

The Five-Year Transportation Facilities Construction Program

Arizona Department of Transportation

Program Summary

Program Overview

The Arizona Department of Transportation (ADOT) designs, constructs, and renovates the state's highway and aviation transportation facilities under the direction of the State Transportation Board (STB). In compliance with statute, all transportation facility projects are included in the ADOT Five Year Transportation Facilities Construction Program. Updated each summer, this program dictates the projects that will be programmed in the next 5 fiscal years.

Background

Development Procedure

[U.S. Code, Title 23, Chapter 1, Section 135](#) requires each state to develop: 1) a long-range statewide transportation plan with a minimum 20-year forecast for development and implementation of intermodal transportation and 2) a statewide transportation improvement program (STIP) covering a minimum of 4 years and updated at least every 4 years. Both items must incorporate consultation of local entities. In the case of the STIP, this means incorporating the transportation improvement programs (TIPs) from all metropolitan areas and rural councils of governments.

These requirements are also required by state law. [A.R.S. § 28-506](#) requires ADOT to prepare a Long-Range Statewide Transportation Plan (Long-Range Plan) every 5 years for adoption by the State Transportation Board and [A.R.S. § 28-6951](#) directs the department to annually develop a Five-Year Transportation Facilities Construction Program (Five-Year Program), which functions as the STIP. The [ADOT Long Range Transportation Plan 2016-2040](#) provides a 25-year policy framework for state highway system needs and resources, including input from all local and tribal transportation entities. This plan serves as the starting point for the development of the Five-Year Program, which is constrained by estimated financial resources.

Within this framework, ADOT begins its [Planning to Programming \(P2P\) Process](#) according to [A.R.S. § 28-503](#). ADOT's P2P Manager begins the process by identifying projects not included in the most recent Five-Year Program together with newly recommended projects from ADOT's Multimodal Planning Division, local entities and other ADOT staff. ADOT staff uses these inputs to create the P2P Statewide Prioritized Project List, on which projects are scored based on expected traffic and safety improvements as well as local preferences.

The P2P Statewide Prioritized Project list is used to form the Draft Five-Year Program, which undergoes its own process, including public hearings and comments. Upon incorporation of those public comments, the Draft Five-Year Program is finalized for approval by the State Transportation Board. Overseeing and managing most of this process is ADOT's Priority Planning Advisory Committee (PPAC), established by [A.R.S. § 28-6951](#). The PPAC recommends priorities on construction projects and is responsible for the preparation of the Five-Year Program for approval by the State Transportation Board.

Five-Year Program Specifications

The Five-Year Program must meet the specifications laid out in [A.R.S. § 28-6954](#), which includes requirements to estimate expenditures according to categories, include detailed information for each project's location, and include distinct plans for the Maricopa Association of Governments and Pima Association of Governments regions (reiterated in [A.R.S. § 28-6307](#) and [A.R.S. § 48-5310](#), respectively). In addition, [State Transportation Board Policy](#) directs ADOT to include in the Five-Year Program a Five-Year Airport Capital Improvement Program (ACIP) detailing airport grant project award estimates. The ACIP is developed within the framework of the [State Airports System Plan](#), a board policy-mandated long-range statewide aviation plan.

In summary, the Five-Year Program includes 4 main components:

- The Greater Arizona program, a statewide highway construction program for highways outside of the Maricopa and Pima Association of Governments regions,

- A MAG-region construction program, the MAG Regional Transportation Plan: Freeway Program (approved by MAG Regional Council and State Transportation Board),
- A PAG-region construction program, the PAG Regional Transportation Highway Program (approved by PAG Regional Council and State Transportation Board),
- and a statewide public airport grant program, the Airport Capital Improvement Program (ACIP).

The Five-Year Program outlines projects by fiscal year on an obligation basis, meaning that the cost shown for each fiscal year reflects the amount expected to be advertised for bid. From another perspective, the Five-Year Program represents the fiscal year in which the described amount becomes available to dedicate or encumber with the indicated project. The ACIP programs the amount it plans to award in aviation grants in each fiscal year.

The Five-Year Program is not descriptive of actual or estimated expenditures within a particular fiscal year. In addition, the program does not necessarily show the full cost of a given project, as funds may have been programmed in years prior to the ones featured in the current program. There are also instances where a single project that is geographically in both a MAG or PAG region and Greater Arizona will have portions of the project represented in its respective program.

The Five-Year Program is revised each year to reflect the completion of programming for projects, addition of new projects, and changes in scheduling and funding for projects programmed in prior plans. In between the adoptions of Five-Year Programs, the State Transportation Board approves amendments to the program but the Five-Year Program published online is not updated.

There are a few resources to fill in some gaps of the program. ADOT maintains an electronic STIP ([eSTIP](#)) database for all projects included in the Five Year Program. eSTIP provides updated programming with amendments incorporated, using the current published Five-Year Program as a baseline. The State Transportation Board provides a monthly [Construction Activity Report](#) for actual expenditures on projects currently underway. The *FY 2020 Appropriations Report* provides a high-level summary of actual and estimated state highway construction expenditures in *Table 5* of its [Capital Outlay - ADOT section](#).

The FY 2020 - FY 2024 Five-Year Program

The [FY 2020 - FY 2024 Five-Year Program](#), approved by the board on June 24, 2019, programs a total of \$4.6 billion in funding for transportation facilities from FY 2020 to FY 2024. In other words, the program indicates that ADOT will advertise for bid (or for aviation grants, award) \$4.6 billion for projects and programs over that 5-year period.

