Moving on to
 13 Item 10. Anybody have any suggested topics or want to make any
 14 closing comments for the meeting?

15 Member Peshlakai.

16 MS. PESHAKAI: Thank you, Mr. Chair.

17 I just wanted to mention that we're having our
 18 next board meeting in Cameron, my home community, and there's
 19 about -- I have no idea what our population is. When I look
 20 outside, I see I can guess maybe 500 people, and I don't see
 21 them all at once. So it's a small community. We have a bridge
 22 on Highway 89 that goes over the Little Colorado River, and
 23 also, on Monday, we're -- we're having ADOT name the bridge the
 24 Navajo, a Navajo Code Talker, Jimmy Preston Memorial Bridge, and
 25 Jimmy Preston was the son of Scott Preston, who was the second

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1 vice chairman of the Navajo Nation when we first got our tribal
 2 government established.

3 So in this small, little town we have folks that
 4 are highly respected, and we invite our members and anybody that
 5 wants to come out, and bring a fat sheep if you want, and we'll
 6 take it.

7 Anyway, I just wanted to say that, and thank you
 8 very much for a wonderful time here in Kingman. I only have
 9 memories of coming here for turquoise when I was small, because
 10 my families are jewelers, and it's grown quite a bit in a
 11 beautiful community. Thank you.

12 Thank you, Mr. Chair.

13 CHAIRMAN MAXWELL: Thank you.

14 Member Coleman.

15 MR. COLEMAN: Just two quick comments. One is
 16 I'm buckled up, and the second is my favorite number is 347.
 17 Just say that.

18 CHAIRMAN MAXWELL: It's good.

19 Any other questions or comments?

20 All right. Hearing none. Anything from Member
 21 Bracker, Member Hermosillo? Okay. Hearing nothing.

22 We look forward to seeing everybody in Cameron.
 23 That's two straight meetings in northern -- in northern Arizona.
 24 I guess we're trying to avoid some of the heat we're starting to
 25 feel in other places, but that doesn't mean it won't be here

(Meeting adjourned.)

TERESA A. WATSON, RMR
Certified Reporter
Certificate No. 50876

Adjournment

Chairman Ted Maxwell adjourned the State Transportation Board Meeting on April 17, 2026.

Meeting adjourned at 10:49a.m. PST.

Not Available for Signature

Ted Maxwell, Chairman
State Transportation Board

Not Available for Signature

Jennifer Toth, Director
Arizona Department of Transportation

AZ SMART Scores and Rankings

AZ SMART Application Review and Scoring Panel

*ITEM 7b

Application #: 85

Evaluation Date: 8/28/26

PPAC date: 9/2/26

Board date: 9/18/26

Item	Response		Reviewer/Evaluator Comments
App Date:	7/14/2026 15:52:39		
Project:	Arizona Statewide Camera Modernization for Safer, Smarter Highways		
Applicant:	ADOT		
Applicant Type:	ADOT		
Funding Category:	ADOT system (ADOT applications only)		
Eng Dist:	Board Dist:	County:	
COG/MPO:	Statewide		
AZ SMART Request			
GDS:	0		
DOES:	0		
Match:	834,030		
Total AZ SMART:	834,030	Can project proceed if awarded less?	Yes, but must be scaled back
Cash from Applicant:	N/A		
Fed grant request:	\$3,336,120 ATTAIN Program		
Total Project Budget:	834,030		

AZ SMART Scores and Rankings

Project and Federal Grant Information		
Purpose:	The project will modernize and expand ADOT's statewide CCTVcamera network to enhance safety, transportation, and congestion management	
Need:	Replacing existing CCTVs that are end of lifecycle	
Scope:	The proposed scope of work for the ADOT Statewide CCTV Modernization and Expansion Project involves three primary initiatives aimed at modernizing and expanding the statewide camera network to enhance transportation and congestion management. The first project focuses on modernizing the existing infrastructure, which entails replacing 175 end-of-life CCTV cameras with new, updated units over an 18 to 24-month implementation period, while utilizing existing supporting infrastructure like fiber optics, poles, and power components. The second project involves installing 50 new freeway CCTV camera locations, including the necessary mounting hardware, interface components, and network accessories. The third project involves modernizing CCTV cameras at ECD Ports of Entry. Together, these projects will take place in rural and urban locations. The expected benefit is improved real-time traffic monitoring, incident detection, and traveler information systems across the region. Future maintenance costs will be funded through annual ADOT unit maintenance budgets.	
Application:	https://drive.google.com/file/d/1ndZ96umSlrGtA1XVw3wIpyGMu3c6ljaN/view?usp=drive_link	
Budget:	https://drive.google.com/file/d/1hhwbzJKu-QoFrJOymDeXuVBMjA5hU7T/view?usp=drive_link	
Scoping or Assessment Info:	https://drive.google.com/file/d/1P5SIWPPfjUluhqe0740MN1WuGHAZ74Nv/view?usp=drive_link	
YOE Constr \$:	FY28	4,170,150
Estimate development and age:	Developed by the Applicant within the last 6 months	

AZ SMART Scores and Rankings

Federal Grant		
Grant Pursued:	ATTAIN, Design, Construction	
Grant Status:	#2 Application submitted but not yet awarded	
Intended Administration:	ADOT administration	
Technical Capacity (previous fed grants or formula funded projects?):	Fed grants: N/A; Formula: N/A	
Financial Capacity (>1.0 = applicant can meet short term obligations):		
Priority Criteria and Scores		Points
Project addresses safety improvement(s):	Safety of vulnerable road/non-motorized users, Intersection safety, and other safety factors.	15
Evidence of public support for the Project :	Project is not in an adopted planning document and/or has not been discussed in public meetings or study session (0 points)	0
Life Cycle costs or Long-term impacts:	Future maintenance costs will be funded through annual ADOT unit maintenance budgets.	5
Project location population:	Statewide	N/A
% cash monies from Applicant	0.00%	0
Partnering (count of letters of support submitted; maximum of five per project)		5
Total points		25
Application Rank		1

AZ SMART Scores and Rankings

We, the undersigned evaluators, attest the scores above to be a true and accurate representation of our review of the applications.

DocuSigned by: <i>Michael DenBleyker</i> 8F51D09EA7284F0...	8/28/2026
<i>Michael DenBleyker</i>	<i>Date</i>

DocuSigned by: <i>James Windsor</i> E5A3C02FD5FB4F3...	8/28/2026
<i>James Windsor</i>	<i>Date</i>

DocuSigned by: <i>Barry Crockett</i> 5B5417E2A33B494...	8/28/2026
<i>Barry Crockett</i>	<i>Date</i>

7. AZ SMART FUND - INFORMATION AND DISCUSSION

AZ SMART Scores and Rankings

Scoring Details for Priority Criteria	
Maximum possible score is 53	
Criteria	Points
Project addresses safety improvement(s)	
Safety should be a consideration for every project. The definitions linked below are based on the Strategic Highway Safety Plan . Points will be assigned for safety based on the following scale:	
a) Project addresses more than one of the below	15
b) Project addresses safety of non-motorized users	10
c) Project addressed intersection safety	5
d) Project addressed roadway lane departures	5
e) Project addressed other safety factors	5
f) Project does not address safety improvements	0
Evidence of public support for the Project	
Projects are not required by state statute or most Federal Grants to be in a Transportation Improvement Program ("TIP"). However, projects listed in a TIP, General Plan or Capital Improvement Program ("CIP") generally have been identified, analyzed, reviewed and approved in a public process and have support of the public in the municipality or county in which the Project is located.	
For scoring purposes, if a project is contained in more than one of the documents listed, the one with the highest point value will be used; additional points will not be provided for additional documents. Points will be assigned for public support based on the following scale:	
a) An approved Regional or Tribal Transportation Improvement Program	15
b) The current ADOT 5-yr Program	15
c) Municipality or County General Plan, Capital Improvement Program or other current, publicly adopted capital plan	10
d) Discussed in public meetings or study sessions of the jurisdiction(s) in which Project is located within the last 12 months	5
None of the above	0
Population of city/town or county in which Project is located	
Smaller jurisdictions generally have fewer resources to participate financially in a Federal Grant. To ensure smaller jurisdictions are not penalized due to limited abilities to contribute financially to a Project (see criterion #6), higher points will be assigned for smaller populations. See AZ SMART Eligibility by Population for population and certain eligibilities used for the program.	
Points will be based on the jurisdiction in which the Project is located. If the Project spans multiple jurisdictions, the one in which the largest percentage of the Project is located will be used. Points will be assigned based on the following scale:	
a) Projects located in a Municipality of less than 10,000 population	

AZ SMART Scores and Rankings

1) Municipalities 0 to 4,999 population	10
2) Municipalities 5,000 to 9,999 population	5
b) Projects located in a Municipality with population of 10,000 or more	
1) Municipalities 10,000 to 49,999 population	10
2) Municipalities 50,000 and above	5
c) Projects located in a County of less than 100,000 population	
1) Counties 0 to 39,999 population	10
2) Counties 40,000 to 99,999 population	5
d) Projects located in a County with population of 100,000 or more	
1) Counties over 100,000 to 149,999 population	10
2) Counties over 150,00 and above	5
e) ADOT Projects (applies only to ADOT applications)	NA

Long-term impacts

Consideration of life cycle costs to maintain any new, or improvements to, infrastructure funded by AZ SMART should be discussed, as these costs will impact an Applicant's budget and operations in the future. Likewise, anticipated long-term impacts for noninfrastructure Projects may require further study, implementation or other actions. These impacts should be addressed to demonstrate AZ SMART monies are used to fund Projects that can be maintained or implemented. Points will be assigned based on the following scale:

a) Infrastructure Projects - Description of how the life cycle cost will be managed is included with application for an infrastructure project: 5 points	5
b) Non-infrastructure Projects - Description of long-term outcomes for a noninfrastructure project is included with application: 5 points	5
c) Description is not included with application: 0 points	0

Percent (whole numbers only) of cash monies provided by the Applicant

These monies are directly from the Applicant's funds and DO NOT INCLUDE THE AMOUNT REQUESTED FROM AZ SMART, CDS, A LEGISLATIVE APPROPRIATION OR OTHER SOURCE. The percentage of the cash match provided by the Applicant shall be calculated as follows: $x \div y = z$, where

x = Total dollar amount of non-federal, cash monies to be provided by the Applicant in the Federal Grant. Do not include amount requested from AZ SMART, CDS, Legislative Appropriations or other outside source.

y = Total Project Budget Estimate provided by the Applicant (including contingencies, PDA fees, and any other applicable costs).

z = Percentage of matching funds provided by the Applicant.

Points will be assigned based on the following scale:

a) 51% to 75% or higher:	3
b) 26% to 50%:	2

AZ SMART Scores and Rankings

c) 25% or less:	1
d) 0%:	0
The extent that the Applicant will partner with other entities to deliver the Project	
The extent to which an Applicant is partnering with other entities will be determined based on the number of letters of support submitted for the Project. Letters of support should be from other entities which may be contributing funds to, and the users and stakeholders supporting, the project. Applicants for rail projects should include a letter from the host railroad and potential operator(s). ADOT does not provide letters of support for AZ SMART projects. A maximum of 5 letters of support will be accepted; additional letters cannot be uploaded to the Application and will not be considered. Points will be assigned based on the following scale:	
a) Five Letters of Support	5
b) Four Letters of Support	4
c) Three Letters of Support	3
d) Two Letters of Support	2
e) One Letters of Support	1
f) No Letters of Support	0

Arizona State Match Advantage for Rural Transportation (AZ SMART) Fund Application Form

Please read the entire [Request for Grant Applications and Agreement](#) ("RFGAA") before starting this Application. The Application must be completed in a single sitting and the RFGAA contains a PDF version of this application to assist in developing the required responses, information and documents. The [Application Instructions](#) provide additional information and guidance, and should be consulted in completing the Application. To ensure the Application is Administratively Complete and will be presented to PPAC and the Board, please respond to all questions and submit all requested documents.

Required Documents: The following documents are required and should be assembled in advance of completing this application. *These documents must be emailed to azsmart@azdot.gov and the names of the files identified as requested in this application.* Documents may be sent in multiple emails. Failure to submit all documents will result in an incomplete application which will not be reviewed, retained or considered.

1. Applicant audited financial statements for the 3 most recent years.
2. If Applicant is a corporation: executed legal organizing documents such as Articles of Incorporation and IRS Determination Letter of non-profit status if a non-profit.
3. Project map clearly identifying the road(s) with beginning and ending termini or study area.
4. COG/MPO approval letter required by ARS §28-399.H.
5. Evidence of public support for the project (approved TIP, general plan or public meeting minutes)
6. Executed governing body resolution.
7. Scoping letter, project assessment or other technical documentation.
8. Project budget using the required [AZ SMART Cost Estimate Tool](#) for design and construction. Planning projects may submit another format with detailed expenditures. Lump sums are not acceptable.
9. Procurement solicitation, if requesting reimbursement of DOES or Match expenditures incurred after September 14, 2024.
10. Signed Offer and Acceptance form.
11. Up to five letters of support.

Clearly identify any trade secrets or other proprietary information which is to remain confidential. Stamp or mark the pages/information with "**CONFIDENTIAL**" in bold capital letters.

Email *

bburgess@azdot.gov

Applicant Information

Name of Applicant *

INSTRUCTIONS: Provide the full legal name of the Applicant. This must be the entity that has provided the governing body resolution, is entering into this [Request for Grant Application and Agreement](#), is financially responsible for the Project, and *will be applying for the Federal Grant identified in this application*. AZ SMART awards are specific to the Applicant and may not be transferred from one entity to another without further governing body and State Transportation Board approval.

~~Brad Burgess~~ ADOT

Applicant type *

INSTRUCTIONS: Select only one. "Non-governmental entity" means individuals, associations, clubs, corporations, any other private entity, or any organizations which are not cities/towns, counties, Tribal Nations, political subdivisions of this State, or ADOT. A non-governmental entity must be identified in the Notice of Funding Opportunity (NOFO) or federal statute as an eligible applicant for the Federal Grant identified in this application.

- ☐ Municipality
- ☐ County
- ☐ Tribal Nation
- ☐ Metropolitan Planning Organization (MPO)
- ☐ Other Political Subdivision
- ☐ Non-governmental entity, including Councils of Governments (COG)
- ☒ Other: ADOT

Applicable COG/MPO *

INSTRUCTIONS: Select the COG/MPO in which the Project is located. This will be the same  Dropdown COG/MPO providing the required letter of approval. If Project crosses COG/MPO boundaries, select the one in which the greatest percentage of the Project is located.

~~Central Arizona Governments (CAG)~~ ▼

Statewide

Federal Discretionary Grants awarded in last 2 years *

INSTRUCTIONS: Identify any Federal Discretionary Grant(s) awarded in the last 2 years, including the name of the project(s) and year(s) and amount(s) awarded, or enter "NA." Federal Discretionary Grants include Local and Regional Project Assistance (RAISE), Safe Streets for All (SS4A), and many others *awarded by a federal agency* (not ADOT or a COG/MPO). **DO NOT include** formula federal aid such as Surface Transportation Block Grant (STBGP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Off System Bridge (OSB), appropriations from the Arizona Legislature, or Congressionally Directed Spending (federal earmarks). Limited to 500 characters, including punctuation and spaces. **Example response:** First Avenue and Central St intersection, RAISE, 2024, \$12,600,000

N/A

Formula federal aid projects funded in last 2 years *

INSTRUCTIONS: Identify any formula federal aid projects funded in the last 2 years, including the name of the project(s), year(s) and amount(s) received, or enter "NA." Formula federal aid includes Surface Transportation Block Grant (STBGP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Off System Bridge (OSB), etc. *provided by ADOT or a COG/MPO* (not a federal agency). **DO NOT include** appropriations from the Arizona Legislature, Congressionally Directed Spending (federal earmarks) or Federal Discretionary Grants. Limited to 500 characters, including punctuation and spaces. **Example response:** Main Street from Pine Ave to Willow Rd, HSIP, 2023, \$320,000

N/A

Applicant financial statements for last 3 fiscal years. *

INSTRUCTIONS: Enter links to the audited financial statements. If not online, email azsmart@azdot.gov and enter the name(s) of that electronic file(s) below. Data from the financial statements will be used to calculate the Quick Ratio for Applicants requesting approval to self-administer design or those intending to be Direct Recipients for Federal Grants. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A

Legal organizing documents (non-governmental entities only)

INSTRUCTIONS: Email the entity's legal organizing documents such as Articles of Incorporation to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A

IRS Determination Letter (nonprofits only)

INSTRUCTIONS: If a non-profit, email the IRS Determination Letter to azsmart@azdot.gov and enter the name of that electronic file below. Determination Letters may be available online at the [IRS website](#). Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A

Applicant Contacts

All contact information must be provided with the exception of the Consultant.

