



2050 Long-Range Transportation Plan

ADOT

Draft LRTP 45-Day Public Meeting Summary

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Introduction

The Arizona Department of Transportation (ADOT) Multimodal Planning Division (MPD) is developing the Long Range Transportation Plan (LRTP) - ADOT's principal operating document that links long-range visioning with cost-constrained investment planning and programming. The LRTP establishes a policy framework for ADOT over the next 25 years.

The draft LRTP was released on July 24, 2023, for a 45-day public review and comment period, according to federal requirements and the ADOT Public Involvement Plan. Public feedback was collected to help inform the final LRTP before it is presented to the Arizona State Transportation board for consideration and adoption at its October 2023 meeting.

Public Meeting

Purpose

The project team held a virtual public meeting and corresponding 45-day comment period, to provide the opportunity for the public to learn more about the draft LRTP and give feedback before the Plan is finalized. The public meeting summarized the draft LRTP, including the projected gap between transportation needs and funding, recommended investment choices and the Resiliency Improvement Plan.

The draft LRTP was posted to the LRTP website along with a virtual survey to collect public feedback. Supplementary documents were also provided on the website, such as the 2050 Vision and Goals, Key Commerce Corridors and 2050 Multimodal Needs Analysis.



The Draft Long Range Transportation Plan is Now Available. [Review and share your comments.](#)

Format

The virtual meeting consisted of a presentation, followed by a Q&A session at the end of the presentation where attendees could ask questions or provide comments, either verbally or in writing through the Q&A feature. Approximately 67 people attended. The meeting was held simultaneously in English and in Spanish and included a call-in option for telephone users. A recording of the virtual meeting was made available in English and Spanish on the LRTP website after the presentation for those that were unable to take part. A total of 73 written questions and comments were received during the meeting.

Notification

The public meetings were advertised statewide in a variety of ways, including the project webpage, ADOT news release, ADOT social media channels, email notifications and custom advertisements to tribal partners and other key stakeholders. Paid notification methods included:

- Printed ads in the Arizona Republic, Arizona Daily Star, Arizona Daily Sun and La Voz (see Appendix A for relevant tear sheets of the printed ads.)
- Geo-tracked digital advertising on Tucson.com
- Geo-tracked digital advertising on the Arizona Daily Sun website at <https://azdailysun.com/>

Printed Ads and Digital Advertising

A printed ad describing the upcoming public meeting and opportunities to provide input on the LRTP was published in various newspapers throughout the state. A Spanish ad was also published in La Voz and TV Y Mas, a prominent Spanish-language media outlet. A full list of publications and dates are provided below. Additional digital advertising was displayed on Tucson.com and AZDailySun.com. The web banners are available for review in Appendix A.

Publication	Arizona Republic	La Voz/TV Y Mas	Arizona Daily Star	Arizona Daily Sun
Digital Metric	N/A	N/A	33,333 impressions	114 link clicks
Print Dates	8/2/2023	8/4/2023	8/2/2023	8/3/2023
Digital Dates	N/A	N/A	8/2/2023-8/22/2023	7/27/2023 – 8/22/2023

Table 1 - Paid Media Dates

Email Messages via GovDelivery

The table below lists notices that were sent out by the ADOT Communications team via email to an established email list for the LRTP plan and other ADOT subscriber groups.

Email Message Title	Date	Recipient Pool	Open Rate	Unique Clicks
ADOT launches draft Long Range Transportation Plan (LRTP) commenting period	7/24/2023	12,733	45%	1275
ADOT seeking input on the draft Long-Range Transportation Plan	8/1/2023	12,707	42%	837
ADOT seeking input on the draft Long-Range Transportation Plan	8/8/2023	12,715	40%	1162
Register now for the Aug. 22 virtual public meeting for the draft Long Range Transportation Plan	8/15/2023	12,704	40%	1315
Reminder: ADOT hosting virtual public meeting tonight, Aug. 22, to seek public input on the draft Long Range Transportation Plan	8/22/2023	12,707	41%	1015
Missed our public meeting on the draft Long Range Transportation Plan? View	8/29/2023	12,697	42%	845

the presentation and provide your comments online				
Last chance to comment on the draft Long Range Transportation Plan	9/6/2023	12,689	33%	877

Table 2 - Email Messages Dates and Response

The email notices had a median open rate of 40%, which is higher than the typical median open rate seen by other users of the same email platform (21%). The notices also generated 7,326 unique clicks on links within the body of the email, which included the LRTP website, ADOT website or registration pages for the virtual meeting or telephone town hall. Copies of the email messages and their reports are included in Appendix B.

Social Media

The project team developed social media posts to advertise the public meeting, which ADOT distributed via its Facebook and Twitter social media channels. Overall, social media posts had 38,656 impressions and 94 engagements. Social media posts are listed in Appendix B.

A Facebook and Instagram story was also posted on Aug. 22 to advertise the public meeting. The story elicited 52 engagements, including 31 link clicks for users to register for the public meeting.

Tribal Partner Advertisements

The public meeting advertisement was reformatted and customized to engage tribal partners, and included information about meetings, driving instructions to the closest in-person meeting and additional commenting options. A copy of the tribal advertisements is included in Appendix C.

Earned Media

On July 24, ADOT Communications issued a news release to announce the release of the draft LRTP, comment period and public meeting. media coverage regarding the draft LRTP and virtual meeting was received in several news outlets. Media clips are included in Appendix D.

Meeting Materials

The ADOT 2050 Long Range Transportation Plan website was established at the beginning of the project and served as the central public information resource for the LRTP. The website contains general information including an overview and purpose of the plan, how to get involved and submit feedback, Frequently Asked Questions and a resource center. The resource center section of the website contained the draft LRTP and supporting documents, such as the 2050 Multimodal Needs Analysis, 2050 Baseline and Projected Revenues and 2050 LRTP Vision and Goals. Fact sheets were developed to help summarize these key documents and provided in English and Spanish. The website also included information about the public meeting and a registration link and public meeting presentations. Additionally, the website provided information about how to comment on the draft LRTP, links to the online comment survey, a general comment form and how to comment through other methods. User analytics of website activity during the public outreach period are provided in Appendix E.

Website

The ADOT 2050 Long Range Transportation Plan website was established as a primary communication tool, and includes information on the plan overview and purpose, Frequently Asked Questions and resource center that included completed documents and fact sheets. The draft LRTP and comment survey were added to the website with the supplementary documents, as well as a registration page for the virtual meeting.

The recording of the virtual meeting presentation was also uploaded to the website in English and Spanish and sent out to the LRTP mailing list for additional opportunity for the public to review.

Presentation

The presentation (English and Spanish) can be found in Appendix F and covered the following topics:

- LRTP findings and recommendations
- Recommended Investment Choice (RIC)
- Public involvement recap, including the public's transportation priorities
- Draft documents
- How to provide comments on the draft LRTP

The presentation was also posted to the website.

Fact Sheets

Fact sheets to help summarize the six supporting documents were created in English and Spanish and were provided on the project website:

- 2050 Multimodal Needs Analysis
- 2050 Baseline and Projected Revenues
- 2050 LRTP Vision and Goals
- 2050 LRTP Current Conditions Report
- IJJA and BIL Funding Analysis Report
- Multimodal Gap and Investment Analysis

They can be viewed in Appendix F.

Comment Collection

The public had the opportunity to provide comments through several methods during the comment period including:

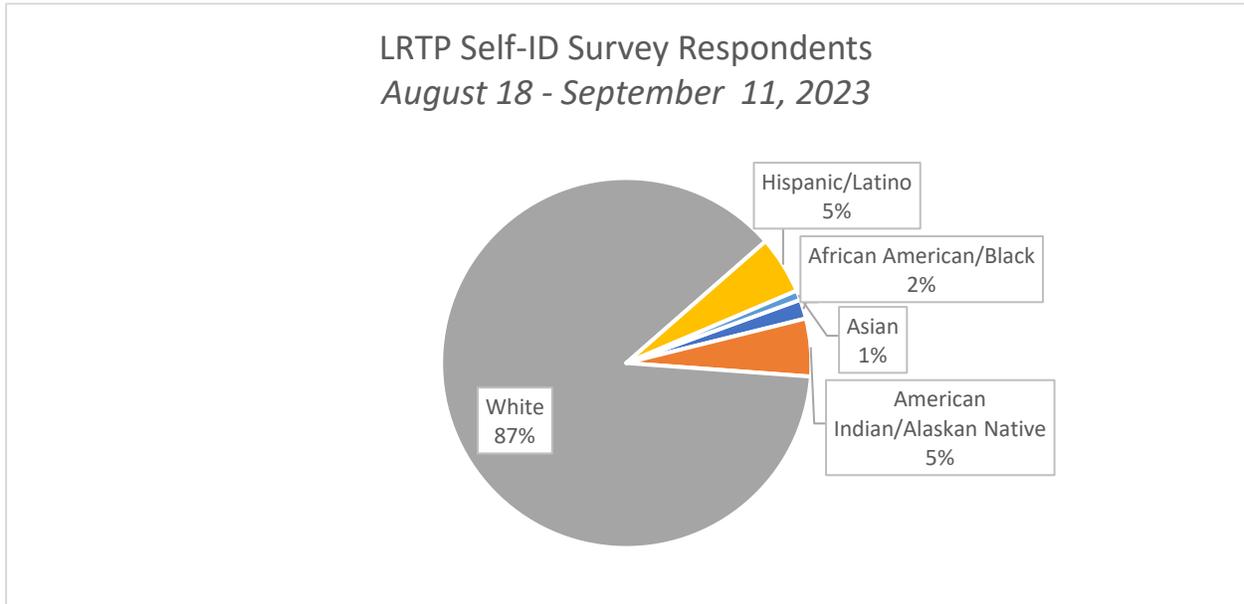
- An online survey/comment form
- Verbally and in writing in the question and answer session during the virtual meeting.
- By email, phone or mail

The survey demographic results are available in Appendix X, and full comments are available in Appendix G.