The primary funding sources for the Five-Year Program are Federal Funds ([National Highway Performance Program](#) (NHPP), [Surface Transportation Block Grant Program](#) (STBG), [Highway Safety Improvement Program](#) (HSIP), etc.) and Maricopa Regional Area Road Fund (MRARF) monies, which is funded through the MAG-region's half-cent transportation sales tax. (*Please see the Federal Highway Administration's [Funding Federal-aid Highways report](#) for more details on federal highway construction funding.*) The program can also include funds from the State Highway Fund state highway construction appropriation made in the Capital Outlay Bill and any other funds appropriated by the Legislature, the MAG and PAG 12.6% and 2.6% accounts of the State Highway Fund established by Arizona statute and STB policy, and Regional Transportation Fund monies, which is funded through the PAG-region's half-cent transportation sales tax.

The 4 main components of the program are summarized below.

Greater Arizona Program: The program includes \$2.5 billion for the Greater Arizona program. This amount consists of \$1.4 billion for highway projects and \$1.1 billion for operational subprograms. Highway projects are categorized in one of 3 ways:

- Preservation: Preserve transportation infrastructure by sustaining/extending service life of asset
- Modernization: Upgrade efficiency, functionality, and safety without adding capacity
- Expansion: Add transportation capacity through the addition of new facilities/services

The largest highway projects in the Greater Arizona program are:

- \$273.3 million in Federal Funds and State Highway Fund monies for widening Interstate 17, from Black Canyon to Sunset Point (excludes \$50.0 million in MRARF monies included in MAG-region program).
- \$70.0 million in Federal Funds and General Fund monies for a design concept report, environmental assessment and construction of an HOV and general purpose lane for Interstate 10, SR 202L (Santan) to SR 387.
- \$66.0 million in Federal Funds for right of way and construction for a US Route 93/Interstate 40 West Kingman interchange.

The \$1.1 billion in operational subprogram monies consists of 3 categories:

- \$641.8 million for preservation, which includes pavement preservation, bridge preservation, safety programs, public transit, roadside facilities (e.g., rest areas), and operational facilities (e.g., ports of entry).
- \$332.5 million for management, which includes development support (e.g., design, engineering, rights of way), operating support (e.g., training, risk management indemnification), and program operating contingencies.
- \$112.1 million for improvements, which includes minor capacity/operational improvements and roadside facilities improvements (e.g., State Parks roads, recreational trails).

Maricopa Association of Governments, Regional Transportation Plan: Freeway Program: The program includes \$1.6 billion for the MAG-region program. This amount consists of \$1.5 billion for highway projects and \$105.4 million for systemwide operations.

The largest highway projects in the MAG-region program are:

- \$492.5 million in Maricopa Regional Area Road Fund (MRARF) monies and Federal Funds for right of way and design/build for widening Interstate 10 from the I-17 split to SR 202L (Santan).
- \$279.4 million in MRARF monies and Federal Funds for design, right of way, and construction of Phase 1 of State Route 30 (Tres Rios) from SR 303L to SR 202L (South Mountain).
- \$91.7 million in MRARF monies and Federal Funds for construction of a general purpose lane for Interstate 10 from SR 85 to Verrado Way.

The \$105.4 million for systemwide operations includes a wide range of highway operations such as design change orders, freeway management system, freeway service patrols, highway maintenance, rights of way, risk analysis process, and others.

Pima Association of Governments Regional Transportation Highway Program: The program includes \$350.1 million for the PAG-region program, consisting entirely of highway projects. The largest highway projects in the PAG-region program are:

- \$114.3 million in Federal Funds for design, right of way, and construction of widening Interstate 10 from Ina Road to Ruthrauff Road.
- \$81.4 million in Federal Funds for reconstruction of the Interstate 10/Ruthrauff Road traffic interchange.
- \$63.0 million in Federal Funds for design, environmental work, right of way, and construction of the Interstate 19/Irvington Road traffic interchange.

Airport Capital Improvement Program: The ACIP includes \$126.2 million for 5 programs over 5 years in the following amounts:

- \$26.0 million for Federal/State/Local Grants (FSL) program, which provides half of a sponsor airport's match for Federal Aviation Administration (FAA) [Airport Improvement Program](#) grants, which cover between 75% and 95% of eligible project costs, depending on the size of the airport.

- \$50.0 million for State/Local (SL) Grants, which fund local airport development projects independent of any FAA funding, covering 90% of a project's eligible costs.
- \$27.5 million for the [Airport Pavement Maintenance System](#) (APMS), which funds 90% of the cost of pavement maintenance projects at public airports. Every 3 years, ADOT conducts a study on airport pavement condition and enters the results in the APMS database. ADOT then uses the APMS database to identify airport pavement maintenance projects eligible for funding the next 5 years.
- \$17.1 million for Grand Canyon Airport grants, which functions in the same manner as SL grants but specifically for the ADOT-owned Grand Canyon Airport in Tusayan.
- \$5.7 million for ADOT Aeronautics Group, which funds statewide system studies and projects. This can include state airport system planning, economic impact studies, site location studies and other projects.

All these grants are funded from appropriations from the State Aviation Fund in the Capital Outlay Bill for airport planning and development.

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