Authorized Representative Name and Title *

INSTRUCTIONS: This individual is the person authorized by the Applicant governing body to sign the Offer in this RFGAA and commit the Applicant to a contractual relationship. The Authorized Representative must have legal authority to sign binding contracts, including the [Request for Grant Application and Agreement](#), on behalf of the Applicant.

Brad Burgess

Authorized Representative 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

602.463.6551

Authorized Representative work mailing address *

1801 W Jefferson St (Room 120-3), Phoenix, AZ 85007

Authorized Representative email address *

bburgess@azdot.gov

Authorized Representative Certification *

INSTRUCTIONS: The Authorized Representative is required to certify he/she has read and understands both the [RFGAA](#) and the most current document on the [Questions and Answers page](#) which is the only official source of updates, clarifications and revisions to the [RFGAA](#). The most recent version of this information will be incorporated into the RFGAA.

Dropdown

I certify I have read and understand both the RFGAA and the Questions and Answers on the AZ SMART website.

Applicant's **Project Administration Contact** Name and Title *

INSTRUCTIONS: This is the individual who will work with ADOT on the study, design, or construction of the Project identified in this application.

Brad Burgess

Applicant Project Administration Contact 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

602.463.6551

Applicant Project Administration Contact work mailing address *

1801 W Jefferson St (Room 120-3), Phoenix, AZ 85007

Applicant Project Administration Contact email address *

bburgess@azdot.gov

Applicant's **Agreement Administration Contact** Name and Title *

INSTRUCTIONS: This is the individual ADOT will contact regarding contractual matters related to the [RFGAA](#).

Brad Burgess

Applicant Agreement Administration Contact 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

602.463.6551

Applicant Agreement Administration Contact work mailing address *

1801 W Jefferson St (Room 120-3), Phoenix, AZ 85007

Applicant Agreement Administration Contact email address *

bburgess@azdot.gov

Applicant's **Financial Administration Contact** Name and Title *

INSTRUCTIONS: This individual is the individual ADOT will contact regarding invoices and other financial matters related to the [RFGAA](#).

Brad Burgess

Applicant Financial Administration Contact 10-digit office phone number *

INSTRUCTIONS: Please include the extension, if any.

602.463.6551

Applicant Financial Administration Contact work mailing address *

1801 W Jefferson St (Room 120-3), Phoenix, AZ 85007

Applicant Financial Administration Contact email address *

bburgess@azdot.gov

Applicant's **Consultant Contact** Name, Company and Title

INSTRUCTIONS: Provide this information only if the AZ SMART application is being prepared by a consultant. Skip this contact if not applicable.

.....

Applicant Consultant Contact 10-digit office phone number. Skip if not applicable.

INSTRUCTIONS: Please include the extension, if any.

.....

Applicant Consultant Contact work mailing address.

.....

Applicant Consultant Contact email address.

.....

Project Details

Project Name *

INSTRUCTIONS: Enter the name(s) of street/route, etc. and the beginning and ending termini or other site specific information which will enable the project to be identified on a map. Limited to 250 characters, including spaces and punctuation. **DO NOT use** a marketing/branding name such as Downtown Infrastructure Improvements and **DO NOT include** any other type of information. Please follow the FHWA Project Naming Guidelines included in the [RFGAA](#).

~~?? This is tough based on the project consisting of CCTV cameras statewide and also the ECD POE's~~

.....
Arizona Statewide Camera Modernization for Safer, Smarter Highways

Functional Classification of street/route *

INSTRUCTIONS: For assistance in determining the Functional Classification, see the [ADOT](#)  Dropdown [Functional Classification](#) map. Select "Not Applicable" for other projects

Not applicable 

Project Type *

INSTRUCTIONS: Select one only. If the desired project type is not listed, select Other and provide a BRIEF description of no more than 25 characters, including spaces and punctuation.

NOTE REGARDING MULTIMODAL PROJECTS: AZ SMART may only fund road, bridge, transit or rail components of a Multimodal project. This AZ SMART application should address only the eligible components of a multimodal project.

- ☐ Road
- ☐ Bridge
- ☐ Transit
- ☐ Rail
- ☐ Multimodal
- ☐ Bike/pedestrian
- ☐ Plan, Study, etc.
- ☒ Other: Technology

Project Funding Category *

INSTRUCTIONS: Identify in which of the following categories the project is located. Select one only. If Project crosses a city or county boundary, select the Funding Category in which the greatest percentage of the Project is located. The ADOT system option is reserved for ADOT applications only and should not be used by other applicants.

NOTE: Select a County option for projects located in *unincorporated* areas of a County. The County population is based on the total from the most recent decennial census, including in cities, towns and unincorporated areas.

Dropdown

ADOT system (ADOT applications only) ▼

Project Map *

INSTRUCTIONS: Email a PDF map clearly identifying Project location (route/street with beginning and ending termini noted) or study area to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

~~N/A - TBD~~ "ATTAIN-ADOT project map"

Required COG/MPO approval letter *

INSTRUCTIONS: Email the required approval letter from the COG/MPO in which the largest share of the project is located to azsmart@azdot.gov and enter the name of that electronic file below. The letter must be on COG/MPO letterhead, indicate *approval* of the project and be signed and dated. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

~~N/A - TBD~~ "Attachment 7 Letters of Support"

Letter of Support from: Maricopa Association of Governments

Evidence of Public Support *

INSTRUCTIONS: Identify the document which includes the Project - select only one. TIPs, CIPs and General Plans must be *approved*, not draft or pending approval. The Priority Criteria scores (15 points maximum) for each option are identified below. ⌵ Dropdown

Project is not in an adopted planning document and/or has not been discussed in public meetings or study session (0 points) ▼

Link to Public Support document *

INSTRUCTIONS: Provide a web link to the document evidencing public support for the Project *and identify the page number on which the project is listed*. If not posted on the internet, email the document to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A "Attachment 7 Letters of Support"

Governing body resolution *

INSTRUCTIONS: Email the governing body resolution to azsmart@azdot.gov and enter the name of that electronic file below. The resolution must be approved, dated and signed. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

NOTE: A [Sample Resolution](#) is provided in the RFGAA. Applicants may adapt the style of the resolution as desired. However, all provisions identified in the Sample Resolution shall be addressed in the Applicant's resolution, with the exception of the approval as to form, unless required or desired by the Applicant.

N/A Approval from the Executive Grant Team

Project Purpose *

INSTRUCTIONS: This is one of the most important elements of the application. What problem does this Project address? Response should be as succinct and objective as possible. **DO NOT** repeat information provided in the Project Need or Scope. See FHWA's [Purpose, Need and Alternatives](#) for further information and guidance. Limited to 1000 characters, including punctuation and spaces.

ADOT Statewide CCTV Modernization for Safer, Smarter Highways

The project will modernize and expand ADOT's statewide CCTV camera network to enhance safety, transportation, and congestion management.

Project Need *

INSTRUCTIONS: This is one of the most important elements of the application. Provide DATA which substantiates the need for the project such as crash data, average daily traffic, or other applicable statistics. Response should be as succinct and objective as possible. **DO NOT repeat** information provided in the Project Purpose or Scope. See FHWA's [Purpose, Need and Alternatives](#) for further information and guidance. Limited to 1000 characters, including punctuation and spaces.

Replacing existing CCTVs that are end of lifecycle

Safety Improvements Strategies *

INSTRUCTIONS: What safety strategies are addressed by the [Project](#)? See the [Appendix](#) to these Application Instructions for strategies in the 2024 [Strategic Highway Safety Plan](#). Check all that apply. To identify strategies not listed in the options provided, check the Other box and enter the specific strategy(ies) on the Other line. Safety improvements addressing the selected strategy(ies) must be identified in the Project Scope.

NOTE: This question is worth up to 15 points in the Priority Criteria. See the [RFGAA](#) for further information on points awarded for these options.

☒ Safety of vulnerable road/non-motorized users

☒ Intersection safety

☐ Roadway lane departures

☐ Project does not address safety improvements

☐ Other:

Project Scope *

INSTRUCTIONS: This is one of the most important elements of the application. Clearly identify the specific work elements to be undertaken, including safety improvements. **DO NOT repeat** information provided in the Project Purpose and Need. See the Application Instructions in the [RFGAA](#) for further information and guidance. Limited to 2000 characters, including punctuation and spaces.

The proposed scope of work for the ADOT Statewide CCTV Modernization and Expansion Project involves three primary initiatives aimed at modernizing and expanding the statewide camera network to enhance transportation and congestion management. The first project focuses on modernizing the existing infrastructure, which entails replacing 175 end-of-life CCTV cameras with new, updated units over an 18 to 24-month implementation period, while utilizing existing supporting infrastructure like fiber optics, poles, and power components. The second project involves installing 50 new freeway CCTV camera locations, including the necessary mounting hardware, interface components, and network accessories. The third project involves modernizing CCTV cameras at ECD Ports of Entry. Together, these projects will take place in rural and urban locations. The expected benefit is improved real-time traffic monitoring, incident detection, and traveler information systems across the region. Future maintenance costs will be funded through annual ADOT unit maintenance budgets.

.....

Scoping Letter or Project Assessment *

INSTRUCTIONS: Please email the Scoping Letter, Project Assessment, or other technical documentation describing the Project to azsmart@azdot.gov and enter the file name below. **DO NOT** give general descriptions. Provide as much technical detail as possible, including study/plan components, expected treatment types, lengths, locations, etc. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

~~WSP is currently drafting~~

.....

Project Scope: Statewide CCTV Modernization - replacement of 175 end-of-life CCTV cameras, New Freeway CCTV Camera Installation - 50 new freeway CCTV cameras at priority urban and rural locations and POE Advanced Camera Technology Deployment - 35 specialized camera upgrades dedicated to six land POEs (LPOEs) and two virtual POEs (vPOEs).

Right of Way *

INSTRUCTIONS: If the Project is:

- Completely contained in Applicant's Right of Way, check box #1.
- Involves any Right of Way owned by others, check box #2 AND the "Other" box. In the Other field, identify the owners, parcel numbers, status of discussions or approvals from each owner and any known issues.
- Non-infrastructure, check box #3.

NOTE: Applicants are responsible for identifying Right of Way ownership and issues before applying. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

- ☒ 1. Project is completely contained in Applicant's right of way
- ☐ 2. Project involves right of way owned by others (see Instructions above for this question)
- ☐ 3. Not applicable (non-infrastructure projects only)
- ☐ Other:

Environmental and other impacts *

INSTRUCTIONS: Identify any tribal or federal lands, protected species, wetlands, etc. involved or impacted by the project. Briefly summarize the physical/natural environmental, socioeconomic and cultural impacts of the project. **DO NOT repeat** information provided under Project Purpose, Need, Scope, etc. Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A Funding will provide design that will determine the need for environmental clearances

Railroad impacts *

INSTRUCTIONS: If Project is located within 1/2 mile of a railroad, identify the railroad, area/crossing involved, anticipated impacts and the status of discussions, negotiations and clearances with the railroad company. If none, enter "None". Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A

Utility impacts *

INSTRUCTIONS: If Project will impact utilities, identify each utility involved, anticipated impacts and the status of discussions, negotiations and clearances with the utility company. If none, enter "None". Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A

Irrigation facility impacts *

INSTRUCTIONS: If Project will impact an irrigation facility, identify the owner and specific facility involved, anticipated impacts and the status of discussions, negotiations and clearances with the facility owner. If none, enter "None". Limit response to 1,000 characters, including spaces and punctuation. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

N/A

Project Schedule *

INSTRUCTIONS: Check only one box in each row to indicate the current status of each phase. Planning, studies and non-infrastructure projects - check the boxes under Not Applicable for all rows.

	Not started	In progress	Completed	Not Applicable
Scoping (up to 15% design)	☒	☐	☐	☐
Design	☒	☐	☐	☐
Right of Way	☒	☐	☐	☐
Utilities/Railroads	☒	☐	☐	☐
Environmental	☒	☐	☐	☐
Construction	☒	☐	☐	☐

Expected construction FISCAL year *

INSTRUCTIONS: Enter the state FISCAL year (runs July 1 through June 30) in which construction is *reasonably expected to begin*. Consider time required to design the project, apply for a federal grant, federal agency processing and award notification and execution of a federal grant agreement. See section B.4.w. of the [Application Instructions](#) for a sample timeline. If non-infrastructure, enter "NA".

NOTE: The expected construction fiscal year will generally also be the Year of Expenditure (YOE) for AZ SMART projects.

FY28
.....

Construction cost estimate in YOE dollars *

INSTRUCTIONS: On the *Itemized cost estimate tab* in the [AZ SMART Cost Estimate form](#), use the YOE calculator to escalate the current estimated cost of the project to the expected construction fiscal year identified in the previous question. Enter the YOE estimate below in whole numbers (for example, 250000). If non-infrastructure, enter "Not applicable".

NOTE: The YOE construction estimate should be the amount reflected in the TIP in the expected construction fiscal year.

~~N/A: Match amount per Audra is \$834,030~~ 4,170,150
.....

Project Budget *

INSTRUCTIONS: This is one of the most important elements of the application. Thoroughly complete the required [AZ SMART Cost Estimate Tool](#) showing the Project Budget, email it to azsmart@azdot.gov and enter the file name below. **DO NOT** delete rows or columns, revise formulas or otherwise change the AZ SMART Cost Estimate Tool file. Non-infrastructure cost estimates may use another format but must be broken out by work component. **Lump sum budgets will not be accepted.** See the Application Instructions in the [RFGAA](#) for important information and guidance. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

NOTE: The amounts shown in the Project Budget should match the TIP, Capital Improvement Plan or other documents provided to demonstrate evidence of public support.

~~N/A: Match amount per Audra is \$834,030~~ "Attachment 2 Project Budget"
.....

Source of cost estimates *

INSTRUCTIONS: If "Other" is selected, identify the **source and date** of the cost estimate.

- ☒ Developed by the Applicant within the last 6 months
- ☐ Developed by the Applicant more than 6 months ago
- ☐ Developed by an engineering consultant within the last 6 months
- ☐ Developed by an engineering consultant more than 6 months ago
- ☐ Other:

Project Development Administration fees *

INSTRUCTIONS: If applying for DOES or Match for a federal grant that will fund any portion of design, indicate if the Project Budget includes *initial* ADOT Project Development (PDA) fees of \$50,000. If non-infrastructure or no design work is contemplated, enter "Not applicable".

NOTE regarding PDA fees: ADOT will generally administer DOES projects (unless otherwise determined) and PDA fees will apply. *Initial* PDA fees of \$50,000 are eligible for AZ SMART funding **only if they are included in the Project Budget** submitted with the AZ SMART application. ADOT may recommend a different initial amount during the Courtesy Technical Review. Any initial amount is an estimate only and additional PDA fees may be required. By submitting this application, the Applicant understands the Project may require, and ADOT may bill, additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

- ☐ Yes
- ☐ No
- ☒ Not applicable

Project's long-term impact *

INSTRUCTIONS: This question is worth 5 points in the Priority Criteria - see the [RFGAA](#) for further information. Responses are limited to 1000 characters, including punctuation and spaces. Failure to provide this information will result in an incomplete application which will not be reviewed, retained or considered.

- **Infrastructure Projects** - Identify the estimated costs to operate and maintain the Project and the sources of the funding for these activities.
- **Non-infrastructure Projects** - Identify how and when the study, plan, etc. will be implemented.

Future maintenance costs will be funded through annual ADOT unit maintenance budgets.

AZ SMART Request

ARS §28-339.D requires DOES and Match expenditures to meet Federal Standards, which has been defined in the [RFGAA](#) (see Definitions). Applicants should not request funding for expenditures that do not, or will not, meet Federal Standards. Direct Recipients and self-administering Applicants are required to provide contract(s) or solicitation(s) under which DOES or Match expenditures were procured.

NOTE: AZ SMART funding requests must be documented and identified in the Project Budget submitted with this Application.

GDS \$ requested

INSTRUCTIONS: Enter amount requested for Grant Development and Submission (GDS). The amount should be **no greater than 50% of the actual costs** to develop and submit the Federal Grant. Enter in whole dollars (for example, 10000 for a grant application expected to cost \$20,000). Skip if not requesting GDS.

NOTE: This Eligible Use is limited to Projects located in counties with population under 100,000 and municipalities with population under 10,000. Enter in whole dollars (for example, 250000).

.....

GDS \$ purpose

INSTRUCTIONS: Identify if the requested GDS funding will be used to reimburse prior GDS expenditures for this Project or to fund development/submission of a future Federal Grant application. Skip if not requesting GDS.