Metrics

Self ID Survey

Participants were encouraged to submit race and ethnicity information in order to determine participation levels from a broad spectrum of Arizonans. The below graph shows the response rate of the ADOT Self-Id surveys for the public meetings comment period, which is reflective of similar response rates throughout the project.



Meeting Attendance

Prior registration was required for the virtual meeting. 178 people registered for the virtual meeting and 67 attended the meeting.

Comments

Over 600 public comments were collected throughout the public meeting period via the virtual meeting, online comment survey, emails and social media.

Online Comment Survey

A total of 142 online comment surveys were received. General themes and trends are included in the table below in order of the most common sentiments received. Participants were asked to comment on various draft LRTP sections, including Vision and Goals, Multimodal Needs, Transportation Gap, Future Scenarios, Recommended Investment Choices and any final comments. Sample comments are provided in the top categories for each section. A full list of comments is provided in Appendix H.

Vision and Goals

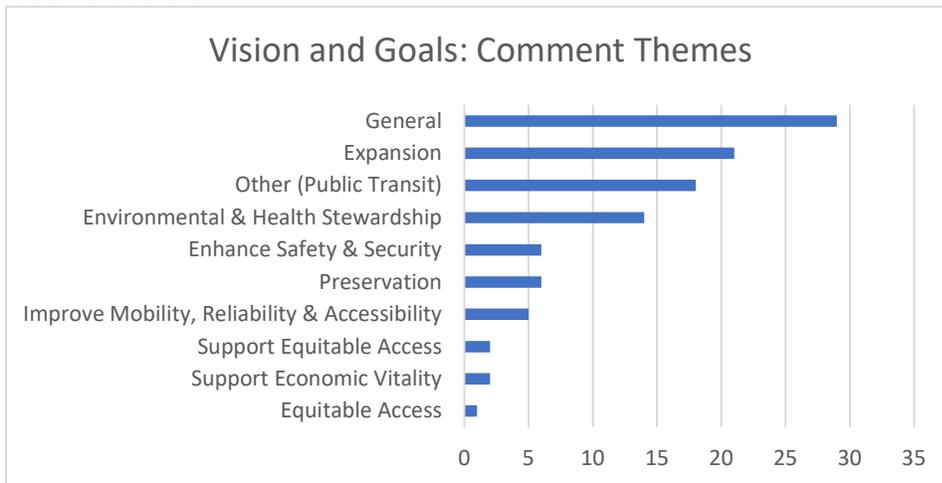


Figure 2 - Vision and Goals: Comment Themes

Vision and Goals sample comments from the top four categories included the following:

1. General Comments (Overall sentiments or comments outside of the scope)
 - a. Goals appear to encompass and support the future needs of Arizona.
 - b. Most mission & value statements are meaningless corporate/political jargon.
 - c. Way too much irrelevant information to review. Just give the information relevant to proposed projects in Surprise. Goals ok.
2. Expansion
 - a. The state keeps getting larger, and transportation is decades behind. We have traffic problems in rural areas and do little to help these towns and cities out.
 - b. More needs to be done in rural Arizona. The highways in the White Mountains are too congested.
 - c. Consider average citizens' transportation needs. Expand local airports and improve highways between Needles and Las Vegas.
3. Other (Public Transit)
 - a. Remove the light rail since it is only used by 1.6% of the public but consumed over 7% of the budget.
 - b. More resources for urban mass transit and interurban commuter rail.
 - c. Just don't understand why fast rail is not included in immediate planning. Arizona's current (and future) extreme heat is a warning for immediate action to reduce motor vehicle usage ASAP!
4. Environmental & Health Stewardship
 - a. I am pleased by the focus on environmental stewardship and accessibility. With the increasing impact of climate change, it is more necessary than ever to address the climate impact of our transportation infrastructure.
 - b. Environmental and Health Stewardship is most important. This would entail getting people out of their cars, using transit in conjunction with walking/biking. Maintaining the existing system should be the next priority.
 - c. Environmental health and stewardship are top priorities. I want all of the other goals to encompass this goal as an intrinsic part of ADOTs 2050 LRTP.

Multimodal Needs

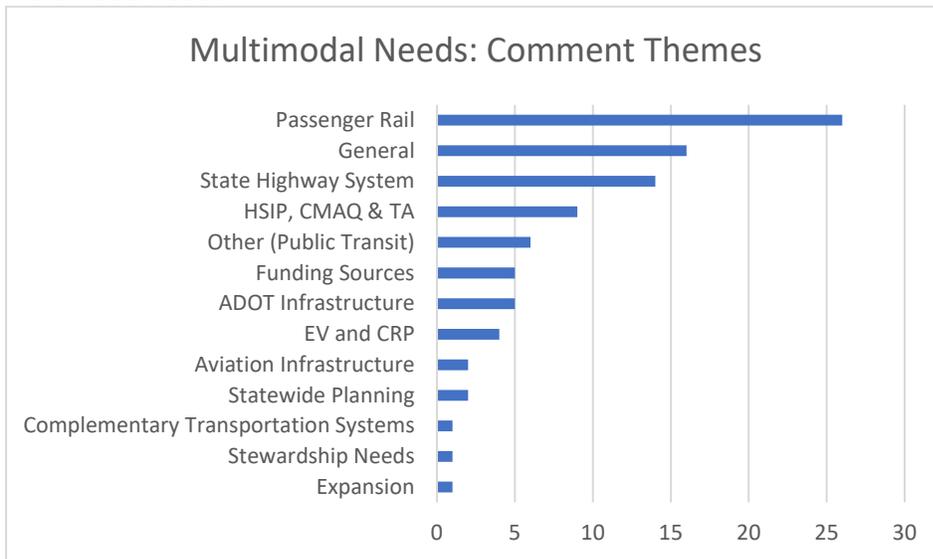


Figure 3 - Multimodal Needs: Comment Themes

Multimodal Needs sample comments from the top four categories included the following:

1. Passenger Rail
 - a. I'm glad to see thought put on multimodal transportation, though I wish more emphasis on rail between Tucson and Phoenix. A state supported Amtrak, Brightline, or other route between the two cities would see lots of ridership.
 - b. Insane amounts of funding for the least efficient mode of transport; more funding should be geared towards transit & passenger rail instead of wasting money on expanding highways.
 - c. No more tax money for rail or light rail.
2. General Comments (Overall sentiments or comments outside of the scope)
 - a. Insufficient ADOT policy does not enable the actual multimodal need to be identified. So many ADOT corridors in my community do not allow improvements that actually address safety, accessibility, mobility.
 - b. There is an extreme need to reallocate AZ funds outside of highway use. The prevalence of high speed, multilane roads in AZ directly contributes to the unacceptable level of injuries and fatalities and creates communities where nobody feels safe to walk or bike.
3. State Highway System
 - a. The fact that the state highway system accounts for 73.68% of the funding required to maintain the system shows the primary issue with roadway dependency. Constant maintenance due to cracking, spalling, and other concrete surface maintenance issues will spiral as the system ages. This is not financially nor environmentally sustainable.
 - b. Highways are extremely expensive to build and maintain.
 - c. ADOT should prioritize highways and pavement preservation/repair projects. We have a great system, but it is deteriorating faster than we are maintaining it.
4. HSIP, CMAQ & TA
 - a. This list of funding needs assumes no major shifts in modalities. This is wrong. We must shift to public transportation for safety and climate change. We cannot continue to spend the majority of taxpayer money on individual transportation (cars). The needs

outlined on this page must be shifted accordingly. Because we lack sufficient infrastructure for public transportation, obviously that should be the majority of the need.

- b. Lumping TA with HSIP and CMAQ is misleading. The other funding categories are dedicated transportation types/programs, but transportation alternatives are being lumped with other programs to appear like more money is being provided than there actually is.
- c. We are spending way too much money on highways. ADOT has an obligation to support bike, walking, and other micro-mobility solutions. ADOT needs to support separated bike lanes that follow all ADOT-maintained routes and introduce bicycle highways.

Revenue Projections:

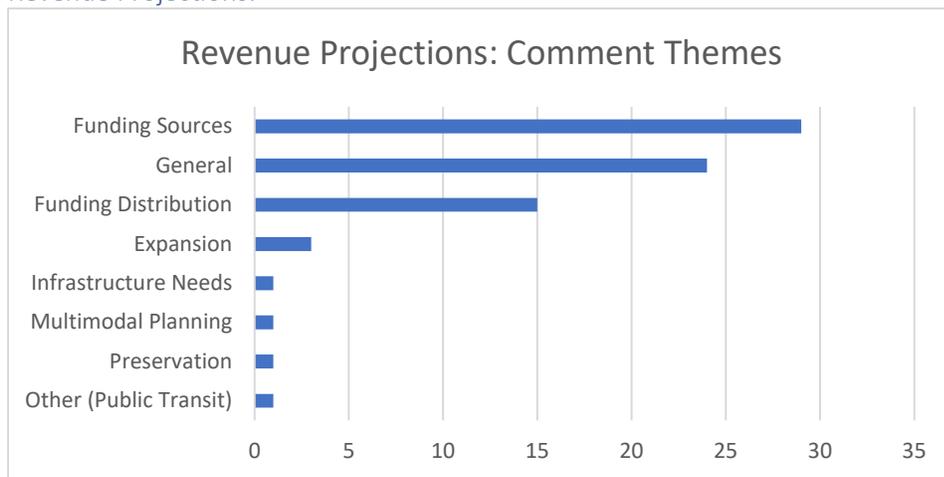


Figure 4 - Revenue Projections: Comment Themes

Revenue Projections sample comments from the top three categories included the following:

1. Funding Sources
 - a. While I am aware ADOT does not have control over tax measures, I am concerned that commercial freight vehicles do not adequately pay for the outsized damage they cause to highway infrastructure.
 - b. The funding formula needs to be updated to reflect the fuel efficiency of cars, the transition to electric, and the increased damage to roads due to the weight of vehicles increasing.
 - c. I would use some of the education funds, and, of course, lottery funds to help with the infrastructure repairs.
2. General Comments (Overall sentiments or comments outside of the scope)
 - a. Very hard to estimate but looks reasonable.
 - b. No comment, other than making sure we consider growing revenues from a growing population.
 - c. As a statewide document the focus on Maricopa County's Prop 400 without noting similar measures in other areas of the state feels like an omission. While Maricopa County is a significant portion of the state, the other areas of the state warrant mention as well.
3. Funding Distribution
 - a. Re-prioritize allocation of spending based on how long a particular category has been

ignored. For too long, Phoenix & Tucson freeways get the vast majority of funding based on population growth that should not be allowed to continue (based on housing unaffordability, depleting water resources, etc.).

- b. We need greater funds for high capacity rail transit and infrastructure.
- c. Allocate funds for rural underserved communities and tribes.

Transportation Gap

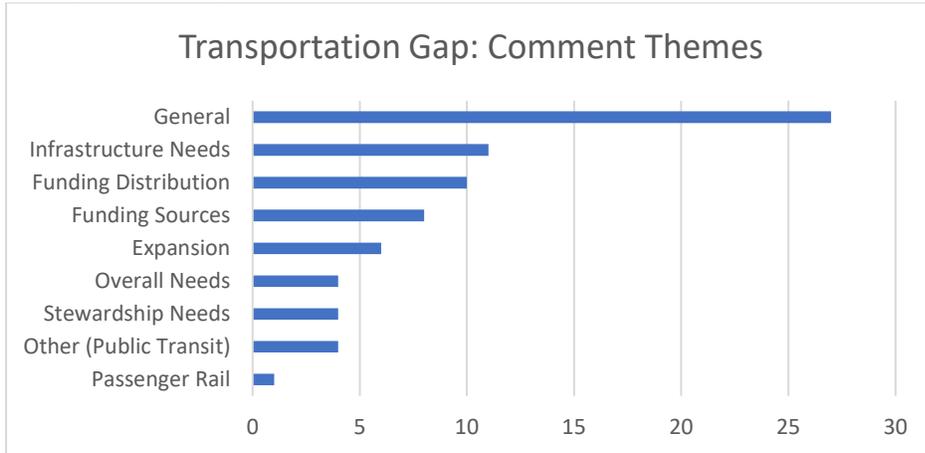


Figure 5 - Transportation Gap: Comment Themes

Transportation Gap sample comments from the top four categories included the following:

1. General Comments (Overall sentiments or comments outside of the scope)
 - a. I understand the gap (as troubling as it may be) and agree with the breakdown categories.
 - b. Definitely, strategic investments need to be prioritized.
 - c. Quite a gap: ADOT will have to be creative with strategies.
2. Infrastructure Needs
 - a. Prioritization is key. Preservation and maintenance of the existing system (mainly pavement) should take precedence over all other expenditures.
 - b. If we were to focus on maintaining existing roads, rather than adding more, the gaps would close. Every new road surface is an expense that runs into perpetuity.
 - c. AGAIN, MAG dominates in receiving funding. We need someone to advocate for our needs here in TUS/PAG.
3. Funding Distribution
 - a. Funding gaps indicate that business as usual is bankrupting us. Stop building new roads. Get cars off of the roads by building alternatives to cars. These strategies will lead to less burdensome maintenance costs.
 - b. Perhaps a different use of funds--to reduce reliance on vehicle traffic--would support closing this gap.
 - c. Serious gaps require more focus on vital needs. Do we really need to spend \$200 Million per year on public transportation? These need a close look at the cost per passenger mile. From 2022 Valley Metro ridership is half of 2019 64M riders to 31M riders. Using public transportation differently is a way to bridge the gap. Services such as Uber Lyft and Waymo can be factored in on certain routes. Empty buses and low ridership routes are a waste of money and are bad for the environment.

4. Funding Sources

- a. The GAP of what is needed and is built keeps getting broader, but no funding changes are happening to close the GAP.
- b. Wow. Quite a bit of missing revenue. It's too bad Arizona expects people to pay no taxes.
- c. Get more creative with Federal Money - or raise taxes.

Future Scenarios

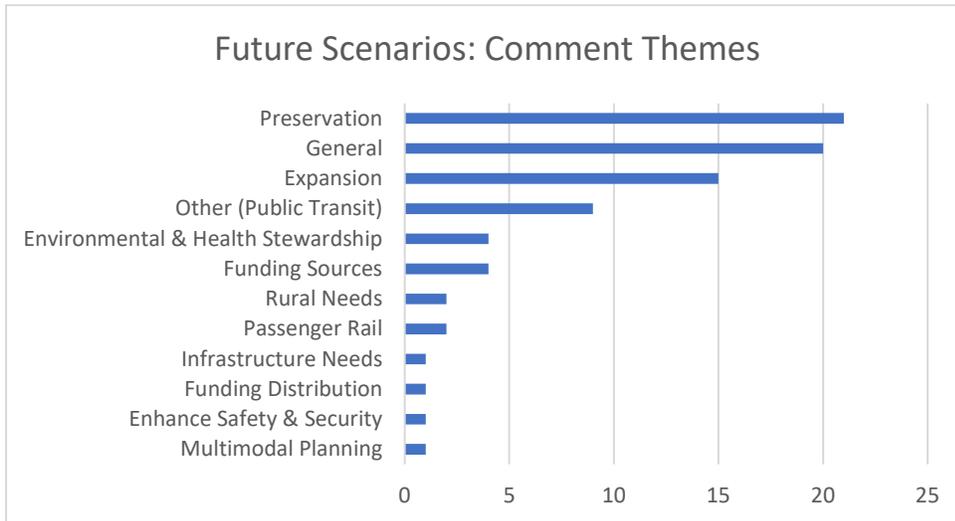


Figure 6 - Future Scenarios: Comment Themes

Future Scenarios sample comments from the top four categories included the following:

1. General Comments (Overall sentiments or comments outside of the scope)
 - a. I would like to see the speed limit lowered to 70 and increase the lanes going through Phoenix.
 - b. Too many words for the average reader to digest!
 - c. We will not have a future if we don't reduce vehicular traffic immediately!
2. Preservation
 - a. I agree that the State of Arizona's growth and stature among neighboring states and Mexico should be translated into increasing funding and support towards preservation of existing roadways, optimizing what is available and also promoting future growth by widening and expanding infrastructure, where that is logically and morally possible.
 - b. We need to preserve what we have and invest in high capacity rail transit and active transportation infrastructure. More freeways will NOT solve our congestion problem and ADOT does not care about anything other than cars.
 - c. Preserve and Upgrade is good but there needs to be some investment in new widenings and roadway/rail sections.
3. Expansion
 - a. Better access for freight / trucks needs to be a major consideration. So much of what I see bogging down the highways has to do with tractor/trailers.
 - b. Promote future growth because Arizona is growing at an increased rate. Our current infrastructure cannot handle the growth in population we are experiencing and needs to

- be addressed.
 - c. You guys won't do anything useful. You only care about new areas where everyone is moving to.
 - 4. Other (Public Transit)
 - a. This seems necessary, I suppose. Though again, I am disappointed that even in the increased funding scenarios, cars are prioritized over innovation or rail.
 - b. Arizona is years behind on public transportation. Look at other cities and states for better ideas.
 - c. Please see my comments above regarding the need for more light rail that also includes a police/security presence so more people will ride. Currently the perception is that light rail is very dangerous especially for young women.