NOTE: Eligible Expenditures for GDS are those incurred after September 14, 2024. If awarded GDS funds, Applicant will be required to submit invoices and proof of payment for reimbursement.

☐ Reimburse prior GDS expenditures for a Federal Grant application for this Project.

☐ Develop/submit a future Federal Grant application for this Project.

DOES \$ requested

INSTRUCTIONS: Enter amount requested for Design and Other Engineering Services (DOES). The amount must be estimated in the Project Budget submitted with the Application. Enter in whole dollars (for example, \$250,000). Skip if not requesting DOES.

NOTE regarding PDA fees: ADOT will administer DOES projects (unless otherwise determined) and PDA fees will apply. *Initial* PDA fees of \$50,000 are eligible for DOES **only if included in the Project Budget** submitted with the AZ SMART application. ADOT may recommend a different initial amount during the Courtesy Technical Review. Any *initial* amount is an estimate only and additional PDA fees may be required. By submitting this application, the Applicant understands the Project may require, and ADOT may bill, additional PDA fees and agrees to pay such fees. Any fees not required for the Project will be refunded to the Applicant upon approval of the Project final voucher.

.....

Match \$ requested

INSTRUCTIONS: Enter amount requested for Match for expenditures meeting Federal Standards as defined in the [RFGAA](#). Enter in whole dollars (for example, \$65,000). Skip if not requesting Match.

NOTE: The amount requested must align with the Project Budget submitted with the Application. If no match is required by the Federal Grant, AZ SMART will not provide Match funding. Matching funds beyond that required by the grant which are intended to improve the competitive position of a project is the Applicant's responsibility.

\$834,030

Procurement solicitation (reimbursements only)

INSTRUCTIONS: If requesting reimbursement of prior DOES or Match expenditures for this Project:

1. Email the *solicitation* under which the expenditures were procured to azsmart@azdot.gov, and
2. Enter the amount of and purpose for which reimbursement requested (DOES or Match), followed by the name of the electronic file of the solicitation document. Reimbursement requests will not be reviewed, retained or considered until the solicitation has been received. **Example response:** \$1,000,000 for DOES. Solicitation file name: 2024 Main St scoping.pdf

NOTE regarding reimbursement of previous DOES or Match expenditures: Any amount to be reimbursed must be documented and identified in the Project Budget submitted with this Application.

DOES expenditures may include costs to develop scope, schedule, budget, or other preliminary engineering costs **only if such expenditures were incurred:**

- after September 14, 2024, **AND**
- under a solicitation which meets Federal Standards as defined in the [RFGAA](#).

Project financial viability *

INSTRUCTIONS: Indicate if the Project will be able to proceed or can be scaled back if awarded less AZ SMART Funds than requested.

NOTE: The State Transportation Board may modify award amounts due to limited funding or other reasons. In such cases, the Applicant will be required to provide the remaining funding for the project and if awarded DOES, will still be required to submit a federal grant application within 2 years of the Date of Award.

- ☐ Yes, Project can proceed
- ☒ Yes, but must be scaled back
- ☐ No, Project cannot proceed

Other Project Funding

This section is focused on project funding **other than AZ SMART**. Do not include any amounts requested from AZ SMART in responding to the following questions.

Applicant's own funds *

INSTRUCTIONS: Enter amount of cash monies provided by the Applicant from its own funds which will *supplement* (not supplant) the AZ SMART request. **DO NOT include** the amount requested from AZ SMART, match on federal formula funds, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, partner or private contributions or any other sources. Enter in whole dollars (for example, \$25,000). Enter 0 if none.

NOTE: This question is worth up to 3 points in the Priority Criteria - see the [RFGAA](#) for further information. The amount entered here must be documented in both the Project Budget and the approved governing body resolution submitted with the Application, and will be invoiced to the applicant if ADOT is administering the Project.

N/A

Federal formula funds *

INSTRUCTIONS: Indicate if any federal formula funds are programmed for the Project. Federal formula funds include but are not limited to Surface Transportation Block Grant Program (STBGP), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Off System Bridge (OSB), Transit (5310, 5311, etc.) and other annual formula funding.

- If no federal formula funding is programmed, check box #1.
- If federal formula funding is programmed, **check box #2 AND the Other box**. On the Other line, enter the year, type of funds, and the amount of both the formula funding and required match programmed (in whole numbers and separated by commas). **Example response: 2027, TA, \$94,300, \$5,700**
- **DO NOT include** the AZ SMART request, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, Applicant's own funds or any other sources.



1. No federal formula funds



2. Federal formula funds are programmed (enter info on Other line)



Other:

Congressionally Directed Spending (CDS) *

INSTRUCTIONS: Indicate if Congressionally Directed Spending has been requested from a member of Congress for this Project.

- If no CDS has been requested, check box #1.
- If CDS has been *requested but not awarded*, **check box #2 AND the Other box**. On the Other line, enter the year and the amount of both the CDS and required match (generally 5.7% *on top of the CDS amount requested*), in whole numbers and separated by commas. **Example response: 2024, \$94,300, \$5,700**
- If CDS has been *awarded*, **check box #3 AND the Other box**. On the Other line, enter the year and the amount of both the CDS and required match (generally 5.7% *on top of the CDS amount requested*), in whole numbers and separated by commas. **Example response: 2026, \$1,000,000, \$57,000**
- **DO NOT include** the formula federal aid, the AZ SMART request, Legislative Appropriations, Congressionally Directed Spending, the Federal Grant, Applicant's own funds or any other sources.

NOTE: Most CDS awards require a match of 5.7%.

- ☒ 1. No CDS
- ☐ 2. CDS has been requested (enter info on Other line)
- ☐ 3. CDS has been awarded (enter info on Other line)
- ☐ Other:

Legislative Appropriation (Leg approp) *

INSTRUCTIONS: Indicate if an appropriation has been requested from the Arizona Legislature for this Project.

- If no Leg Approp has been requested, check box #1.
- If a Leg Approp has been *requested but not awarded*, **check box #2 AND the Other box**. On the Other line, enter the year and the amount in whole numbers and separated by commas. **Example response: 2027, \$250,000**
- If a Leg Approp has been *awarded*, **check box #3 AND the Other box**. On the Other line, enter the year and the amount in whole numbers and separated by commas. **Example response: 2027, \$500,000**
- **DO NOT include** formula federal aid, the AZ SMART request, Congressionally Directed Spending, the Federal Grant, Applicant's own funds or any other sources.



1. No Leg Approp



2. Leg Approp has been requested (enter info on Other line)



3. Leg Approp has been awarded (enter info on Other line)



Other:

Other funding *

INSTRUCTIONS: Identify any other funding which has been committed for this Project, such as from a developer, foundation, another project partner, federal/state/other grant, municipal bonds, or any other source.

- If no other funding is committed to the Project, check box #1.
- If any other type of funding has already been committed, **check box #2 AND the Other box**. On the Other line, enter the source/entity providing the funding, the year of the funding (if applicable) and the amount committed. Use whole numbers and separated with commas. **Example response: XYZ Developer, 2026, \$250,000**
- Do not include the AZ SMART request, CDS, Legislative Appropriations, federal aid formula funds or match, the Federal Grant, Applicant's own funds or any other sources.

- ☒ 1. No other funds committed
- ☐ 2. Other funds are committed (enter info on Other line)
- ☐ Other:

Federal Discretionary Grant

NOTE: All AZ SMART applications must be associated with a federal discretionary grant administered by a federal agency for *surface transportation purposes*. Please note Congressionally Directed Spending is not a federal grant and will not fulfill the requirement for DOES applicants to apply for a federal discretionary grant within 2 years of the Date of Award of the DOES funding.

Federal Grant pursued *

INSTRUCTIONS: The Applicant must identify the federal grant it intends to pursue, or has already been awarded, for the [Project](#). Select one grant only. If the desired grant is not listed, select Other and enter the name of the grant and the applicable federal agency.

NOTE: The list below includes common federal discretionary grants for Surface Transportation Purposes but does not include all which may be eligible for AZ SMART. Applicants are solely responsible for identifying appropriate federal grants for the Project and may wish to consult the US Department of Transportation [Discretionary Grants Dashboard](#).

- ☐ Bridge Investment Program
- ☐ Defense Community Infrastructure Pilot
- ☐ INFRA (Nationally Significant Freight and Highway Projects)
- ☐ RAISE (Local and Regional Project Assistance)
- ☐ MEGA (National Infrastructure Project Assistance)
- ☐ National Culvert Removal, Replacement and Restoration
- ☐ PROTECT
- ☐ Railroad Crossing Elimination Program
- ☐ RURAL (Rural Surface Transportation Grant Program)
- ☐ Safe Streets For all
- ☐ Transit Buses and Bus Facilities Program
- ☒ Other: ATTAIN

Federal Grant REQUIRED Match % *

INSTRUCTIONS: Enter the percent of the match REQUIRED by the Federal Discretionary Grant. This information is identified in the NOFO or on the grant's webpage, which may be accessed through the US Department of Transportation's [Discretionary Grants Dashboard](#). Enter a number without the percent symbol. *Example response: 20%*

NOTE: AZ SMART will not provide match exceeding that required by the Federal Discretionary Grant. Applicants are responsible for providing any excess matching funds to improve the competitiveness of their federal application.

20

Federal Grant application phase(s) *

INSTRUCTIONS: Indicate the Project phase(s) for which funding will be/has been requested in the Federal Grant application. Check all that apply. If selecting "Other," please identify the phase.

NOTE: The Applicant is responsible for determining the eligibility of each phase under the intended Federal Grant.

☒ Design

☐ Right of Way Acquisition

☐ Utilities/Railroad

☒ Construction

☐ Other:

Federal grant application status *

INSTRUCTIONS: Identify the status of the Federal Grant application. Select only one.

- If the Federal Grant has **already been awarded, check box #1 AND the Other box**. On the Other line, enter the year and amount awarded, in whole numbers and separated with commas. **Example response: 2024, \$16,250,000**
- If an application has been submitted but **not yet awarded, check box #2 AND Other box**. On the Other line, enter the year submitted and amount requested. **Example response: 2024, 16250000**
- In an application has not yet been submitted, select either box #3 or #4 as applicable.

☐ #1 Federal Grant has been awarded (enter info on Other line)

☒ #2 Application submitted but not yet awarded (enter info on Other line)

☐ #3 Application will be submitted within next 6 months.

☐ #4 Application will be submitted in more than 6 months

☒ Other: 2026 \$3,336,120 ATTAIN Program

Intended Project Administration *

INSTRUCTIONS: Indicate how the Applicant intends to administer the Project if awarded a Federal Discretionary Grant. Select only one.

NOTE regarding Direct Recipient and self-administered projects:

1. ADOT cannot administer any phase or element of a SS4A grant.
2. ADOT PDA fees *generally* do not apply to Direct Recipient and self-administered Projects as ADOT may have little or no involvement beyond an AZ SMART award. Instead, Direct Recipient and self-administered Project sponsors will be solely responsible for all aspects of delivering a federal aid project, including but not limited to:

- Working directly with the federal awarding agency to obligate funds, obtain necessary clearances, and handle all design/construction administration, reporting and compliance related to the Federal Grant such as Title VI, disadvantaged business entities, and other federal requirements.
- Preparing bid documents and procuring all consultants and contractors under solicitations which meet Federal Standards.
- Making all payments directly to consultants, contractors or other service providers prior to requesting reimbursement from the federal agency and/or AZ SMART. Reimbursement may take a month or more.
- If ADOT administration is later requested by a Direct Recipient or self-administered Project sponsor, project development and/or construction administration fees will apply.

☐ Direct Recipient if allowed in NOFO

☒ ADOT administration

☐ Other:

Other Required or Supplementary Information and Documents

Confidential Information

INSTRUCTIONS: Confidential data, information or documents include trade secrets or other proprietary information. All such information must be clearly marked as CONFIDENTIAL in capital letters. ADOT must agree the information is confidential. No public records may be deemed confidential.

- If Application contains no confidential data, information or documents, check box #1.
- If Application contains any confidential data, information or documents, **check box #2 and the Other box**. On the Other line, clearly identify the document, relevant page number(s) and the specific confidential data or information.

NOTE: Any documents containing confidential data or information are to be clearly marked with CONFIDENTIAL in capital letters.

☒ #1 No confidential information

☐ #2 Application contains confidential information (identify on Other line)

☐ Other:

Signed Offer and Acceptance form *

INSTRUCTIONS: Email the Offer and Acceptance form *signed by the Authorized Representative* to azsmart@azdot.gov and enter the name of that electronic file below. Failure to provide this document will result in an incomplete application which will not be reviewed, retained or considered.

NOTE: The signature must be applied by hand or through an electronic platform such as DocuSign. A form signed by anyone other than the Authorized Representative identified in this application or which contain a typed signature will not be accepted.

N/A

Letter of Support #1

INSTRUCTIONS: Email Letter of Support #1 to azsmart@azdot.gov and enter the name of that electronic file below.

NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the [RFGAA](#) for further information.

~~TBD - WSP is working on these~~ "Attachment 7 Letters of Support"

Letter of Support #2

INSTRUCTIONS: Email Letter of Support #2 to azsmart@azdot.gov and enter the name of that electronic file below.

NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the [RFGAA](#) for further information.

~~TBD - WSP is working on these~~ "Attachment 7 Letters of Support"

Letter of Support #3

INSTRUCTIONS: Email Letter of Support #3 to azsmart@azdot.gov and enter the name of that electronic file below.

NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the [RFGAA](#) for further information.

~~TBD - WSP is working on these~~ "Attachment 7 Letters of Support"

Letter of Support #4

INSTRUCTIONS: Email Letter of Support #4 to azsmart@azdot.gov and enter the name of that electronic file below.

NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the [RFGAA](#) for further information.

~~TBD - WSP is working on these~~ "Attachment 7 Letters of Support"

Letter of Support #5

INSTRUCTIONS: Email Letter of Support #5 to azsmart@azdot.gov and enter the name of that electronic file below.

NOTE: A maximum of 5 support letters may be submitted with the Application. Each letter is worth 1 point in the Priority Criteria - see the [RFGAA](#) for further information.

~~TBD - WSP is working on these~~ "Attachment 7 Letters of Support"

Letters of Support from:

- AZ State Senator Mark Kelly
- AZ State Senator Ruben Gallego
- County of La Paz
- County of Pima
- County of Santa Cruz
- County of Yuma
- City of Globe
- City of Kingman
- City of San Luis
- City of Show Low
- Greater Nogales Port Authority
- Greater Yuma Port Authority
- Maricopa Association of Governments

Thank you for your submission.

PLT Monday Mtgs EGT Grant Questions & Approvals

[illegible]

ARIZONA STATEWIDE CAMERA MODERNIZATION FOR SAFER, SMARTER HIGHWAYS

Fiscal Years 2025 and 2026 Advanced Transportation Technology
and Innovation (ATTAIN) Competitive Grant Program

Attachment 7. Letters of Support

August 11, 2026

No.	Stakeholder/Agency
1	Arizona State Senator Mark Kelly
2	Arizona State Senator Ruben Gallego
3	County of La Paz (Ehrenberg POE)
4	County of Pima
5	County of Santa Cruz
6	County of Yuma
7	City of Globe
8	City of Kingman
9	City of San Luis
10	City of Show Low
11	Greater Nogales Port Authority
12	Greater Yuma Port Authority
13	Maricopa Association of Governments

United States Senate

WASHINGTON, DC 20510-0309

July 21, 2026

The Honorable Sean McMaster
Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Administrator McMaster:

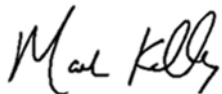
We write regarding the Advanced Transportation Technology and Innovation (ATTAIN) application submitted by the Arizona Department of Transportation (ADOT) for \$3,336,120 in funding. An award of these dollars would allow ADOT to modernize and expand Arizona's traffic camera network, improving real-time incident detection, emergency response, freight movement, and roadway reliability statewide.

ADOT's closed-circuit television camera network is a critical part of the state's traffic operations system, enabling real-time detection of crashes, congestion, weather hazards, and other roadway incidents. It also supports coordination among emergency responders, transportation operators, and public safety partners. This project would upgrade cameras at Arizona's ports of entry, replace 175 cameras that have reached the end of their useful lives, and install 50 new freeway cameras at priority locations. Building on ADOT's existing technology infrastructure, these improvements would strengthen traffic management, road-weather monitoring, wrong-way driver detection, and freight operations.

The total project cost is \$4,170,150, including an \$834,030 non-federal contribution from Arizona's State Match Advantage for Rural Transportation Fund, demonstrating the state's commitment and responsible leveraging of federal ATTAIN funding.