Recommended Investment Choice

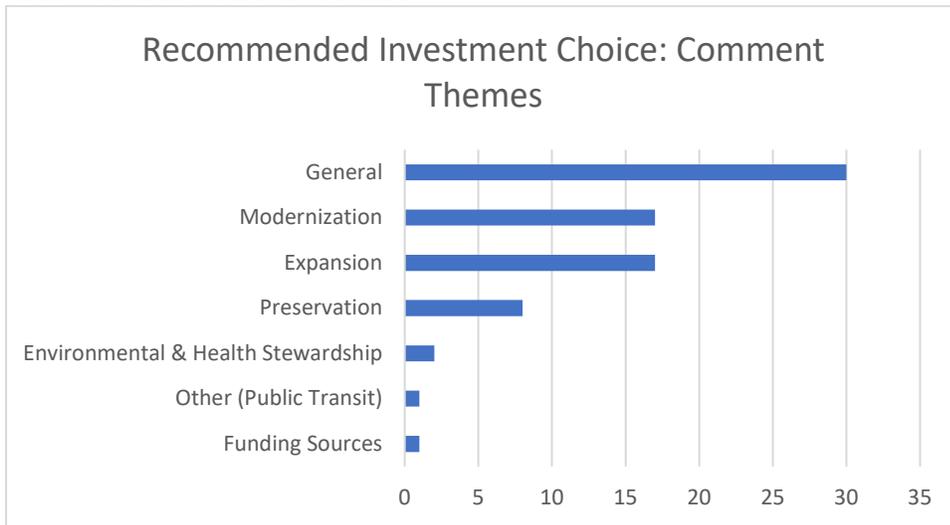


Figure 7 - Recommended Investment Choice: Comment Themes

Recommended Investment Choice sample comments from the top three categories included the following:

1. General Comments (Overall sentiments or comments outside of the scope)
 - a. There needs to be a map to show where all these investment choices will be; who will it affect?
 - b. Less should be spent on roads. More should be spent on alternative transit methods.
 - c. Please quit spending money on pedestrian freeway crossings that have to be works of art. No more "Squaw Peak Pots." If the crossings must be built, make them simple but utilitarian. And make sure they are really needed.
2. Modernization
 - a. Safety should be prioritized over convenience. Road crossings in rural areas are dangerous/impossible which makes car free journeys unsafe even when distances would allow for cycling or other forms of transportation.
 - b. I think this is pretty solid. I might lean a bit more towards Modernization over expansion in our metro areas specifically, but it's solid.
 - c. The more convenient we make public transportation for elderly and disabled, the better. We have many seniors.

3. Expansion
 - a. Expansion along with modernization is needed to have a healthy transportation system in Arizona.
 - b. Hope that at some point Pinal County (rural areas) will receive some expansion funding (Greater AZ bucket) considering County is expected to significantly increase in population by 2055.
 - c. Good emphasis on expansion.

Final Comments

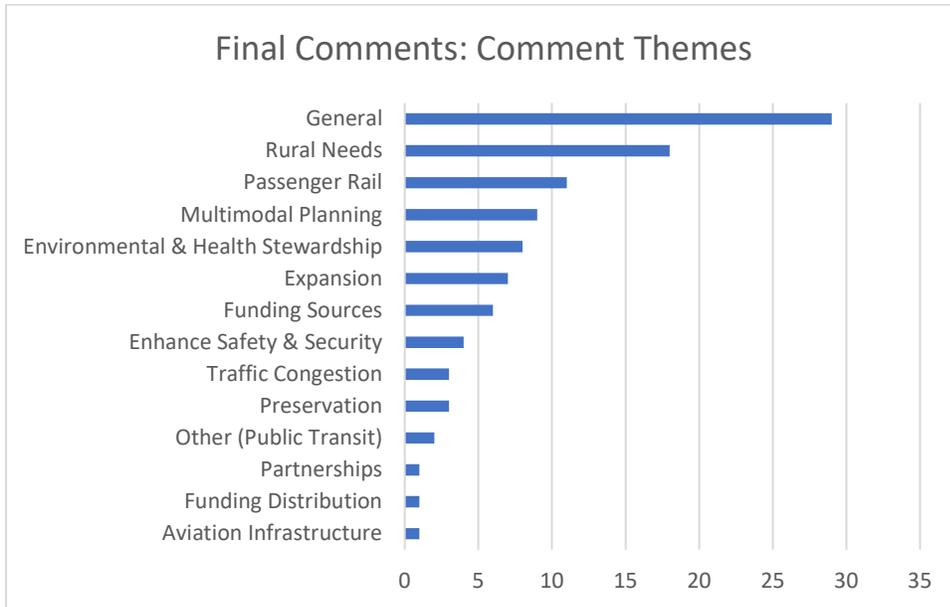


Figure 8 - Final Comments: Comment Themes

Final Comments sample comments from the top four categories included the following:

1. General Comments (Overall sentiments or comments outside of the scope)
 - a. The Resilience Improvement Plan sounds like a potential cornerstone to many of the LRTP's goals and objectives. Can this document be publicly reviewed in the future?
 - b. Simplification would be better for the general public to read: fewer words, larger print, explanation of terms. This looks like a PhD dissertation.
 - c. Can we also see a list of specific projects on a year by year basis that are scheduled for the resources to be applied to?
2. Rural Needs
 - a. Move the focus away from urban centers.
 - b. In terms of expansion any funds should be directed to underserved communities such as tribal areas rather than increasing the convenience of those already served.
 - c. The Navajo Nation needs to be a major partner when it comes to these kinds of planning. Please include the Navajo Nation in the highway/roads expansions and the EV charging station plans as well.
3. Passenger Rail
 - a. A rail line should be installed that runs from Tucson International Airport, through downtown Tucson, and up to Sky Harbor, with key stops in the Phoenix metro area.

- b. This State needs above ground high speed train services that connect all major cities and towns.
 - c. We need a way to get from Sedona to Phoenix without our cars. Where is the light rail system to downtown and the airport? How can we get to Prescott or Flagstaff without our cars? This plan is missing its most critical elements.
4. Multimodal Planning
- a. I hope that you can take a more holistic approach to transportation planning and identify ways in which we can move people in ways that improve our health rather than harm it.
 - b. Please consider funding more bicycle and pedestrian access projects. You guys are doing a great job!
 - c. Only by increasing modal options can we address congestion. Change your policy to allow for much-needed multimodal infrastructure, like bus-only lanes!

Website Comments and Emails

Members of the public had the opportunity to email their comments and questions to the project email address (LRTP@azdot.gov) or via the website comment form throughout the comment period. A total of 22 comments were received through these methods. A list of comments and their responses are listed in Appendix H.

Public Meeting Comments

Participants were given the opportunity to submit comments via Zoom Q&A or verbally after the end of the presentation. 73 questions and comments were submitted via the Q&A function and 5 questions and comments were received verbally during the meeting. A list of comments is provided in Appendix H.

Key Stakeholders and Partners

Comments were received from key stakeholders such as Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG). Key stakeholder comments will be addressed before the draft LRTP is finalized and are included in Appendix H.

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Appendix A

Public Notification Tearsheets

AZCentral Tearsheet

O'Callaghan joins Democrats seeking Schweikert's seat

Tara Kessler
Associated Press

Clare O'Callaghan is the latest candidate to enter the crowded Democratic primary for Arizona's 1st Congressional District.

The seat is held by Rep. David Schweikert, R-Ariz., and the 2024 race in the district is expected to be one of the most competitive congressional contests in the state.

O'Callaghan, 40, lives in the DC South area of Scottsdale. He immigrated to the U.S. when he was 4 years old and graduated from Chaparral High School, where he was a state champion runner.

O'Callaghan now works in finance as a managing director at WTL.

This is his first run for public office. O'Callaghan said that a sense of service was instilled in him by his father, who worked as a doctor at the Mayo Clinic and who held a public post during Democratic Gov. Steve Moffatt's administration.

O'Callaghan said that he is running for Congress because he believes he is the most electable candidate.

"So everybody keeps saying that this seat is super competitive ... but it's the same rhetoric that we've been hearing for the last three or four cycles of this seat," O'Callaghan told The Arizona Republic in an interview. "And when I look at the people that are in the race, I don't believe that the winning candidate is already in the race or I wouldn't run."

"We as Democrats need to put up a nominee that can actually beat Schweikert and get this thing over the goal line and I believe that I can."

He believes the party has put up candidates in the last few election cycles that were "too left" for the district and is worried that the party is going down the same path this year. Getting up to what he sees as the "left Congressional District," O'Callaghan says that he is uniquely trained in to what matters to Democratic and general election voters where he lives.

The economy is O'Callaghan's most important issue.

"None of my opponents cite issues like women's rights, common sense gun reform. I think those things for me are table stakes. It matters to me as a Democrat throughout the country and just in Arizona. Those are things that we need to advance and we need to improve upon," he said.

"We as Democrats need to put up a nominee that can actually beat Schweikert and get this thing over the goal line and I believe that I can."

Clare O'Callaghan
Running for US Congressional District 1st

"But for me, specifically in CD1, the most important thing is the economy," he added, noting that the district is home to many small businesses.

However, O'Callaghan puts a caveat on the importance of the economy. "The economy is what is important to me ... but some of that matters (because) if we don't fix the water situation, there isn't going to be anybody living here 50 years from now," he said. "And as the number one issue, as far as I'm concerned, is securing the future of Arizona's water."

O'Callaghan faces tough competition to become the Democratic nominee to face Schweikert in the November 2024 general election.

Other candidates running for the party's nomination include: Marcus Lakin Woods, former broadcast journalist and widow of former Arizona Attorney General Grant Woods; nonprofit executive Karl Knoefer; Andrei Cherny, former CEO of ArgusMedia, an environmentalist; financial services company state Rep. Anish Shah and Phoenix orthodontist Andrew Horn.

The U.S. House of Representatives, which is composed of 435 voting members, is a body that operates on majority rule and Schweikert is a senior member of the influential Ways and Means Committee.

When asked why the district's constituents should reevaluate that power for a freshman member of Congress, O'Callaghan said:

"I don't think that voters, even Republican voters in Arizona, care enough about the seniority of the existing congressman on their committee. I think they want somebody that's going to represent them."

"I think people want a fresh perspective and frankly, somebody who's not a politician to solve things up in Washington and I think they would take that over Schweikert, who in my opinion is a quintessential insider," O'Callaghan added.

The 1st Congressional District is among Arizona's wealthiest and includes Scottsdale, Paradise Valley, Care Creek, Scottsdale Hills and sections of Phoenix.

Tara Kessler is a public reporter at The Arizona Republic. She can be reached by email at tara.kessler@arizona.com or on Twitter @tkessler.



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2050 Long-Range Transportation Plan
ADOT

Provide Your Comments

The Arizona Department of Transportation (ADOT) has developed the draft 2050 Long-Range Transportation Plan (LRTP), which is now available for public review and comment. The LRTP provides a blueprint and vision for Arizona's future transportation system over the next 25 years. Help us with our transportation priorities for Arizona.

Learn more at our Virtual Public Meeting
Review the Draft LRTP, recommended pavement choices and Resilience Improvement Plan with staff and provide your input.

Virtual Meeting
6 - 12 p.m.
August 27, 2023
<https://bit.ly/ADOTLRTP>



More Details
- Scan the QR code
- Visit adot2050plan.com

Can't attend?

Provide comments through September 8.

- Website: adot2050plan.com
- Email: LRTP@adot.gov
- Phone: 855.772.8530
- Mail: Attn: ADOT LRTP
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Phoenix, AZ 85007

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De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidad (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina en función de raza, color, origen nacional, sexo, edad o discapacidad. Personas que requieren asistencia dentro de lo razonable ya sea por el idioma o por discapacidad deben ponerse en contacto con Nancy Beavers al (602) 688-2411 o en nbeavers@adot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

TV Y MÁS

Sugey Ábrego rechaza invitaciones que le hacen hombres por Onlyfans

Diana García
Corresponsal Cd. de México



Abrego

La actriz Sugey Abrego reveló que a través de su cuenta de Onlyfans, ha recibido distintas invitaciones de hombres que desean conocerla personalmente, sin embargo, las ha rechazado, ya que desea seguir siendo solo una fantasía.

"Si he tenido propuesta e invitaciones de hombres, pero no las acepto, yo mantengo a Sugey en fantasía, en un mensaje de cumpleaños, en un mensaje para antes de dormir, en un mensaje de mejora de salud", indicó.

Consciente de que para poder seguir generando dinero en esta plataforma para adultos, debe innovar, la actriz está reali-

zando ahora sesiones de fotos con mujeres.

"Verán, esas colaboraciones nunca las había hecho, fotos con otra mujer, y ha sido de las cosas más sensuales y eróticas que he realizado, es algo que van a poder apreciar y ver de una manera muy erótica, cuidada, no les puedo decir elegantes, pero si sensual, es de las cosas más atrevidas que he hecho, hasta yo me puse nerviosa, porque la energía que generan dos mujeres, realmente es muy, muy hot", indicó.

Aunque está haciendo esto para su Onlyfans, la actriz asegura que no se siente atraída por las mujeres.

"Nunca he sentido gusto físico por ninguna mujer, aunque si puedo decir que me admiro y me atraen las mujeres por su forma de pensar, como Denise Maerker o como mi querida Yolanda Andrade, hay mujeres que son muy atractivas intelectualmente, pero yo soy heterosexual", señaló.

El cuidado que mereces...



Ofrecemos Servicios:

- Prueba de embarazo gratis.
- Servicios obstétricos personalizados.
- Atención prenatal y parto.
- Planificación Familiar Natural (PFN)
- Manejo de ciertas condiciones de alto riesgo.
- Promoción de la lactancia materna.
- Exámenes de bienestar
- Tratamiento de las citologías anómalas y las irregularidades menstruales.
- Evaluación y tratamiento de la infertilidad.
- Apoyo para el parto natural.

William A. Chavira, M.D., F.A.C.O.G. | Emigelia M. Porras, M.D., F.A.C.O.G. | Mariana Arcega, M.D., F.A.C.O.G.

Aceptamos Pacientes Nuevos!

llame a la oficina al 602-234-9611 para hacer una cita

600 W Thomas Rd, Phoenix, AZ 85013
(602) 234-9611 | drchavira.com | dramayamd.com
 lunes- jueves 8:00am-5:00pm viernes 8:00am- 12:00pm



2050 Long-Range Transportation Plan

ADOT

Proporcione sus comentarios

El Departamento de Transporte de Arizona (ADOT) ha desarrollado el borrador del Plan de Transporte de Largo Alcance (LRTP) 2050, que ahora está disponible para revisión y comentarios públicos. El LRTP proporciona un plan y una visión para el futuro sistema de transporte de Arizona durante los próximos 25 años. Ayúdenos a establecer futuras prioridades de transporte para Arizona.

Conoce más en nuestra Reunión Pública Virtual

Revise el Borrador del LRTP, las opciones de inversión recomendadas y el Plan de Mejora de la Resiliencia con el personal y brinde su opinión.

Reunión virtual
 6 - 7:30 p.m.
 22 de agosto de 2023
<https://bit.ly/ADOTDraftLRTP>




Más detalles

- Escanea el código QR
- Visite adot2050plan.com

¿No puede asistir?

Proporcione comentarios hasta el 7 de septiembre:

- **Sitio web:** adot2050plan.com
- **Correo electrónico:** LRTP@azdot.gov
- **Teléfono:** 855.712.8530
- **Correo: Atención:**
 Attn: ADOT LRTP
 1655 W. Jackson St. MD126F
 Phoenix, AZ 85007

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nancy Becerra at 623.695.7411 or NGBecerra@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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A lightning strike from a monsoon storm started a house fire in Fort Valley Monday afternoon leading to the total loss of the home. The homeowner was at home when the lightning struck but was not injured. Responding firefighters stopped the fire from spreading to the detached garage. **MATT BEATT, COURTESY**

Fire

small hole between the ceiling and the attic floor. The hole opened, sending a wave of oxygen to the attic and boosting the height and heat of the flames above. The fire started to tear through the roof, Beatt said, and the fire was contained in the attic. The home had high ceilings. To ease the retreat of the fire spread, firefighters used a long hooked tool called a pipe pole to open a

small hole between the ceiling and the attic floor. The hole opened, sending a wave of oxygen to the attic and boosting the height and heat of the flames above. The fire started to tear through the roof, Beatt said, and the fire was contained in the attic. The home had high ceilings. To ease the retreat of the fire spread, firefighters used a long hooked tool called a pipe pole to open a

an offensive to a defense strategy. They focus on protecting our buildings and trapping down flames from outside the structure. In this case, hydrants aren't readily available to fire crews. Instead, water has to be retrieved from hydrants near Highway 160 and carted back to the scene of a fire to help quench the flames. **PHOENIX, PAGE 4**



Firefighters work to knock down a lightning-caused fire which destroyed a Fort Valley home Monday afternoon. The homeowner was in the house when it was struck by lightning. Firefighters from the Flagstaff Fire Department and Sunnyside Fire Department stopped the fire from spreading to a detached garage. **JANE BACON, ARIZONA DAILY SUN**



MATT BEATT, COURTESY



JANE BACON, ARIZONA DAILY SUN



2050 Long-Range Transportation Plan
ADOT

Provide Your Comments

The Arizona Department of Transportation (ADOT) has developed the draft 2050 Long Range Transportation Plan (LRTP), which is now available for public review and comment. The LRTP provides a blueprint and vision for Arizona's future transportation system over the next 25 years. Help us set future transportation priorities for Arizona.

Learn more at our Virtual Public Meeting
Review the Draft LRTP, recommended investment choices and Resilience Improvement Plan with staff and provide your input.