Without this investment, aging equipment and gaps in camera coverage will increasingly limit ADOT's ability to monitor roadway conditions and respond efficiently to incidents across Arizona's growing transportation network. Therefore, in accordance with all applicable rules, regulations, and ethical guidelines, we respectfully request full and fair consideration of ADOT's application.

Sincerely,



Mark Kelly
United States Senator



Ruben Gallego
United States Senator



La Paz County Board of Supervisors

1108 Joshua Avenue
Parker, Arizona 85344

(928) 669-6115 TDD (928) 669-8400 Fax (928) 669-9709

www.lapaz.gov

David Plunkett	- District 1	Stephanie McDowell	- County Administrator
Duce Minor	- District 2	Laurie Thornbury	- Clerk of the Board
Holly Irwin	- District 3		

July 21, 2026

U.S. Department of Transportation
Federal Highway Administration
Office of Operations
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Letter of Support for Arizona Statewide Camera Modernization for Safer, Smarter Highways —
ATTAIN Competitive Grant Program

Dear ATTAIN Grant Review Committee:

I am writing on behalf of La Paz County Board of Supervisors to express support for the Arizona Department of Transportation's (ADOT) application to the U.S. Department of Transportation (USDOT) Federal Highway Administration's (FHWA) Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Competitive Grant Program for the Arizona Statewide Camera Modernization for Safer, Smarter Highways.

This statewide investment will modernize and expand one of Arizona's most important traffic operations tools: the closed-circuit television (CCTV) camera network that supports real-time traffic monitoring, incident verification, emergency response coordination, traffic information, freight movement, and system reliability across Arizona's road network and at the Port of Entries (POEs). ADOT is seeking \$3,336,120 towards a total project cost of \$4,170,150. The proposed project will deliver three coordinated technology improvements: POE camera upgrades, replacement of 175 end-of-lifecycle CCTV cameras, and installation of 50 new freeway CCTV cameras at priority locations. These investments will improve video quality, system reliability, network-based operations, maintainability, and coverage on corridors that serve commuters, visitors, emergency responders, commercial vehicles, and interstate freight.

The project is well aligned with the ATTAIN program's purpose of deploying advanced transportation technologies that improve safety, statewide mobility, system performance, intermodal connectivity, and return on infrastructure investment. Modernized and expanded CCTV coverage will help detect and verify crashes, disabled vehicles, debris, congestion, work zones, weather-related hazards, POE disruptions, and other emergency conditions more quickly. Better real-time visibility will also support faster dispatch of the appropriate response resources, improved coordination with law

enforcement, fire, EMS, maintenance, and traffic operations partners, and more timely traffic information through AZ511 and other public-facing systems. By improving incident detection, response coordination, and traffic information, the project will help reduce non-recurring congestion, improve travel time reliability, reduce secondary crash risk, and make better use of existing roadway capacity. The Project will enhance regional economic activity, cross-border commerce, and nationally significant freight movement by providing reliable freeway operations along corridors that connect urban centers, rural communities, POEs and interstate trade routes.

Rather than creating a stand-alone system, the project builds on ADOT's existing transportation technology ecosystem, including traffic management, commercial vehicle operations, roadside detection, work zone and incident notification, AZ511 traffic information, POE operations, and network-based data exchange. The Project will strengthen the visual information layer that supports ADOT's broader intelligent transportation systems architecture and future-ready operations, including improved road weather validation, wrong-way driver detection, and freight monitoring.

For these reasons, La Paz County strongly supports ADOT's request for ATTAIN funding. This project is a practical, scalable, and high-impact investment in proven transportation technology that will improve safety, mobility, emergency response, freight reliability, and operational resilience across Arizona. We respectfully encourage USDOT and FHWA to give full and favorable consideration to ADOT's application.

Sincerely,



Duce Minor,
Chairman of the Board

July 21, 2026

U.S. Department of Transportation

Federal Highway Administration

Office of Operations

1200 New Jersey Avenue SE

Washington, DC 20590

Re: Letter of Support for the Arizona Statewide Camera Modernization for Safer, Smarter Highways — ATTAIN Competitive Grant Program

Dear ATTAIN Grant Review Committee:

On behalf of the Pima County District 3 office, I am pleased to express strong support for the Arizona Department of Transportation's (ADOT) application to the U.S. Department of Transportation Federal Highway Administration's Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Competitive Grant Program for the Arizona Statewide Camera Modernization for Safer, Smarter Highways. This statewide investment will modernize and expand one of Arizona's most important traffic operations tools: the closed-circuit television (CCTV) camera network that supports real-time traffic monitoring, incident verification, emergency response coordination, traveler information, freight movement, and system reliability across Arizona's road network and at the Port of Entries (POEs).

ADOT is requesting \$3,336,120 in ATTAIN funding towards a total project cost of \$4,170,150. The proposed project will deliver three coordinated technology improvements: POE camera upgrades, replacement of 175 end-of-lifecycle CCTV cameras, and installation of 50 new freeway CCTV cameras at priority locations. These investments will improve video quality, system reliability, network-based operations, maintainability, and coverage on corridors that serve commuters, visitors, emergency responders, commercial vehicles, and interstate freight.

The project is well aligned with the ATTAIN program's purpose of deploying advanced transportation technologies that improve safety, statewide mobility, system performance, intermodal connectivity, and return on infrastructure investment. Modernized and expanded CCTV coverage will help ADOT detect and verify crashes, disabled vehicles, debris, congestion, work zones, weather-related hazards, POE disruptions, and other emergency conditions more quickly. Better real-time visibility will also support faster dispatch of the appropriate response resources, improved coordination with law enforcement, fire, EMS, maintenance, and traffic operations partners, and more timely traveler information through AZ511 and other public-facing systems. By improving incident detection, response coordination, and traveler information, the project will help reduce non-recurring congestion, improve travel time reliability, reduce secondary crash risk, and make better use of existing roadway capacity. The Project will enhance regional economic activity, cross-border commerce, and nationally significant freight movement by providing

Jennifer Allen, District 3 Supervisor



reliable freeway operations along corridors that connect urban centers, rural communities, POEs and interstate trade routes.

Rather than creating a stand-alone system, the project builds on ADOT's existing transportation technology ecosystem, including traffic management, commercial vehicle operations, roadside detection, work zone and incident notification, AZ511 traveler information, POE operations, and network-based data exchange. The Project will strengthen the visual information layer that supports ADOT's broader intelligent transportation systems architecture and future-ready operations, including improved road weather validation, wrong-way driver detection, freight monitoring, and potential AI-enabled video analytics.

For these reasons, Pima County District 3 office strongly supports ADOT's request for ATTAIN funding. This project is a practical, scalable, and high-impact investment in proven transportation technology that will improve safety, mobility, emergency response, freight reliability, and operational resilience across Arizona. We respectfully encourage USDOT and FHWA to give full and favorable consideration to ADOT's application.

Sincerely,

County Supervisor Jennifer Allen
Pima County District 3
33 N Stone Ave, Tucson, AZ, 85701
(520) 724-8051
jen.allen@pima.gov

Jennifer Allen, District 3 Supervisor



SANTA CRUZ COUNTY

Arizona

July 20, 2026

U.S. Department of Transportation
Federal Highway Administration
Office of Operations
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Letter of Support for the ADOT Statewide Camera Modernization for Safer, Smarter Highways — ATTAIN
Competitive Grant Program

Dear ATTAIN Grant Review Committee:

As Chairman of the Board of Supervisors, I am pleased to express strong support for the Arizona Department of Transportation's application to the U.S. Department of Transportation Federal Highway Administration's Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Competitive Grant Program for the ADOT Statewide Camera Modernization for Safer, Smarter Highways. This statewide investment will modernize and expand one of Arizona's most important traffic operations tools: the closed-circuit television (CCTV) camera network that supports real-time traffic monitoring, incident verification, emergency response coordination, traveler information, freight movement, and system reliability across Arizona's road network and at the Port of Entries (POEs).

ADOT is requesting \$3,336,120 in ATTAIN funding towards a total project cost of \$4,170,150. The proposed project will deliver three coordinated technology improvements: POE camera upgrades, replacement of 175 end-of-lifecycle CCTV cameras, and installation of 50 new freeway CCTV cameras at priority locations. These investments will improve video quality, system reliability, network-based operations, maintainability, and coverage on corridors that serve commuters, visitors, emergency responders, commercial vehicles, and interstate freight.

The project is well aligned with the ATTAIN program's purpose of deploying advanced transportation technologies that improve safety, statewide mobility, system performance, intermodal connectivity, and return on infrastructure investment. Modernized and expanded CCTV coverage will help ADOT detect and verify crashes, disabled vehicles, debris, congestion, work zones, weather-related hazards, POE disruptions, and other emergency conditions more quickly. Better real-time visibility will also support faster dispatch of the appropriate response resources, improved coordination with law enforcement, fire, EMS, maintenance, and traffic operations partners, and timelier traveler information through AZ511 and other public-facing systems. By improving incident detection, response coordination, and traveler information, the project will help reduce non-recurring congestion, improve travel time reliability, reduce secondary crash risk, and make better use of existing roadway capacity. The Project will enhance regional economic activity, cross-border commerce, and nationally significant freight movement by providing reliable freeway operations along corridors that connect urban centers, rural communities, POEs and interstate trade routes.

Rather than creating a stand-alone system, the project builds on ADOT's existing transportation technology ecosystem, including traffic management, commercial vehicle operations, roadside detection, work zone and incident notification, AZ511 traveler information, POE operations, and network-based data exchange. The Project will strengthen the visual information layer that supports ADOT's broader intelligent transportation systems architecture and future-ready operations, including improved road weather validation, wrong-way driver detection, freight monitoring, and potential AI-enabled video analytics.

For these reasons, I strongly support ADOT's request for ATTAIN funding. This project is a practical, scalable, and high-impact investment in proven transportation technology that will improve safety, mobility, emergency response, freight reliability, and operational resilience across Arizona. We respectfully encourage USDOT and FHWA to give full and favorable consideration to ADOT's application.

Sincerely,



John Fanning
Chairman
Santa Cruz County Board of Supervisors
jffanning@santacruzcountyaz.gov

**OFFICE OF THE
BOARD OF SUPERVISORS
197 S. Main Street, Suite 301
Yuma, Arizona 85364**



**MARTIN PORCHAS
SUPERVISOR, DISTRICT 1**

August 4, 2026

U.S. Department of Transportation
Federal Highway Administration
Office of Operations
1200 New Jersey Avenue SE
Washington, DC 20590

**Re: Letter of Support for the Arizona Statewide Camera Modernization for Safer, Smarter Highways — ATTAIN
Competitive Grant Program**

Dear ATTAIN Grant Review Committee:

On behalf of Yuma County, I am pleased to express strong support for the Arizona Department of Transportation's (ADOT) application to the U.S. Department of Transportation Federal Highway Administration's Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN) Competitive Grant Program for the Arizona Statewide Camera Modernization for Safer, Smarter Highways. This statewide investment will modernize and expand one of Arizona's most important traffic operations tools: the closed-circuit television (CCTV) camera network that supports real-time traffic monitoring, incident verification, emergency response coordination, traveler information, freight movement, and system reliability across Arizona's road network and at the Port of Entries (POEs).

ADOT is requesting \$3,336,120 in ATTAIN funding towards a total project cost of \$4,170,150. The proposed project will deliver three coordinated technology improvements: POE camera upgrades, replacement of 175 end-of-lifecycle CCTV cameras, and installation of 50 new freeway CCTV cameras at priority locations. These investments will improve video quality, system reliability, network-based operations, maintainability, and coverage on corridors that serve commuters, visitors, emergency responders, commercial vehicles, and interstate freight.

The project is well aligned with the ATTAIN program's purpose of deploying advanced transportation technologies that improve safety, statewide mobility, system performance, intermodal connectivity, and return on infrastructure investment. Modernized and expanded CCTV coverage will help ADOT detect and verify crashes, disabled vehicles, debris, congestion, work zones, weather-related hazards, POE disruptions, and other emergency conditions more quickly. Better real-time visibility will also support faster dispatch of the appropriate response resources, improved coordination with law enforcement, fire, EMS, maintenance, and traffic operations partners, and more timely traveler information through AZ511 and other public-facing systems. By improving incident detection, response coordination, and traveler information, the project will help reduce non-recurring congestion, improve travel time reliability, reduce secondary crash risk, and make better use of existing roadway capacity. The Project will enhance regional economic activity, cross-border commerce, and nationally significant freight movement by providing reliable freeway operations along corridors connecting urban centers, rural communities, POEs, and interstate trade routes.

Rather than creating a stand-alone system, the project builds on ADOT's existing transportation technology ecosystem, including traffic management, commercial vehicle operations, roadside detection, work zone and incident notification, AZ511 traveler information, POE operations, and network-based data exchange. The Project will strengthen the visual

Tel: (928) 373-1010

Website: www.co.yuma.az.us

Fax: (928) 373-1120

information layer that supports ADOT's broader intelligent transportation systems architecture and future-ready operations, including improved road weather validation, wrong-way driver detection, freight monitoring, and potential AI-enabled video analytics.

For these reasons, Yuma County strongly supports ADOT's request for ATTAIN funding. This project is a practical, scalable, and high-impact investment in proven transportation technology that will improve safety, mobility, emergency response, freight reliability, and operational resilience across Arizona. We respectfully encourage USDOT and FHWA to give full and favorable consideration to ADOT's application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Martin Porchas", written over a horizontal line.

Martin Porchas, Chairman, District 1

July 20, 2026

The Honorable Sean Duffy
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590-0001

Dear Secretary Duffy:

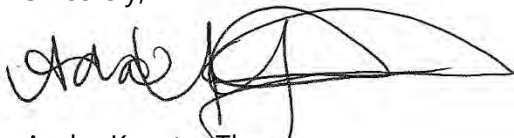
The Maricopa Association of Governments (MAG) is pleased to support the Arizona Department of Transportation's (ADOT) application for the *Arizona Statewide Camera Modernization for Safer, Smarter Highways* (Project) under the Fiscal Years 2025-2026 Advanced Transportation Technology and Innovation (ATTAIN) Grant Program. ADOT's project will deliver three coordinated technology improvements: Port of Entry (POE) camera upgrades, replacement of 175 end-of-lifecycle closed-circuit television (CCTV) cameras, and installation of 50 new freeway CCTV cameras at priority locations.

This statewide investment will modernize and expand one of Arizona's most important traffic operations tools: the CCTV camera network that supports real-time traffic monitoring, incident verification, emergency response coordination, traffic information, freight movement, and system reliability across Arizona's road network and at ports. Modernizing and expanding CCTV coverage will improve the detection and verification of crashes, disabled vehicles, debris, congestion, work zones, weather-related hazards, POE disruptions, and other emergency conditions. Better real-time visibility also supports faster dispatch of appropriate response resources, and more timely traffic information through AZ511 and other public-facing systems. This helps reduce non-recurring congestion, improve travel time reliability, reduce secondary crash risk, and make better use of existing roadway capacity.