Virtual Meeting
6 - 7:30 p.m.
August 22, 2021
<https://bit.ly/ADOTDraftLRTP>

More Details
- Scan the QR code
- Visit adot2050plan.com

Can't attend?
Provide comments through September 7:

Website: adot2050plan.com **Email:** LRTP@adot.gov
Phone: 602.712.8030 **Mail:** Attn: ADOT LRTP, 1615 W. Jackson St, MD126F, Phoenix, AZ 85007

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azdailysun.com

Web Banners



A vertical banner with a white top half and a dark blue bottom half, separated by a curved orange line. At the top center is the ADOT logo, which consists of a white star on a blue background with a sunburst effect. Below the logo, the text "2050 Long-Range Transportation Plan" is written in a sans-serif font, with "2050" in red and the rest in blue. Underneath that is the "ADOT" logo in a bold, italicized blue font. The bottom half of the banner features the text "Share Your Input by September 7th" in white, with "September 7th" in a larger font size. At the very bottom, the website "adot2050plan.com" is written in a smaller white font.

2050 Long-Range Transportation Plan
ADOT

Share Your Input by September 7th

adot2050plan.com



A horizontal banner with a white left half and a dark blue right half, separated by a curved orange line. The ADOT logo and "2050 Long-Range Transportation Plan" text are on the white side. The dark blue side contains the text "Share Your Input by September 7th" in white, with "September 7th" in a larger font size, and "adot2050plan.com" in a smaller white font below it.

2050 Long-Range Transportation Plan
ADOT

Share Your Input by September 7th

adot2050plan.com



A horizontal banner with a white left half and a dark blue right half, separated by a curved orange line. The ADOT logo and "2050 Long-Range Transportation Plan" text are on the white side. The dark blue side contains the text "Share Your Input by September 7th" in white, with "September 7th" in a larger font size, and "adot2050plan.com" in a smaller white font below it.

2050 Long-Range Transportation Plan
ADOT

Share Your Input by September 7th

adot2050plan.com



A horizontal banner with a white left half and a dark blue right half, separated by a curved orange line. The ADOT logo and "2050 Long-Range Transportation Plan" text are on the white side. The dark blue side contains the text "Share Your Input by September 7th" in white, with "September 7th" in a larger font size, and "adot2050plan.com" in a smaller white font below it.

2050 Long-Range Transportation Plan
ADOT

Share Your Input by September 7th

adot2050plan.com

Appendix B

Email Messages via GovDelivery

Subject: ADOT launches draft Long Range Transportation Plan (LRTP) commenting period
 Sent: 07/24/2023 03:55 PM MST
 Sent By: ngbecerra@azdot.gov
 Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

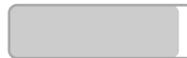
12,733

Recipients

- ✓ Email
- ✗ SMS
- ✗ Facebook
- ✗ Twitter
- ✓ RSS

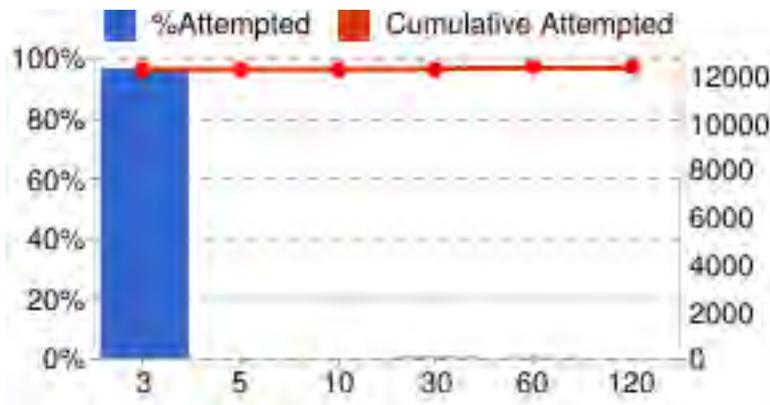
92%

Delivered



- 0% Pending
- 8% Bounced
- 45% Open Rate
- 11% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	96%
5	96%
10	96%
30	97%
60	97%
120	97%

Delivery Metrics - Details

12,733 Total Sent
11,724 (92%) Delivered
0 (0%) Pending
1,009 (8%) Bounced
8 (0%) Unsubscribed

Bulletin Analytics

9,092 Total Opens
5272 (45%) Unique Opens
1,492 Total Clicks
1275 (11%) Unique Clicks
20 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	91.6%	12,021	11,012	4933 / 44.8%	1,009	8
Digest	n/a	n/a	712	712	339 / 47.6%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.adot2050plan.com/pdfs/ADOT-LRTP-2050-Draft-...	468	621
http://www.adot2050plan.com/	274	295
http://www.surveymonkey.com/r/ADOT2050Plan	250	276
https://bit.ly/ADOTDraftLRTP	174	184
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	22	25
https://az511.gov/about/mobileapp	8	12
https://www.facebook.com/azdot	9	12
https://twitter.com/ArizonaDOT	8	11
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	11	11
https://www.azdot.gov/	8	8
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	8	8
https://subscriberhelp.govdelivery.com/	6	6
https://www.flickr.com/ArizonaDOT	6	6
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	6	6
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	6	6
https://www.youtube.com/user/ArizonaDOT	5	5
https://subscriberhelp.granicus.com/	5	5
https://www.azdot.gov/media/blog	5	5
https://www.azdot.gov/adotalerts/	3	3
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	2	2

Subject: Last chance to comment on the draft Long Range Transportation Plan
 Sent: 09/06/2023 10:51 AM MST
 Sent By: ngbecerra@azdot.gov
 Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

12,689

Recipients

- ✓ Email
- ✗ SMS
- ✗ Facebook
- ✗ Twitter
- ✓ RSS

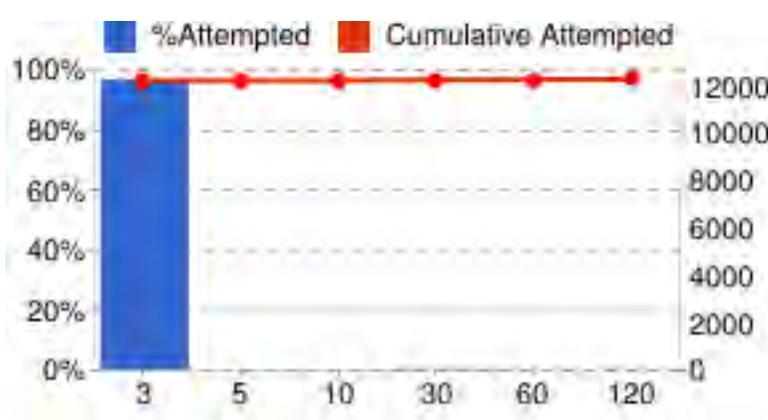
92%

Delivered



- 0% Pending
- 8% Bounced
- 33% Open Rate
- 8% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	97%
5	97%
10	97%
30	97%
60	97%
120	97%

Delivery Metrics - Details

12,689 Total Sent
11,679 (92%) Delivered
0 (0%) Pending
1,010 (8%) Bounced
0 (0%) Unsubscribed

Bulletin Analytics

5,699 Total Opens
3899 (33%) Unique Opens
966 Total Clicks
877 (8%) Unique Clicks
19 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	92.0%	12,689	11,679	3899 / 33.4%	1,010	0
Digest	n/a	n/a	0	0	0 / 0.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
http://www.surveymonkey.com/r/ADOT2050Plan	368	394
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	249	252
http://www.adot2050plan.com/	89	121
https://az511.gov/about/mobileapp	65	67
https://azdot.gov/business/civil-rights/ada-derechos-civilesada	10	23
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	17	19
https://www.youtube.com/user/ArizonaDOT	14	16
https://www.azdot.gov/	14	14
https://twitter.com/ArizonaDOT	10	13
https://www.facebook.com/azdot	9	11
https://www.azdot.gov/media/blog	8	10
https://www.flickr.com/ArizonaDOT	8	10
https://subscriberhelp.granicus.com/	8	8
https://subscriberhelp.govdelivery.com/	6	6
https://www.azdot.gov/adotalerts/	1	1
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	1	1
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	0	0

Subject: Missed our public meeting on the draft Long Range Transportation Plan? View the presentation and provide your comments online

Sent: 08/29/2023 11:53 AM MST

Sent By: ngbecerra@azdot.gov

Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

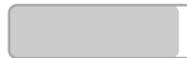
12,697

 Recipients

-  Email
-  SMS
-  Facebook
-  Twitter
-  RSS

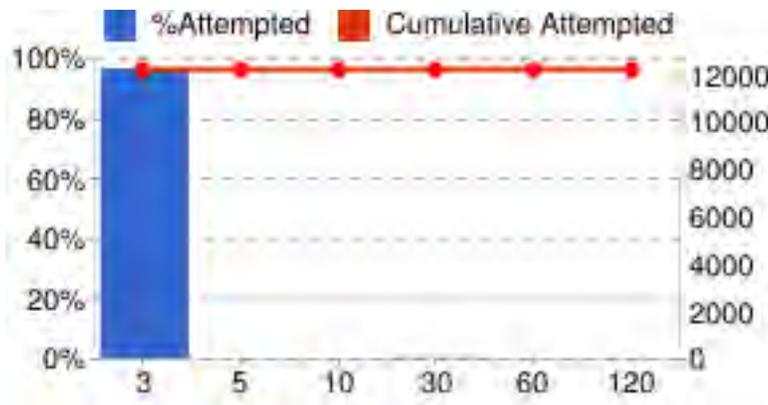
92%

Delivered



- 0% Pending
- 8% Bounced
- 42% Open Rate
- 7% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	96%
5	96%
10	96%
30	97%
60	97%
120	97%