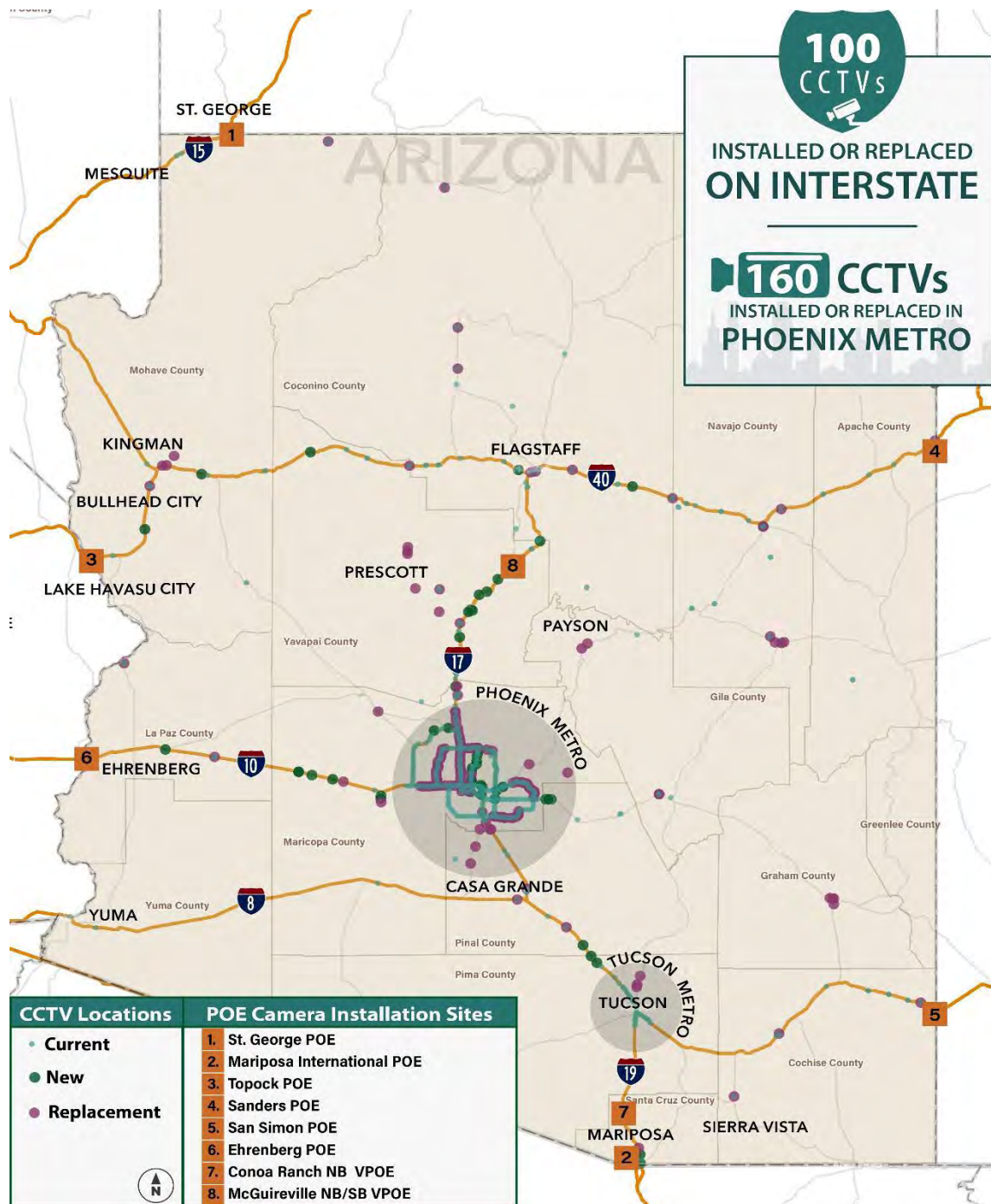
As the regional planning agency, MAG is responsible for developing the long-range regional transportation plan. This project aligns with regional goals of safety and mobility by improving safety, mobility, emergency response, freight reliability, and operational resilience throughout the region and the state.

We appreciate your favorable consideration on this application.

Sincerely,



Audra Koester Thomas
Executive Director



ARIZONA STATEWIDE CAMERA MODERNIZATION FOR SAFER, SMARTER HIGHWAYS

Fiscal Years 2025 and 2026 Advanced Transportation Technology
and Innovation (ATTAIN) Competitive Grant Program
Attachment 2. Project Budget

August 11, 2026

Arizona DOT is requesting a total of 80% in ATTAIN funds in the amount of \$3,336,120 for Statewide Camera Modernization for Safer, Smarter Highways Project herein referred to as “The Project”. The Total Project Costs are \$4,170,150.

Total Project Cost - \$4,170,150

Table 1 Total Budget Breakdown

Cost Classification	Total Cost	Costs Not Allowable for Participation	Total Allowable Costs
Other Architectural and Engineering Fees	\$98,656	\$0	\$98,656
Construction	\$1,430,308	\$0	\$1,430,308
Equipment	\$2,281,116	\$0	\$2,281,116
Miscellaneous	\$178,063	\$0	\$178,063
Contingencies	\$182,007	\$0	\$182,007
Total Project Costs	\$4,170,150	\$0	\$4,170,150

ADOT will provide a total of \$834,030 in AZ SMART funds in non-federal funds and meet the minimum match requirement of 20%.

Table 2 Grant Funds Sources and Uses of Project Funds

Fund Source	Budget	Percent of Total Budget
State Match (AZ SMART Funds)	\$834,030	20%
ATTAIN Program	\$3,336,120	80%
Total Budget	\$4,170,150	100%

The AZ SMART Fund is a state-administered program that provides financial support to eligible Arizona entities for developing and matching federal discretionary surface transportation grants. It was established by the Arizona Legislature in 2022 to assist cities, towns, counties, and ADOT in competing for federal discretionary surface transportation grants. The program is administered by ADOT, and all awards require approval from the State Transportation Board (STB). Funding is allocated across specific categories, and project and award data are available on the AZ SMART Program dashboard, which is updated after each STB meeting. Additional information available at: [AZ Smart Fund | Department of Transportation](#).

The Project will deliver three integrated improvements:

1. Statewide CCTV Modernization
2. New Freeway CCTV Camera Installation
3. Port of Entry (POE) Advanced Camera Technology Deployment

The following table provides the costs of the three improvements and funding sources.

Table 3 Project Breakdown of Funding Sources

Funding Source	CCTV Modernization	New CCTV Installations	POE Camera Tech. Deployment	Total Costs
Grant Award Ask (80%)	\$1,617,000	\$770,000	\$949,120	\$3,336,120
State Match (20%)	\$404,250	\$192,500	\$237,280	\$834,030
Project Total (100%)	\$2,021,250	\$962,500	\$1,186,400	\$4,170,150

The following sections provide detailed costs for all three integrated improvements.

Statewide CCTV Modernization - \$2,021,250

Table 4 High Level Budget Breakdown for Statewide CCTV Modernization

Cost Classification	Costs
Other Architectural and Engineering Fees	\$66,831
Construction	\$719,773
Equipment	\$990,726
Miscellaneous (these are indirect charges)	\$120,623
Contingencies	\$123,297
Total Project Costs for Statewide CCTV Modernization	\$2,021,250

The Statewide CCTV Modernization component includes the replacement of 175 end-of-life CCTV cameras throughout Arizona to improve incident detection, traffic management, traveler information, and transportation system performance. The estimated project cost is \$2.02 million, including the purchase of Bosch MIC7100/7522 camera and related procurement and installation activities and a contingency of \$123,297. Existing fiber optic communications, power, conduit, poles, and mounting infrastructure will remain in place, minimizing implementation costs and accelerating deployment. The project is expected to be completed within 18 to 24 months and will support ADOT's 10- to 12-year technology lifecycle replacement program while advancing ATTAIN objectives related to advanced transportation management and traveler information systems.

New Freeway CCTV Camera Installations - \$962,500

Table 5 High Level Budget Breakdown for New Freeway CCTV Camera Installations

Cost Classification	Costs
Other architectural and engineering fees	\$31,825
Construction	\$342,750
Equipment	\$471,775
Miscellaneous (these are indirect charges)	\$57,440
Contingencies	\$58,710
Total Project Costs for New Freeway CCTV Camera Installations	\$962,500

The 50 New Freeway CCTV Camera Installation component of the Project will expand ADOT's statewide traffic monitoring capabilities by deploying cameras at strategic freeway locations where additional coverage is needed. Many of these camera locations will provide coverage for blind spots, reducing potential accidents. The total estimated project cost is \$962,500, consisting of camera equipment, mounting hardware, communications interface components, installation labor, traffic control, project management, and a 10 percent contingency. The project leverages existing communications infrastructure where available and excludes fiber optic backbone construction, resulting in a cost-effective deployment strategy. By increasing real-time visibility of traffic conditions, incidents, weather impacts, and roadway operations, the project will enhance system performance, improve traveler information, and support ATTAIN goals for congestion reduction and operational efficiency.

Port of Entry (POE) Camera Technology Deployment - \$1,186,400

Table 6 High Level Budget Breakdown for POE Camera Technology Deployment

Cost Classification	Costs
Construction	\$367,785
Equipment	\$818,615
Total Project Costs for POE Camera Technology Deployment	\$1,186,400

The POE Camera Upgrades component will modernize ADOT's camera infrastructure at Arizona's commercial vehicle inspection and border entry facilities to improve operational awareness, freight mobility, and safety. Funding will support the replacement and upgrade of aging camera equipment, installation services, and contingency costs required to ensure reliable long-term operation and ensure AI ready capabilities. These upgraded cameras will bolster monitoring capabilities for over height and safety screening, as well as truck sorting, while streamlining operations for transportation and enforcement personnel. This investment advances ATTAIN objectives related to advanced transportation management technologies, infrastructure monitoring, and transportation system performance data collection while improving the efficiency and reliability of critical freight corridors.

Cost Effectiveness and Federal Investment Value

The Project budget is structured to directly advance the core objectives of the ATTAIN program by deploying proven, scalable technologies that improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. This funding request represents a cost-effective federal investment because ADOT will leverage existing fiber optic communications, power, conduit, poles, mounting infrastructure, and traffic operations systems wherever available. By reusing this infrastructure, the Project minimizes costly civil construction, reduces implementation risk,

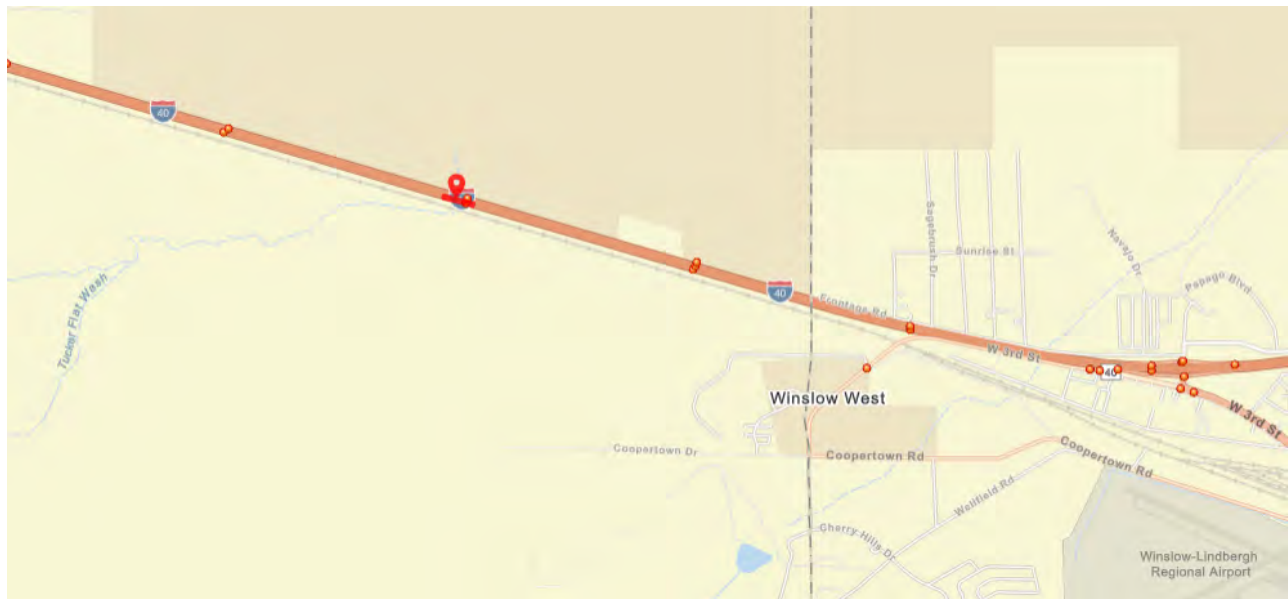
accelerates deployment, and concentrates federal funds on technology assets that will deliver measurable operational benefits.

The POE component is a particularly strong element of the Project because it extends advanced transportation technology benefits to freight-critical and border-related operations. Modernized cameras at commercial vehicle inspection and border entry facilities will support safer and more efficient screening, improve operational visibility for transportation and enforcement personnel, reduce processing delays, and enhance the reliability of key corridors serving interstate commerce.

The Project is a practical, scalable, and implementation-ready investment that will convert an ATTAIN award into statewide safety, operations, freight, and traveler information benefits. By combining existing infrastructure, identified matching funds, proven technology, and a clear operations and maintenance framework, ADOT is positioned to deliver near-term improvements while creating a foundation for future intelligent transportation system innovation.

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7a	Route & MP:	40 @ MP 248.9
	Project Name:	TUCKER FLAT BRIDGE EB #336
	Type of Work:	REHABILITATE BRIDGE
	County:	Coconino
	District:	Northcentral
	Schedule:	FY 2028
	Project:	F071501C TIP#: 103674
	Project Manager:	Tricia Brown
	Program Amount:	\$8,000,000
	New Program Amount:	\$7,000,000
	Requested Action:	Change Project Schedule.



13

1. PRB Meeting Date: 8/11/2026 ☒ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:

8/13/2026

Tricia Brown

4. Project Manager / Presenter:

Tricia Brown @ (602) 712-7046

205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

TUCKER FLAT BRIDGE EB #336

7. Type of Work:

REHABILITATE BRIDGE

8. CPSID: IS1Q 9. District: Northcentral 10. Route: 40 11. County: Coconino 12. Beg MP: 248.9 13. TRACS #: F071501C ? 14. Len (Mi.): 1.0 15. Fed Id #: NHPP

16. Program Budget: \$8,000

17. Program Item #: 103674

18. Current Approved Program Budget:

\$8,000

18a. (+/-) Program Budget Request:

(\$1,000)

18b Total Program Budget After Request:

\$7,000

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
103674	\$8,000		NHPP

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
76228	(\$8,000)		
72327	\$7,000		

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 28

22. CURRENT BID READY:

23. CURRENT ADV DATE: 7/16/2027

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR: 27

22A. REQUEST BID READY:

23A. REQUEST ADV DATE: 10/16/2026

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: STAGE V

24e. ENVIRONMENTAL CLEARANCE: YES

24f. MATERIALS MEMO COMP: YES

24g. U&RR CLEARANCE: YES

24h. C&S CLEARANCE: YES

24i. R/W CLEARANCE: YES

24j. CUSTOMIZED SCHEDULE: YES

24k. SCOPING DOCUMENT: YES

25. DESCRIPTION OF REQUEST

Change Project Schedule.

26. JUSTIFICATION OF REQUEST

This request is to advance the construction project from FY 2028 to FY 2027.

Tucker Flat Bridge falls within the limits of the F0841. Dennison to Navajo County Line is scheduled in FY 27. This request will align both projects for construction in FY 27 through a single contract.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN SCHEDULE
 CHANGE IN FY
 CHANGE IN BUDGET

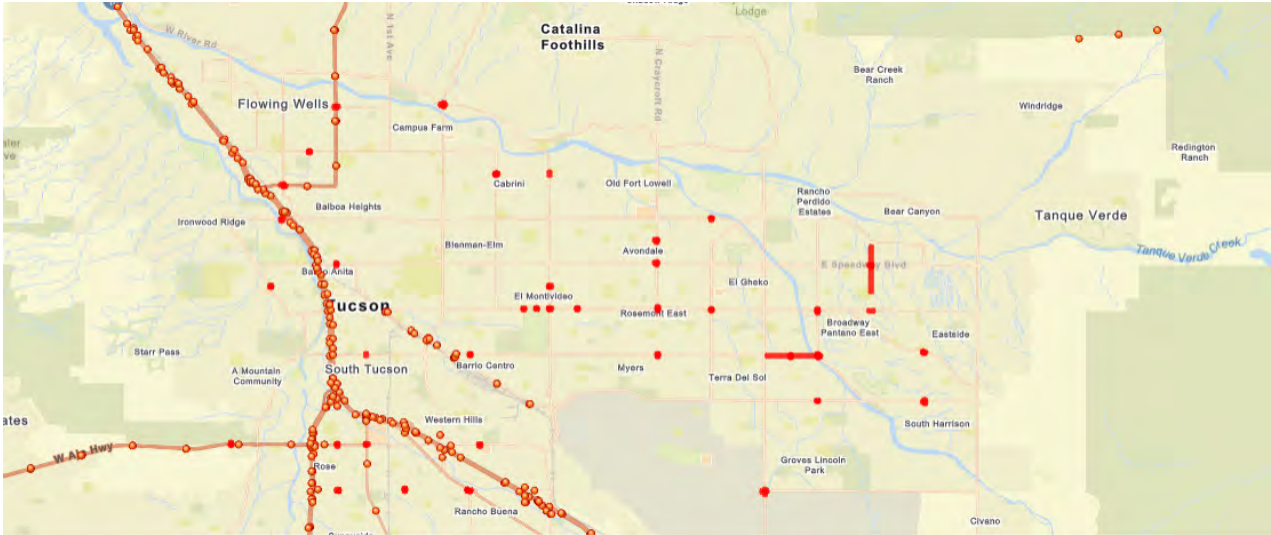
APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 9/2/2026

PRB APPROVED

PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7b	Route & MP:	0000 @ MP TUC
	Project Name:	FLASHING YELLOW ARROW BACKPLATES & LENS, 40 LOC.
	Type of Work:	INSTALL FLASHING YELLOW ARROWS
	County:	Pima
	District:	Southcentral
	Schedule:	FY 2027
	Project:	T038501C TIP#: 102477
	Project Manager:	Dana Cherry
	Program Amount:	\$1,033,000
	New Program Amount:	\$0
	Requested Action:	Decrease Budget.