Delivery Metrics - Details

12,697 Total Sent

11,677 (92%) Delivered

0 (0%) Pending

1,020 (8%) Bounced

0 (0%) Unsubscribed

Bulletin Analytics

8,025 Total Opens

4890 (42%) Unique Opens

937 Total Clicks

845 (7%) Unique Clicks

19 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	91.5%	11,976	10,956	4567 / 41.7%	1,020	0
Digest	n/a	n/a	721	721	323 / 44.8%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
http://www.adot2050plan.com/	319	379
http://www.surveymonkey.com/r/ADOT2050Plan	194	205
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	86	89
http://www.adot2050plan.com	55	64
https://www.youtube.com/user/ArizonaDOT	22	24
https://az511.gov/about/mobileapp	23	24
https://www.azdot.gov/media/blog	22	23
https://twitter.com/ArizonaDOT	21	22
https://www.facebook.com/azdot	21	22
https://www.flickr.com/ArizonaDOT	21	22
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	13	14
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	10	11
https://www.azdot.gov/	11	11
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	9	9
https://subscriberhelp.granicus.com/	9	9
https://subscriberhelp.govdelivery.com/	8	8
https://www.azdot.gov/adotalerts/	1	1
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	0	0
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	0	0

Subject: Reminder: ADOT hosting virtual public meeting tonight, Aug. 22, to seek public input on the draft Long Range Transportation Plan

Sent: 08/22/2023 12:52 PM MST

Sent By: ngbecerra@azdot.gov

Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

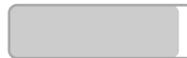
12,707

Recipients

- ✓ Email
- ✗ SMS
- ✗ Facebook
- ✗ Twitter
- ✓ RSS

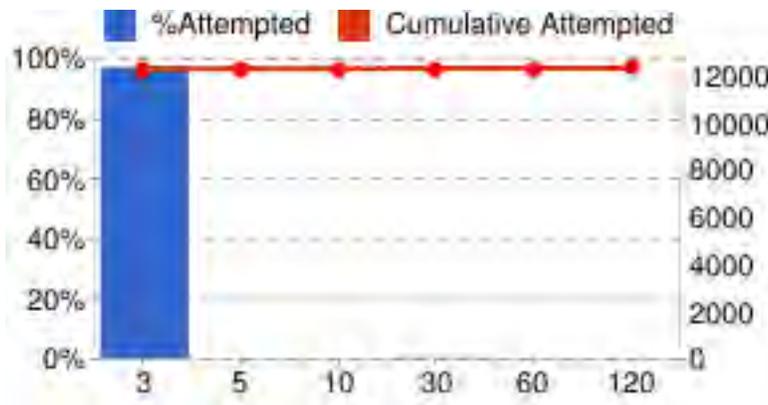
92%

Delivered



- 0% Pending
- 8% Bounced
- 41% Open Rate
- 8% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	97%
5	97%
10	97%
30	97%
60	97%
120	97%

Delivery Metrics - Details

12,707 Total Sent

11,686 (92%) Delivered

0 (0%) Pending

1,021 (8%) Bounced

0 (0%) Unsubscribed

Bulletin Analytics

7,056 Total Opens

4763 (41%) Unique Opens

1,015 Total Clicks

931 (8%) Unique Clicks

20 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	92.0%	12,707	11,686	4763 / 40.8%	1,021	0
Digest	n/a	n/a	0	0	0 / 0.0%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.adot2050plan.com/pdfs/ADOT-LRTP-2050-Draft-...	203	233
http://www.adot2050plan.com/	218	227
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	213	217
https://bit.ly/ADOTDraftLRTP	118	141
http://www.surveymonkey.com/r/ADOT2050Plan	105	111
https://twitter.com/ArizonaDOT	14	18
https://www.facebook.com/azdot	14	18
https://az511.gov/about/mobileapp	13	17
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	8	8
https://www.azdot.gov/	6	6
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	3	3
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	3	3
https://www.azdot.gov/media/blog	3	3
https://subscriberhelp.granicus.com/	3	3
https://subscriberhelp.govdelivery.com/	2	2
https://www.flickr.com/ArizonaDOT	2	2
https://www.youtube.com/user/ArizonaDOT	2	2
https://www.azdot.gov/adotalerts/	1	1
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	0	0
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	0	0

Subject: Register now for the Aug. 22 virtual public meeting for the draft Long Range Transportation Plan
 Sent: 08/15/2023 09:01 AM MST
 Sent By: ngbecerra@azdot.gov
 Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

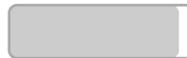
12,704

 Recipients

-  Email
-  SMS
-  Facebook
-  Twitter
-  RSS

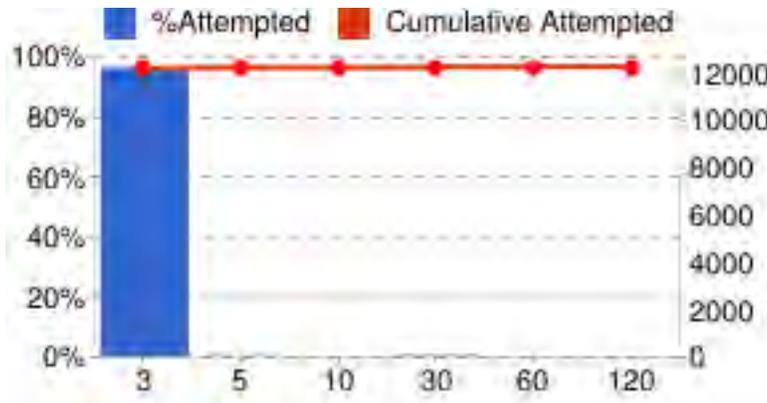
92%

Delivered



- 0% Pending
- 8% Bounced
- 40% Open Rate
- 11% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	96%
5	96%
10	96%
30	97%
60	97%
120	97%

Delivery Metrics - Details

12,704 Total Sent
11,691 (92%) Delivered
0 (0%) Pending
1,013 (8%) Bounced
0 (0%) Unsubscribed

Bulletin Analytics

7,389 Total Opens
4699 (40%) Unique Opens
1,437 Total Clicks
1315 (11%) Unique Clicks
20 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	91.5%	11,982	10,969	4388 / 40.0%	1,013	0
Digest	n/a	n/a	722	722	311 / 43.1%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.adot2050plan.com/pdfs/ADOT-LRTP-2050-Draft-...	274	321
https://bit.ly/ADOTDraftLRTP	233	272
http://www.adot2050plan.com/	181	188
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	176	179
https://twitter.com/ArizonaDOT	149	152
http://www.surveymonkey.com/r/ADOT2050Plan	133	140
https://az511.gov/about/mobileapp	64	67
https://www.facebook.com/azdot	20	23
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	13	15
https://www.azdot.gov/	11	12
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	9	10
https://www.flickr.com/ArizonaDOT	9	10
https://subscriberhelp.govdelivery.com/	9	10
https://www.azdot.gov/media/blog	8	9
https://www.youtube.com/user/ArizonaDOT	8	9
https://subscriberhelp.granicus.com/	8	9
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	8	9
https://www.azdot.gov/adotalerts/	1	1
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	1	1
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	0	0

Subject: ADOT seeking input on the draft Long-Range Transportation Plan
 Sent: 08/08/2023 08:37 AM MST
 Sent By: ngbecerra@azdot.gov
 Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

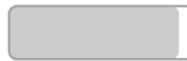
12,715

Recipients

- ✓ Email
- ✗ SMS
- ✗ Facebook
- ✗ Twitter
- ✓ RSS

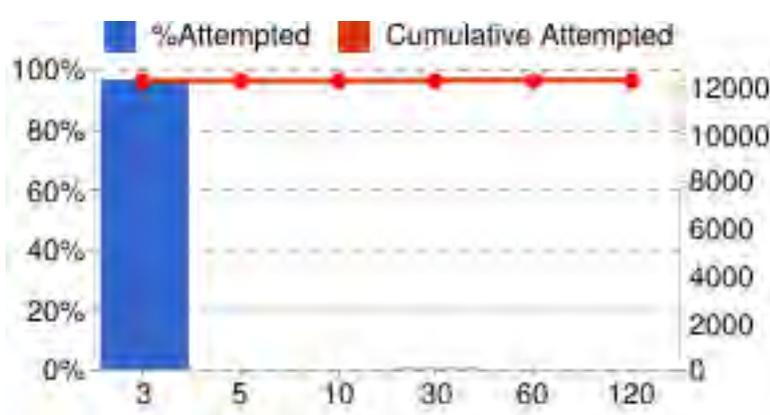
92%

Delivered



- 0% Pending
- 8% Bounced
- 40% Open Rate
- 10% Click Rate

Email Delivery Stats



Minutes	Cumulative Attempted
3	96%
5	96%
10	96%
30	97%
60	97%
120	97%

Delivery Metrics - Details

12,715 Total Sent
11,681 (92%) Delivered
0 (0%) Pending
1,034 (8%) Bounced
0 (0%) Unsubscribed