05

1. PRB Meeting Date: 8/18/2026

2. Teleconference: No

3. Form Date / 5. Form By:

8/20/2026

Dana Cherry

4. Project Manager / Presenter:

Dana Cherry @ (602) 712-7030

205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

FLASHING YELLOW ARROW BACKPLATES & LENS, 40 LOC.

7. Type of Work:

INSTALL FLASHING YELLOW ARROWS

8. CPSID: ZC1P 9. District: Southcentral 10. Route: 0000 11. County: Pima 12. Beg MP: TUC 13. TRACS #: T038501C ? 14. Len (Mi.): 0.0 15. Fed Id #: HSIPTUC-0(272)D

16. Program Budget: \$1,033

17. Program Item #: 102477

18. Current Approved Program Budget:

\$1,033

18a. (+/-) Program Budget Request:

(\$1,033)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
102477	\$1,033		100pct HSIP Funds

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27

22. CURRENT BID READY:

23. CURRENT ADV DATE: TBD

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70127	(\$1,033)		100pct HSIP Funds

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

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: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Decrease Budget.

26. JUSTIFICATION OF REQUEST

The City of Tucson has requested federal funds to be removed from the construction phase of the project. The construction project will be funded exclusively with local funds.

City of Tucson is a CA.

01C - (\$1,033,081.88).

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 9/2/2026



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7c	Route & MP:	0000 @ MP TUC
	Project Name:	CITY OF TUCSON - 22 LOCATIONS
	Type of Work:	INSTALL FLASHING YELLOW ARROWS
	County:	Pima
	District:	Southcentral
	Schedule:	FY 2027
	Project:	T038401C TIP#: 102475
	Project Manager:	Dana Cherry
	Program Amount:	\$325,000
	New Program Amount:	\$0
	Requested Action:	Decrease Budget.



06

1. PRB Meeting Date: 8/18/2026

2. Teleconference: No

3. Form Date / 5. Form By:

8/20/2026

Dana Cherry

4. Project Manager / Presenter:

Dana Cherry @ (602) 712-7030

205 S 17TH AVE, , 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

CITY OF TUCSON - 22 LOCATIONS

7. Type of Work:

INSTALL FLASHING YELLOW ARROWS

8. CPSID: ZB1P 9. District: Southcentral 10. Route: 0000 11. County: Pima 12. Beg MP: TUC 13. TRACS #: T038401C ? 14. Len (Mi.): 0.0 15. Fed Id #: HSIPTUC-0(270)D

16. Program Budget: \$325

17. Program Item #: 102475

18. Current Approved Program Budget:

\$325

18a. (+/-) Program Budget Request:

(\$325)

18b Total Program Budget After Request:

\$0

CURRENTLY APPROVED:**19. BUDGET ITEMS:**

Item #	Amount	Description	Comments
102475	\$325		100pct HSIP Funds

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 27

22. CURRENT BID READY:

23. CURRENT ADV DATE: TBD

CHANGE / REQUEST:**19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
70127	(\$325)		100pct HSIP Funds

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

22A. REQUEST BID READY:

23A. REQUEST ADV DATE:

20. JPA #'s: SIGNED: NO ADV: NO

CHANGE IN: 24a. PROJECT NAME: NO 24b. TYPE OF WORK: NO 24c. SCOPE: NO 24d. CURRENT STAGE: STAGE III

24e. ENVIRONMENTAL CLEARANCE: YES

24g. U&RR CLEARANCE: NO

24i. R/W CLEARANCE: NO

24k. SCOPING DOCUMENT: NO

24f. MATERIALS MEMO COMP: NO

24h. C&S CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

25. DESCRIPTION OF REQUEST

Decrease Budget.

26. JUSTIFICATION OF REQUEST

The City of Tucson has requested federal funds to be removed from the construction phase of the project. The construction project will be funded exclusively with local funds.

The City of Tucson is a CA.

01C-(\$324.838.50).

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

CHANGE IN BUDGET

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED
 SUBJECT TO PPAC APPROVAL - 9/2/2026



PPAC - PROJECT MODIFICATIONS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7d	Route & MP:	210 @ MP 259
	Project Name:	22nd St; I-10 - Tucson Blvd
	Type of Work:	Bridge Reconstruction
	County:	Pima
	District:	Tucson
	Schedule:	FY 2027
	Project:	F094601C TIP#: 101393
	Project Manager:	Jennifer Hobert
	Program Amount:	\$6,758,000
	New Program Amount:	\$6,758,000
	Requested Action:	Establish New Project,Change Project Schedule.



06

Project Review Board (PRB) Request Form - Version 4.0

1. PRB Meeting Date: 8/25/2026

2. Teleconference: No

3. Form Date / 5. Form By:

8/26/2026

Jennifer Hobert

4. Project Manager / Presenter:

Jennifer Hobert @ 480-486-9576

1611 W JACKSON ST, 291, EM11 - 4210 MPD PLANNING TEAM

6. Project Name:

22nd St; I-10 - Tucson Blvd

7. Type of Work:

Bridge Reconstruction

8. CPSID: 9. District: 10. Route: 11. County: 12. Beg MP: 13. TRACS #: 14. Len (Mi.): 15. Fed Id #:

- Tucson 210 Pima 259.0 F094601C ? 3.7 TUC-0(291)D

16. Program Budget: \$0

17. Program Item #: .

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$6,758

18b Total Program Budget After Request:

\$6,758

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
103666	\$6,758		FY27 PAG 2.6 Funds at 100pct

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR:

22. CURRENT BID READY:

TBD

23. CURRENT ADV DATE:

TBD

CHANGE REQUEST/NEW SCHEDULE:

21A. REQUEST FISCAL YEAR:

2027

22A. REQUEST BID READY:

TBD

23A. REQUEST ADV DATE:

TBD

20. JPA #'s: IGA-26-0011626-I

SIGNED: YES

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: NO

24g. U&RR CLEARANCE: NO

24h. C&S CLEARANCE: NO

24i. R/W CLEARANCE: NO

24j. CUSTOMIZED SCHEDULE: NO

24k. SCOPING DOCUMENT: NO

25. DESCRIPTION OF REQUEST

Establish New Project.

26. JUSTIFICATION OF REQUEST

City of Tucson (COT) is currently administering a construction project to reconstruct the 22nd St Bridge over SR 210 and widen 22nd St to 3 lanes in each direction between Kino Parkway and Tucson Boulevard.

A \$6,758,000 PAG 2.6pct allocation will fund work exclusively within ADOT Right of Way, including improvements to the SR 210 roadway and ramps. All other project segments and Rights of Way belong to the COT and will be funded through the RAISE Grant and other secured sources.

Under a separate agreement, COT will execute the construction and submit reimbursement invoices to PAG through an established review and approval process. ADOT SC District will issue an encroachment permit, review the design plans and specifications, and coordinate with the COT. Upon completing a final inspection and project acceptance, ADOT will assume ownership, operation, and maintenance of its ROW, excluding COT-owned areas.

ADOT and PAG have verified project eligibility for the PAG 2.6pct funding and confirmed that COT will administer the project under the CA program.

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

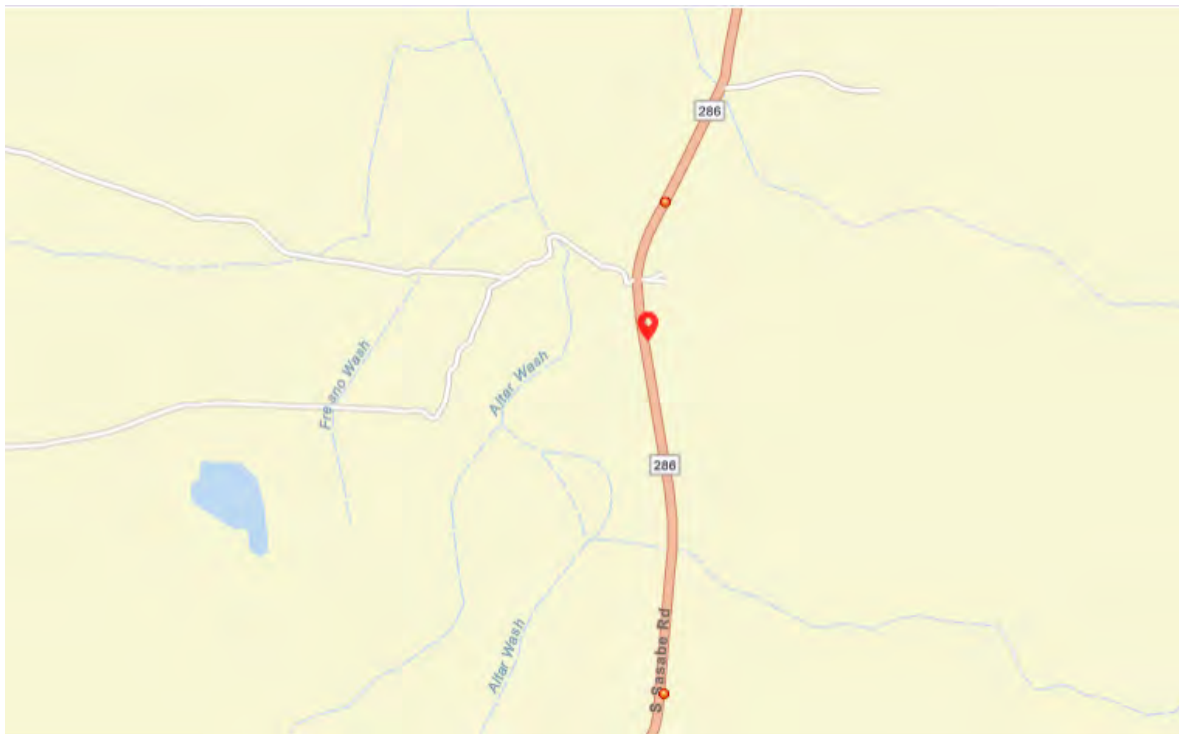
REQUEST APPROVED
SUBJECT TO PPAC APPROVAL - 9/2/2026



PPAC - NEW PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7e

Route & MP:	286 @ MP 30.3
Project Name:	FRESNO WASH MP 30.3
Type of Work:	CONSTRUCT BOX CULVERT
County:	Pima
District:	Southcentral
Schedule:	FY 2028
Project:	F095901D TIP#: .
Project Manager:	Tricia Brown
Program Amount:	\$0
New Program Amount:	\$709,000
Requested Action:	Establish Design Project.



12

1. PRB Meeting Date: 8/11/2026 ☒ 2. Teleconference: (602) 712-7046

3. Form Date / 5. Form By:

8/13/2026

Tricia Brown

4. Project Manager / Presenter:

Tricia Brown @ (602) 712-7046

205 S 17TH AVE, 614E - 4983 PROJECT MANAGEMENT

6. Project Name:

FRESNO WASH MP 30.3

7. Type of Work:

CONSTRUCT BOX CULVERT

8. CPSID: LH1R 9. District: Southcentral 10. Route: 286 11. County: Pima 12. Beg MP: 30.3 13. TRACS #: F095901D ? 14. Len (Mi.): 0.2 15. Fed Id #: 286-A(201)T

16. Program Budget: \$0

17. Program Item #: .

18. Current Approved Program Budget:

\$0

18a. (+/-) Program Budget Request:

\$709

18b Total Program Budget After Request:

\$709

CURRENTLY APPROVED:**19. BUDGET ITEMS:****CHANGE / REQUEST:****19A. BUDGET ITEMS:**

Item #	Amount	Description	Comments
73327	\$709		District Minor

CURRENT SCHEDULE:

21. CURRENT FISCAL YEAR: 28

22. CURRENT BID READY:

23. CURRENT ADV DATE: TBD

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:

NO

24g. U&RR CLEARANCE:

NO

24h. C&S CLEARANCE:

NO

24i. R/W CLEARANCE:

NO

24j. CUSTOMIZED SCHEDULE:

NO

24k. SCOPING DOCUMENT:

NO

25. DESCRIPTION OF REQUEST

Establish Design Project.

26. JUSTIFICATION OF REQUEST

This District Minor project will construct a new concrete box culvert, including guardrail, pavement, striping, and fencing.

Staff: \$433k

Consultant: \$235k

ICAP: \$41k

27. CONCERNS OF REQUEST**28. OTHER ALTERNATIVES CONSIDERED****REQUESTED ACTIONS:**

ESTABLISH A NEW PROJECT

APPROVED / RECOMMENDED ACTIONS:

REQUEST APPROVED

SUBJECT TO PPAC APPROVAL - 9/2/2026

PRB APPROVED

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7f

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT:

Bisbee-Douglas International Airport

SPONSOR:

Cochise County

CATEGORY:

Federal/State/Local

PROJECT NUMBER:

106208

STATE AIRPORT ENGINEER:

Tim Morrison

AIP NUMBER:

N/A

DATE:

8/4/26

☐ New Project

☒ Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Reconstruct Runway 17/35	2027	\$137,500	\$137,500	\$5,225,000	\$5,500,000	N/A
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Runway Reconstruction Project	2027	\$0	\$0	\$0	\$0	N/A
Justification: The Federal Aviation Administration (FAA) is not issuing a grant for this project in State Fiscal Year (SFY) 2027. Grant is being pushed back to SFY 2028.						

Aeronautics Recommends for PPAC action

Aeronautics Approval:

Signed by:

Matthew Munden

C2D0E33391684F4...

Matthew Munden

Signed by:

Elizabeth Allen

Elizabeth Allen

Date:

8/12/2026

FMS Review and Approval:

Signed by:

Elizabeth Allen

Elizabeth Allen

Date:

8/12/2026

Page 179 of 205

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7g

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

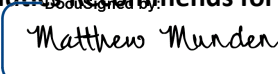
Project Committee Recommendations

AIRPORT: Bisbee-Douglas International Airport ☐ New Project
SPONSOR: Cochise County ☒ Changed Project(s)
CATEGORY: Federal/State/Local
PROJECT NUMBER: 106204
STATE AIRPORT ENGINEER: Tim Morrison
AIP NUMBER: N/A
DATE: 8/4/26

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Runway Reconstruction Project	2027	\$52,632	\$52,632	\$2,000,000	\$2,105,264	N/A
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Runway Reconstruction Project	2027	\$0	\$0	\$0	\$0	N/A
Justification: The Federal Aviation Administration (FAA) is not issuing a grant for this project in State Fiscal Year (SFY) 2027. Grant is being pushed back to SFY 2028.						

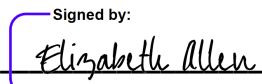
Aeronautics Recommends for PPAC action

Aeronautics Approval:


C2D0E03991604F4...

Date: 8/12/2026

FMS Review and Approval:

Signed by:

Elizabeth Allen

Date: 8/12/2026

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7h

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT: Grand Canyon

SPONSOR: State of Arizona

CATEGORY:

PROJECT NUMBER: New Project

STATE AIRPORT ENGINEER: Tim Morrison

AIP NUMBER: 3-04-0019-044-2026

DATE: 8/21/2026

X New Project

☐ Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
New Project: GCN Wayfinding and Signage Project	2027	\$46,282	N/A	\$879,359.	\$925,641	
Justification:						
Sponsor requesting a State Match for FAA Grant AIP 3-04-0019-044-2026 Wayfindings Signage. This is a new project not currently listed on FY 2027 CIP.						

Aeronautics Recommends for PPAC action

Aeronautics Group Manager Approval:

DocuSigned by:

Matthew Munden

C2D0E33391684F4

Matthew Munden

Date: 8/24/2026

Signed by:

Elizabeth Allen

D43D5C0E119A4

Elizabeth Allen

Date: 8/24/2026

FMS Review and Approval:

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7j

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT:

MPD Aeronautics

☐ New Project

SPONSOR:

State of Arizona

☒ Changed Project(s)

CATEGORY:

N/A

PROJECT NUMBER:

104589

PROJECT MANAGER:

Tim Morrison

AIP NUMBER:

N/A

DATE:

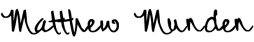
08/24/26

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Obstruction Mitigation Study	FY2025	1,000,000	N/A	N/A	1,000,000	
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Advanced Air Mobility Plan	FY2027	1,000,000	N/A	N/A	1,000,000	
Justification:						
Arizona Senate Bill 1307 mandates a statewide plan be developed for the Advanced Air Mobility (AAM) effort within ADOT.						

Aeronautics Recommends for PPAC action

Aeronautics Group Manager:

DocuSigned by:

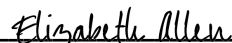


Matthew Munden

Date: 8/24/2026

FMS Review and Approval:

Signed by:



Elizabeth Allen

Date: 8/24/2026

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 71

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group

Project Committee Recommendations

AIRPORT:

Avi Suquilla Airport

SPONSOR:

Colorado River Indian Tribe

CATEGORY:

Federal/State/Local

PROJECT NUMBER:

STATE AIRPORT ENGINEER:

Tim Morrison

AIP NUMBER:

3-04-0026-030-2026

DATE:

8/17/26

X

New Project

☐

Changed Project(s)

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
N/A						
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Rehabilitate Apron (39,000 SY) (Design) (IIJA-AIG)	2027	\$2,972	\$2,973	\$112,954	\$118,899	
Justification:						
Sponsor requesting a State Match for FAA Grant AIP 3-04-0026-030-2026 Rehabilitate Apron (39,000 SY) (Design) (IIJA-AIG). This is a new project not currently listed on FY 2027 CIP. (FSL)						

Aeronautics Recommends for PPAC action

Matthew Munden

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Aeronautics Manager Approval:

Matthew Munden

Signed by:

Elizabeth Allen

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FMS Review and Approval:

8/17/2026

Date:

8/17/2026

Date:

Page 185 of 205

PPAC - AIRPORT PROJECTS - DISCUSSION AND POSSIBLE ACTION

*ITEM: 7m

ARIZONA DEPARTMENT OF TRANSPORTATION
MPD- Aeronautics Group
Project Committee Recommendations

AIRPORT: Ernest A. Love Field / Prescott Regional

X New Project

SPONSOR: City of Prescott

☐ Changed Project(s)

CATEGORY: Commercial Service

PROJECT NUMBER:

STATE AIRPORT ENGINEER: Tim Morrison

AIP NUMBER: 3-04-0030-067-2026

DATE: 08/24/26

Current Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Revised Program Description	Fiscal Year	State Share	Sponsor Share	FAA Share	Total Amount	State Priority Number
Vehicle Transmitters for Airfield Vehicles	2027	\$4,560	\$4,560	\$173,280	\$182,400	
Justification:						
Sponsor requesting a State Match for FAA Grant AIP 3-04-0030-067-2026 (Vehicle Transmitters for Airfield Vehicles). This is a new project not currently listed on FY 2027 CIP. (FSL)						

Aeronautics Recommends for PPAC action

Aeronautics Group Manager:

DocuSigned by:
Matthew Munden
Matthew Munden
Signed by:

8/24/2026
Date: _____

FMS Review and Approval:

Elizabeth Allen
Elizabeth Allen

8/24/2026
Date: _____

STATE ENGINEER'S REPORT

August 2026

The Status of Projects Under Construction report for August 2026 shows 120 projects under construction valued at \$3,428,642,414.41. The transportation board awarded 10 projects during August valued at approximately \$80.7 million.

During August, the Department finalized 7 projects valued at \$32,842,285.48. 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 11 projects. The total cost of these 11 projects has exceeded the contractors bid amount by 5.8%. Deducting incentive/bonus payments, revisions, omissions and additional work paid for by others, fiscal year to date reduces this percentage to 3.7%.

MONTHLY CONSTRUCTION REPORT

August 2026

PROJECTS UNDER CONSTRUCTION	120
MONETARY VALUE OF CONTRACTS	\$3,428,642,414.41
PAYMENTS MADE TO DATE	\$1,758,543,120.72
STATE PROJECTS	86
LOCAL GOVERNMENT	34
OTHER	
CONTRACTS EXECUTED IN AUGUST 2026	3
MONETARY AMOUNT OF CONTRACTS EXECUTED	\$10,237,631.83

FIELD REPORTS SECTION

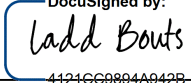
EXT. 7301

Accumulation to Date (Fiscal Year 2027 ONLY)

No. of Contracts	Accumulative State Estimate	Bid Amount	Final Cost	Monetary	Percent
10	\$68,684,783.40	\$73,358,989.65	\$77,586,398.07	\$4,227,408.42	5.8%

Prepared By:

DocuSigned by:



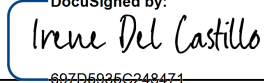
9/1/2026

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Field Reports Unit, X7301

Checked By:

DocuSigned by:



9/1/2026

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IRENE DEL CASTILLO, FR Manager
Field Reports, X7321

Completed Contracts (FiscalYear 2027)

August, 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	\$35,048,890.30	\$33,638,122.45	\$32,842,285.48
		<u>Monetary</u>		<u>Monetary</u>
		(\$1,410,767.85)		(\$795,836.97)

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2027
August, 2026

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
040-A-(382)T F034201C	Needle Mountain TI - Lake Hava NorthWest District						
Working Days: 255 = 230 + 25 Days Used: 234							
			FNF CONSTRUCTION, INC.	Low Bid = (\$1,009,004.20) or 3.91% under State Estimate			
		25,786,788.00		\$24,777,783.80	\$23,622,276.21	(\$1,155,507.59)	-4.7 %
FTH-0-(210)T T031401C	Palisades Blvd and Saguaro Blv Central District						
Working Days: 228 = 180 + 48 Days Used: 219							
			COMBS CONSTRUCTION COMPANY, INC.	Low Bid = \$496,852.95 or 17.31% over State Estimate			
		2,869,912.00		\$3,366,764.95	\$3,583,233.18	\$216,468.23	6.4 %
BUL-0-(205)T T039301C	Silver Creek Rd to Laredo Dr NorthWest District						
Working Days: 105 = 80 + 25 Days Used: 103							
			ASPHALT PAVING & SUPPLY, INC.	Low Bid = (\$556,999.00) or 17.53% under State Estimate			
		3,177,588.00		\$2,620,589.00	\$2,581,644.70	(\$38,944.30)	-1.5 %
YUM-0-(222)T T037701C	County 14th St at Ave 4E SouthWest District						
Working Days: 139 = 125 + 14 Days Used: 135							
			DPE CONSTRUCTION, INC.	Low Bid = (\$68,864.00) or 5.65% under State Estimate			
		1,218,864.00		\$1,150,000.00	\$1,138,133.36	(\$11,866.64)	-1.0 %

Arizona Department of Transportation
Field Reports Section
Completed Contracts Fiscal Year 2027
August, 2026

Project Number	Location District	State Estimate	Contractor	Bid Amount	Final Cost	Monetary	Percent
LHV-0-(215)T	Various Locations						
T043501C	NorthWest District						
Working Days: 100							
Days Used: 71							
			HAWK CONTRACTING LLC	Low Bid = (\$115,534.80) or 17.51% under State Estimate			
		659,978.80		\$544,444.00	\$497,312.50	(\$47,131.50)	-8.7 %
999-A-(564)T	I-19 Rest Areas						
F060201C	SouthCent District						
Working Days: 155							
Days Used: 136							
			MICHIANA CONTRACTING, INC.	Low Bid = (\$65,777.30) or 16.55% under State Estimate			
		397,477.50		\$331,700.20	\$314,561.79	(\$17,138.41)	-5.2 %
017-B-(240)T	MCGUIREVILLE REST AREA						
F072201C	NorthCent District						
Working Days: 125							
Days Used: 124							
			ROADWAY ELECTRIC, LLC	Low Bid = (\$91,441.50) or 9.75% under State Estimate			
		938,282.00		\$846,840.50	\$1,105,123.74	\$258,283.24	30.5 %

FINAL COST VS BID ADJUSTED

FISCAL YEAR 2027

<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-26	\$ 44,744,113	\$ 942,613	\$ 157,704	\$ 25,852	\$ 1,126,169	\$ 39,720,867	\$ 43,617,943	9.8%
Aug-26	\$ 77,586,398	\$ 309,323	\$ 57,908	\$ 20,015	\$ 1,513,415	\$ 73,358,990	\$ 76,072,983	3.7%
Sep-26					\$ 1,513,415		\$ (1,513,415)	
Oct-26					\$ 1,513,415		\$ (1,513,415)	
Nov-26					\$ 1,513,415		\$ (1,513,415)	
Dec-26					\$ 1,513,415		\$ (1,513,415)	
Jan-27					\$ 1,513,415		\$ (1,513,415)	
Feb-27					\$ 1,513,415		\$ (1,513,415)	
Mar-27					\$ 1,513,415		\$ (1,513,415)	
Apr-27					\$ 1,513,415		\$ (1,513,415)	
May-27					\$ 1,513,415		\$ (1,513,415)	
Jun-27					\$ 1,513,415		\$ (1,513,415)	
		\$ 1,251,936	\$ 215,612	\$ 45,867	\$ 1,513,415			

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: 9a BOARD DISTRICT NO.: 3

BIDS OPENED: AUGUST 21, 2026

HIGHWAY: BENSON – STEINS PASS HIGHWAY (I-10)

SECTION: SAN SIMON – NEW MEXICO STATE LINE

COUNTY: COCHISE

ROUTE NO.: I-10

PROJECT : TRACS: 010-F-NFA; 010 CH 377 F084201C

FUNDING: 100% STATE

LOW BIDDER: FNF CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 36,933,626.20

DEPARTMENT

ESTIMATE: \$ 47,458,932.00

\$ UNDER ESTIMATE: \$ 10,525,305.80

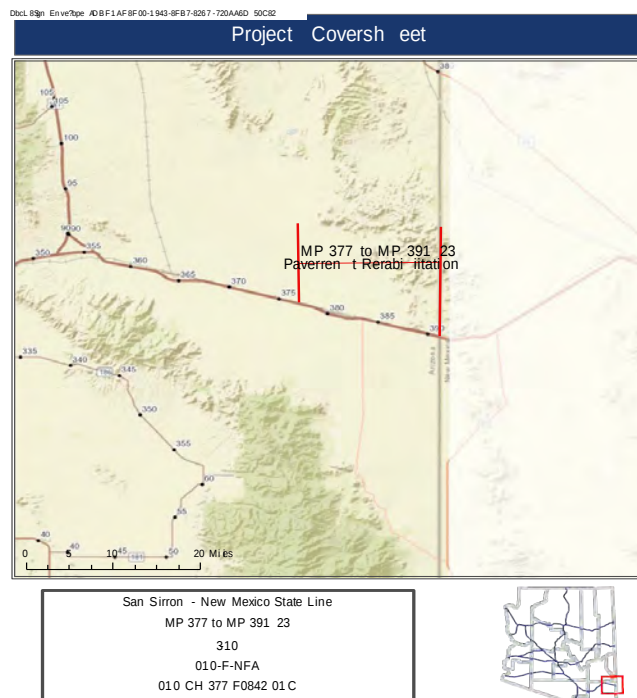
% UNDER ESTIMATE: 22.2%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 2

RECOMMENDATION: AWARD



CONTRACTS

*ITEM: 9b BOARD DISTRICT NO.: 2

BIDS OPENED: AUGUST 21, 2026

HIGHWAY: NOGALES – TUCSON HIGHWAY

SECTION: DUVAL MINE ROAD TI

COUNTY: PIMA

ROUTE NO.: I-19

PROJECT : TRACS: 019-A(248)T: 019 PM 043 F089401C

FUNDING: 94.34% FED 5.66% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 858,052.80

DEPARTMENT

ESTIMATE: \$ 710,716.80

\$ OVER ESTIMATE: \$ 147,336.00

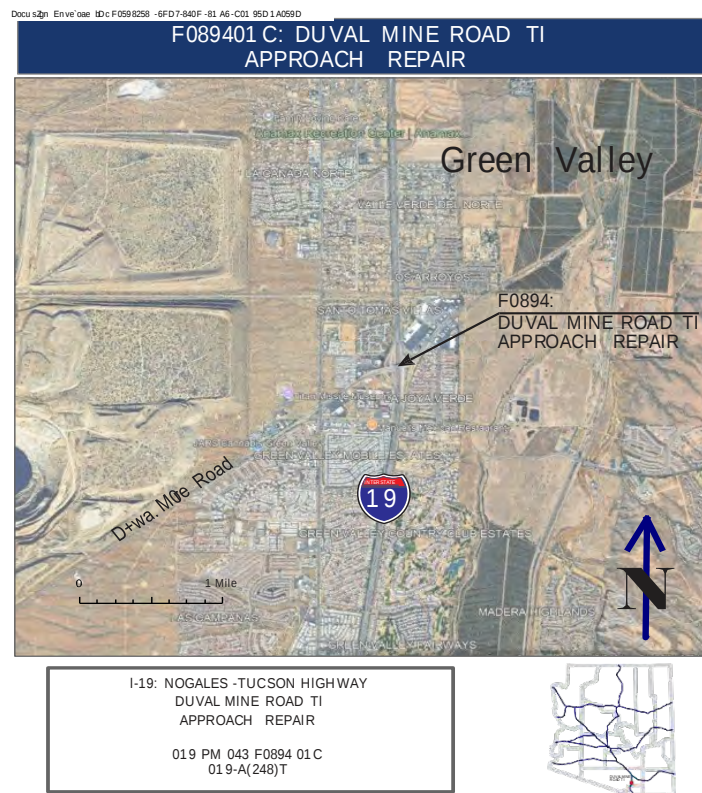
% OVER ESTIMATE: 20.7%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 2

RECOMMENDATION: AWARD



*ITEM: 9c BOARD DISTRICT NO.: 4

BIDS OPENED: AUGUST 07, 2026

HIGHWAY: CANYON DAY (SR 73)

SECTION: SR 73; KINISHIBA ROAD TO S. MIDDLE STREET

COUNTY: GILA

ROUTE NO.: SR 73

PROJECT : TRACS: 073-A(210)T: 073 GI 333 F069101C

FUNDING: 100% FED

LOW BIDDER: SHOW LOW CONSTRUCTION, INC.

LOW BID AMOUNT: \$ 893,475.92

DEPARTMENT

ESTIMATE: \$ 1,224,149.86

\$ UNDER ESTIMATE: \$ 330,673.94

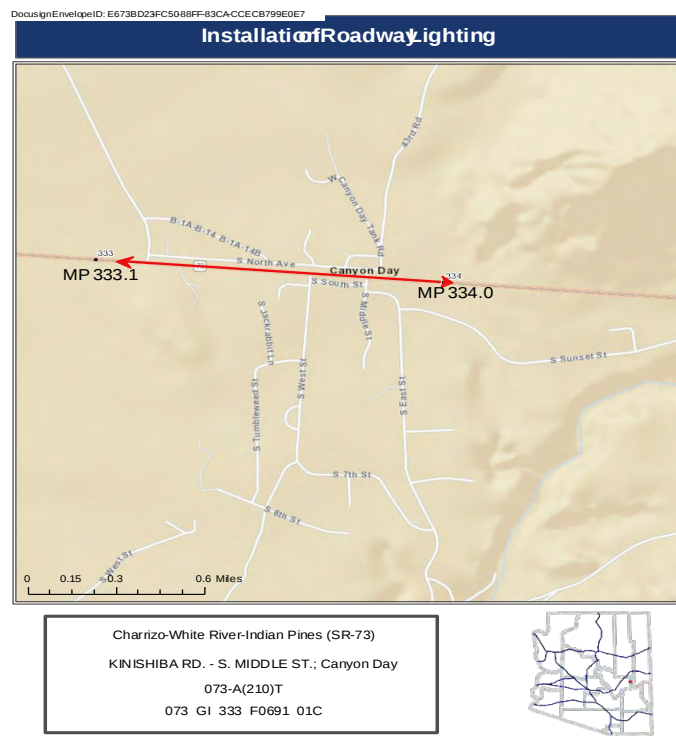
% UNDER ESTIMATE: 27.0%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 4

RECOMMENDATION: AWARD



*ITEM: 9d BOARD DISTRICT NO.: 1

BIDS OPENED: AUGUST 21, 2026

HIGHWAY: TOWN OF GILBERT

SECTION: STACEY ROAD: HIGLEY ROAD EAST TO 172ND STREET

COUNTY: MARICOPA

ROUTE NO.: LOCAL

PROJECT : TRACS: GIL-0(223)T: 0000 MA GIL T042301C

FUNDING: 89% FED 11% LOCAL

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 1,591,873.88

DEPARTMENT

ESTIMATE: \$ 1,932,643.00

\$ UNDER ESTIMATE: \$ 340,769.12

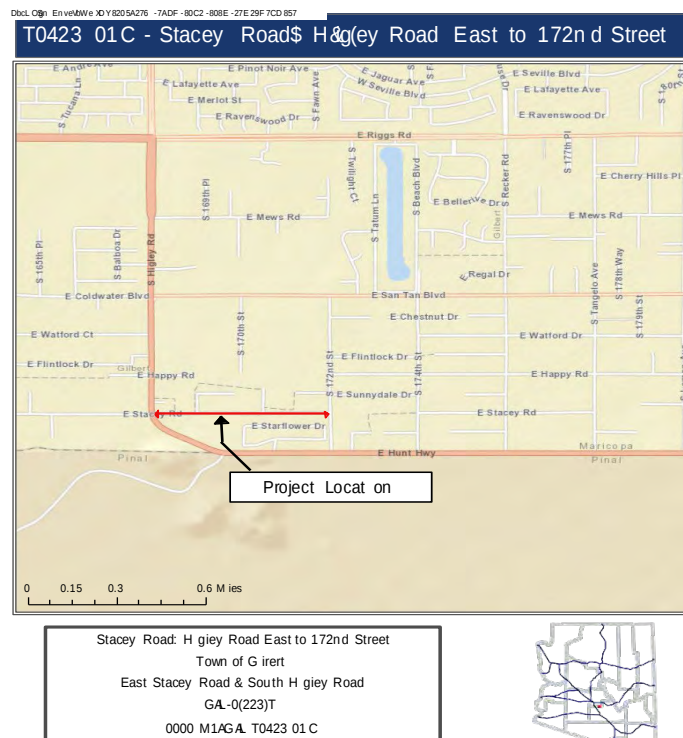
% UNDER ESTIMATE: 17.6%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 7

RECOMMENDATION: AWARD



6/17/2026

*ITEM: 9e BOARD DISTRICT NO.: 6

BIDS OPENED: AUGUST 21, 2026

HIGHWAY: CITY OF LAKE HAVASU

SECTION: LAKE HAVASU CITY, MULTI-USE PATH UPGRADES

COUNTY: MOHAVE

ROUTE NO.: LOCAL

PROJECT : TRACS: LHM-0(002)T: 0000 MO LHM T064201C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: SUNLAND ASPHALT & CONSTRUCTION, LLC.

LOW BID AMOUNT: \$ 479,635.00

DEPARTMENT

ESTIMATE: \$ 430,152.00

\$ OVER ESTIMATE: \$ 49,483.00

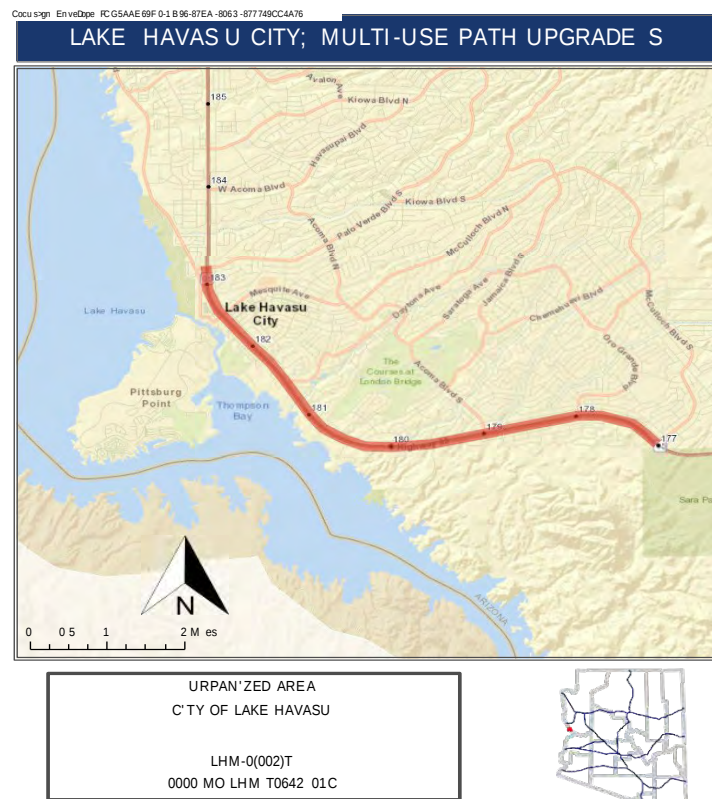
% OVER ESTIMATE: 11.5%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A

NO. BIDDERS: 3

RECOMMENDATION: AWARD



6/17/2026

*ITEM: 9f BOARD DISTRICT NO.: 5
 BIDS OPENED: AUGUST 07, 2026
 HIGHWAY: TOWN OF SNOWFLAKE
 SECTION: RODEO RD, MAIN ST TO HILLSIDE DR.
 COUNTY: NAVAJO
 ROUTE NO.: LOCAL
 PROJECT : TRACS: SNW-0(202)T: 0000 NA SNW T071801C
 FUNDING: 94.30% FED 5.70 LOCAL
 LOW BIDDER: SHOW LOW CONSTRUCTION, INC.
 LOW BID AMOUNT: \$ 1,032,585.69
 DEPARTMENT
 ESTIMATE: \$ 1,351,619.00
 \$ UNDER ESTIMATE: \$ 319,033.31
 % UNDER ESTIMATE: 23.6%
 PROJECT DBE GOAL: 0.0%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 4
 RECOMMENDATION: AWARD



6/10/2026

*ITEM: 9g BOARD DISTRICT NO.: 2

BIDS OPENED: JULY 17, 2026

HIGHWAY: TOWN OF ORO VALLEY

SECTION: HONEYBEE WASH AT RANCHO VISTOSO BLVD

COUNTY: PIMA

ROUTE NO.: LOCAL

PROJECT : TRACS: ORV-0(206)T: 0000 PM ORV T068601C

FUNDING: 94.3% FED 5.7% LOCAL

LOW BIDDER: GRANITE CONSTRUCTION COMPANY

LOW BID AMOUNT: \$ 652,682.00

DEPARTMENT

ESTIMATE: \$ 565,218.00

\$ OVER ESTIMATE: \$ 87,464.00

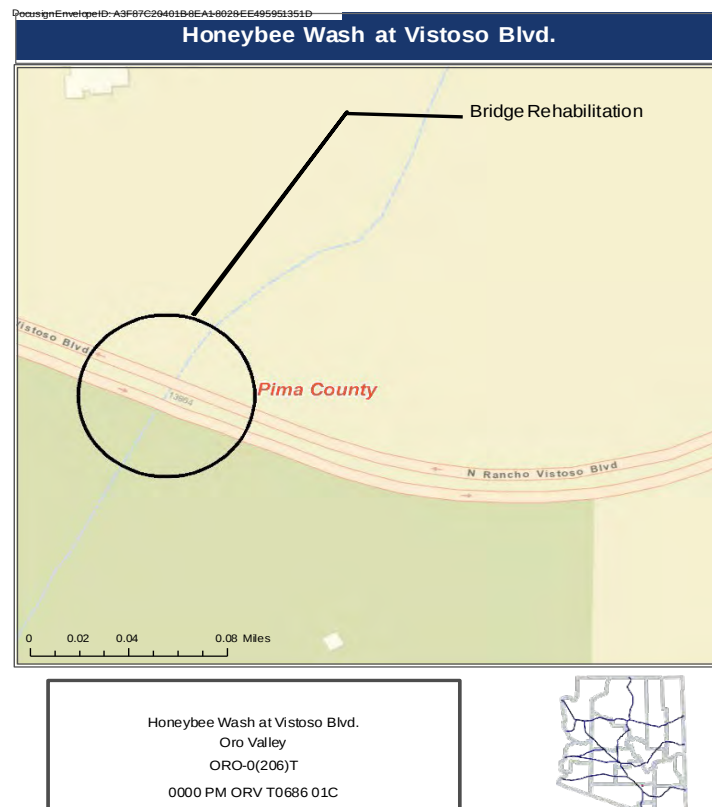
% OVER ESTIMATE: 15.5%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

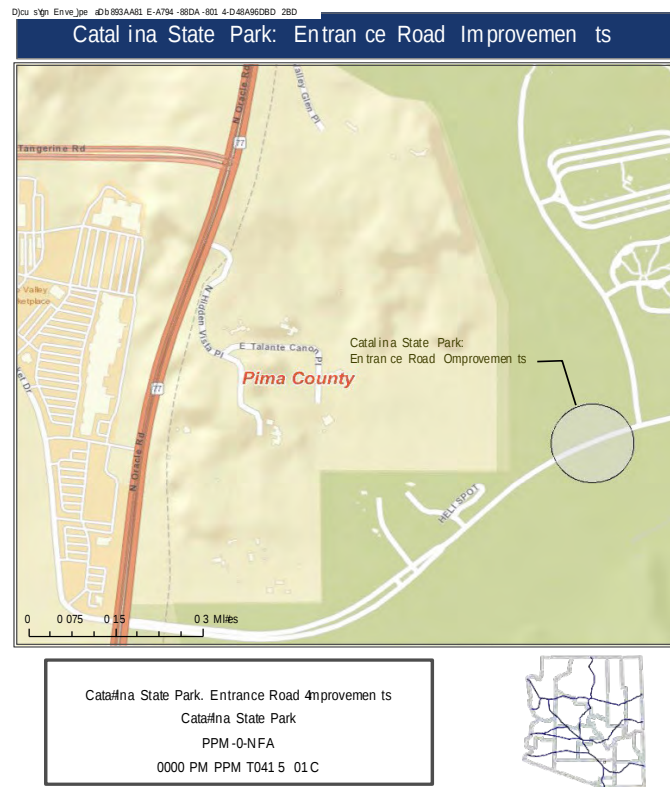
NO. BIDDERS: 2

RECOMMENDATION: AWARD



4/9/2026

*ITEM: 9h BOARD DISTRICT NO.: 2
 BIDS OPENED: AUGUST 14, 2026
 HIGHWAY: PIMA COUNTY
 SECTION: CATALINA STATE PARK
 COUNTY: PIMA
 ROUTE NO.: LOCAL
 PROJECT : TRACS: PPM-0-NFA: 0000 PM PPM T041501C
 FUNDING: 100% STATE
 LOW BIDDER: HUNTER CONTRACTING COMPANY
 LOW BID AMOUNT: \$ 3,175,119.20
 DEPARTMENT
 ESTIMATE: \$ 5,211.036.00
 \$ UNDER ESTIMATE: \$ 2,035,916.80
 % UNDER ESTIMATE: 39.1%
 PROJECT DBE GOAL: 0.0%
 BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)
 NO. BIDDERS: 6
 RECOMMENDATION: AWARD



3/12/2026

*ITEM: 9i BOARD DISTRICT NO.: 4

BIDS OPENED: AUGUST 07, 2026

HIGHWAY: TOWN OF SUPERIOR

SECTION: PANTHER DR; US 60 TO SUNSET DR

COUNTY: PINAL

ROUTE NO.: LOCAL

PROJECT : TRACS: SUP-0(203)T: 0000 PN SUP T053101C

FUNDING: 94.3% FED 5.7% STATE

LOW BIDDER: AJP ELECTRIC, INC.

LOW BID AMOUNT: \$ 863,614.80

DEPARTMENT

ESTIMATE: \$ 1,181,996.10

\$ UNDER ESTIMATE: \$ 318,381.30

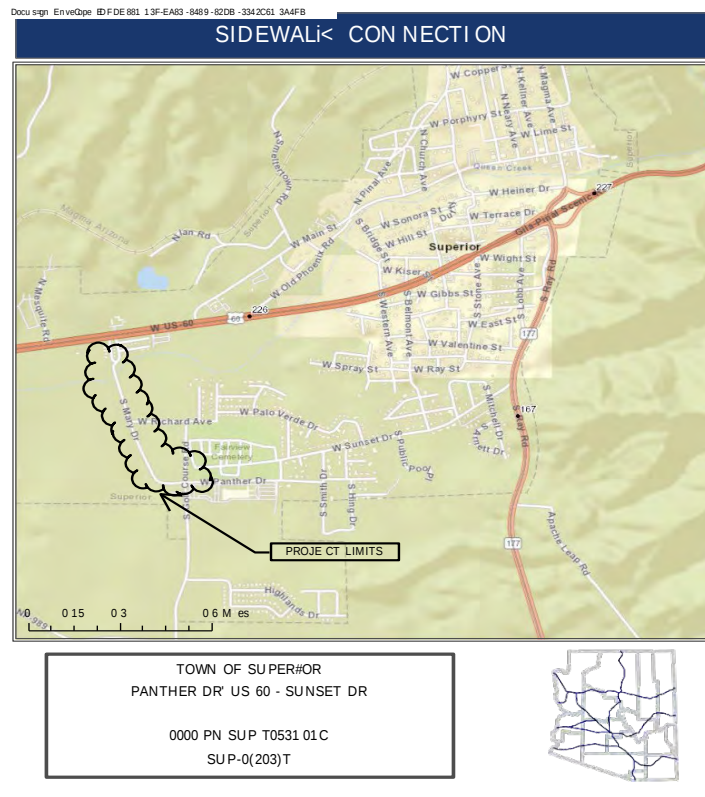
% UNDER ESTIMATE: 26.9%

PROJECT DBE GOAL: 0.0%

BIDDER DBE PLEDGE: N/A (DBE IFR effective 10/3/25)

NO. BIDDERS: 5

RECOMMENDATION: AWARD



***ITEM: 10**

State Transportation Board Member Letter of Support Option
September __, 2026

Arizona Board of Regents
2020 N. Central Ave., Suite 230
Phoenix, AZ 85004

Re: Letter of Support — Transportation Infrastructure Outlook Modeling & Messaging

Dear Chair Goodyear and Members of the Arizona Board of Regents,

The Arizona State Transportation Board is pleased to offer its support for the Transportation Infrastructure Outlook Modeling & Messaging project, submitted jointly by the Arizona Department of Transportation and the County Supervisors Association of Arizona.

The Board's members represent communities across the state — from rural counties to urban centers — and we see firsthand the consequences of deferred maintenance and the difficulty of communicating infrastructure needs to decision-makers in a compelling, credible way. Several of our members have worked directly alongside county leaders and understand the challenges local governments face in making the case for sustained investment. Good information, presented clearly, is essential to that effort.

This project has the potential to provide exactly that. A rigorous, university-developed modeling tool that maps roadway conditions and projects the consequences of funding decisions over time would be a valuable resource for state and local leaders alike. It would give policymakers a shared, evidence-based foundation for what are often difficult conversations about resource allocation and long-term investment.

We strongly encourage the Board of Regents to support this project and appreciate the Community Grants program's commitment to putting Arizona's university expertise to work for the public good.

Sincerely,

Chairman Ted Maxwell

Arizona State Transportation Board

TRANSPORTATION INFRASTRUCTURE OUTLOOK MODELING & MESSAGING

Problem Statement

Arizona's roadways are facing long-term challenges due to aging infrastructure and historic under-investment. While local funding options exist, the primary funding mechanism - fuel tax collections deposited in the Highway User Revenue Fund (HURF) – is controlled at the state level. While local communities and the Arizona Department of Transportation (ADOT) have quantified the lack of available funding, policy makers at the state level have not taken action to provide ongoing resources to support state and local transportation systems.

The **County Supervisors Association (CSA) and ADOT are partnering** to put together a forward-looking modeling tool to help policymakers understand the implications of inaction in funding transportation on Arizona.

Research Objective

Create a statewide map of roadway conditions and model the implications of current funding levels and alternative funding levels on Arizona's roadway system and key socioeconomic indicators over the next several decades.

Proposed Research Deliverables

- Statewide map of current county and state roadway conditions
- Model and map roadway conditions under current revenue structure over 10-30 years
- Model and map roadway conditions under various revenue structures including:
 - o Periodic, one-time infusions into roads
 - o Local sales or property taxes
 - o Permanent increases in statewide revenue (through fuel tax, VLT or other sources)
- Model various socio-economic indicators under each scenario, including access to emergency services, economic development potential, others
- Facilitated conversations with state and/or local policy makers utilizing the map/modeling tool

Background

Starting in the mid-1990s, the Arizona Association of County Engineers (AACE) has produced a County Roadway Needs Study, which has provided information on the current status of the roadways across all 15 counties. The last study was conducted in 2017 and published in 2018 and identified a \$2.2 billion funding gap. Subject to additional engagement with AACE, this project could supplement or be in-lieu of an update to the roadway needs study.

Impact

Counties across Arizona continue to grapple with deteriorating road conditions and an outdated funding structure that fails to meet modern infrastructure demands. While CSA and its members regularly engage in policy discussions around transportation, there is a need for a clear, visual, and forward-looking tool that communicates the consequences of underinvestment—and the benefits of increased funding to a variety of stakeholders across the state. A statewide mapping and modeling effort, paired with facilitated conversations and jurisdiction-level data collection, could inform strategic policymaking as it pertains to transportation and infrastructure investment.