Bulletin Analytics

7,272 Total Opens
4,715 (40%) Unique Opens
1,222 Total Clicks
1,162 (10%) Unique Clicks
20 # of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	91.4%	11,995	10,961	4382 / 40.0%	1,034	0
Digest	n/a	n/a	720	720	333 / 46.2%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

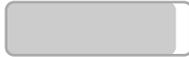
Link URL	Unique Clicks	Total Clicks
https://www.adot2050plan.com/pdfs/ADOT-LRTP-2050-Draft-...	270	293
http://www.surveymonkey.com/r/ADOT2050Plan	228	236
http://www.adot2050plan.com/	213	223
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	213	219
https://bit.ly/ADOTDraftLRTP	115	121
https://az511.gov/about/mobileapp	25	27
https://www.facebook.com/azdot	15	17
https://twitter.com/ArizonaDOT	15	17
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	12	12
https://www.azdot.gov/	10	10
https://www.flickr.com/ArizonaDOT	7	8
https://subscriberhelp.govdelivery.com/	8	8
https://subscriberhelp.granicus.com/	7	7
https://www.azdot.gov/media/blog	7	7
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	6	6
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	6	6
https://www.youtube.com/user/ArizonaDOT	6	6
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	1	1
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	0	0
https://www.azdot.gov/adotalerts/	0	0

Subject: ADOT seeking input on the draft Long-Range Transportation Plan
 Sent: 08/01/2023 08:07 AM MST
 Sent By: ngbecerra@azdot.gov
 Sent To: Subscribers of Five Year Program or Long Range Transportation Plan Update

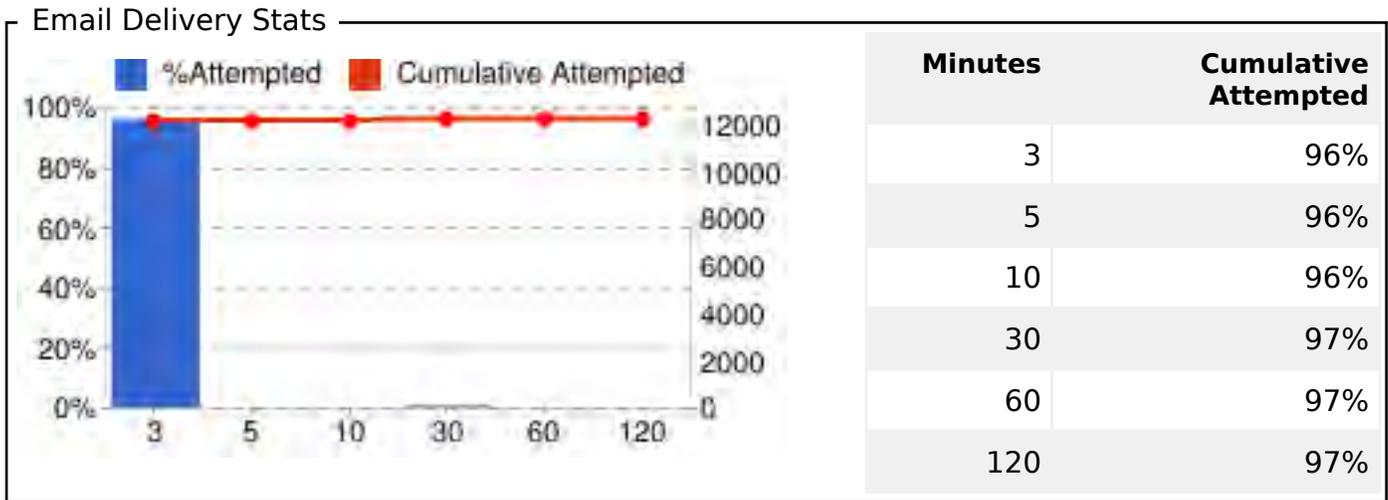
12,707
 Recipients

- ✓ Email
- ✗ SMS
- ✗ Facebook
- ✗ Twitter
- ✓ RSS

92%
 Delivered



0% Pending
 8% Bounced
 42% Open Rate
 7% Click Rate



Delivery Metrics - Details

12,707	Total Sent
11,682 (92%)	Delivered
0 (0%)	Pending
1,025 (8%)	Bounced
3 (0%)	Unsubscribed

Bulletin Analytics

8,372	Total Opens
4,945 (42%)	Unique Opens
969	Total Clicks
837 (7%)	Unique Clicks
20	# of Links

Delivery and performance

These figures represent all data since the bulletin was first sent to present time.

	Progress	% Delivered	Recipients	# Delivered	Opened Unique	Bounced/Failed	Unsubscribes
Email Bulletin	Delivered	91.5%	11,991	10,966	4599 / 41.9%	1,025	3
Digest	n/a	n/a	716	716	346 / 48.3%	0	0
SMS Message	Delivered	0.0%	0	0	n/a	0	n/a

Link URL	Unique Clicks	Total Clicks
https://www.adot2050plan.com/pdfs/ADOT-LRTP-2050-Draft-...	257	318
http://www.surveymonkey.com/r/ADOT2050Plan	186	223
http://www.adot2050plan.com/	128	142
https://bit.ly/ADOTDraftLRTP	114	124
https://az511.gov/about/mobileapp	99	103
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	25	31
https://public.govdelivery.com/accounts/AZDOT/subscriber/n...	8	8
https://www.facebook.com/azdot	4	6
https://twitter.com/ArizonaDOT	3	5
https://public.govdelivery.com/accounts/AZDOT/subscriber/o...	3	4
https://www.azdot.gov/	3	3
https://www.youtube.com/user/ArizonaDOT	2	2
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	2	2
https://www.azdot.gov/media/blog	2	2
https://azdot.gov/node/14755?utm_source=azgovHome&utm...	1	1
https://subscriberhelp.granicus.com/	1	1
https://www.flickr.com/ArizonaDOT	1	1
https://www.azdot.gov/adotalerts/	1	1
https://content.govdelivery.com/accounts/AZDOT/bulletins/3...	1	1
https://subscriberhelp.govdelivery.com/	1	1

Social Media Posts

Arizona DOT @ArizonaDOT · Aug 16
Register now for the Aug. 22 virtual public meeting for the draft Long Range Transportation Plan (LRTP) to learn about the proposed strategy to prioritize transportation investments in Arizona over the next 25 years.

Learn more here: [ADOT2050plan.com](https://adot2050plan.com).



Setting Transportation Priorities.

ADOT
adot2050plan.com

2 1 4,806

Date: August 16, 2023

Platform: Twitter

Impressions: 4,807

Engagements: 3

Comments: None

Arizona Department of Transportation
August 16 at 5:30 PM
Make your voice heard?

Register now for the Aug. 22 virtual public meeting for the draft Long Range Transportation Plan (LRTP) to learn about the proposed strategy to prioritize transportation investments in Arizona over the next 25 years.

The draft plan, commenting form and additional project material are available for review at [ADOT2050plan.com](https://adot2050plan.com)



Setting Transportation Priorities.

ADOT
adot2050plan.com

5 2 shares

Date: August 16, 2023

Platform: Facebook

Impressions: 6,979

Engagements: 11

Comments: None

Date: August 21, 2023
Platform: Facebook
Impressions: 7,252
Engagements: 12
Comments: None

Date: August 22, 2023
Platform: Facebook and Instagram Story
Impressions: 5,800
Engagements: 52 (31 link clicks)
Comments: None



Date: August 29, 2023
Platform: Facebook
Impressions: 3,849
Engagements: 5
Comments: None



Date: August 29, 2023
Platform: Twitter
Impressions: 3,060
Engagements: 2
Comments: None



Date: September 6, 2023
Platform: Facebook
Impressions: 5,539
Engagements: 5
Comments: None

Arizona DOT @ArizonaDOT · Sep 6

Tomorrow is your last chance to provide your comment on the draft Long Range Transportation Plan which outlines ADOT's priorities and vision for Arizona's transportation system over the next 25 years.

Learn more about the plan at adot2050plan.com.



1 2 1 3,889

Date: September 6, 2023

Platform: Twitter

Impressions: 3,889

Engagements: 4

Comments: None

Appendix C

Tribal Outreach Flyers



2050 Long-Range Transportation Plan



Ak-Chin Indian Community

The Arizona Department of Transportation (ADOT) is seeking your feedback on transportation priorities for the 2050 Long Range Transportation Plan (LRTP)— the statewide plan that provides a blueprint and vision for the state’s future transportation system over the next 25 years.

LEARN MORE AT OUR VIRTUAL PUBLIC MEETING

Review the Draft LRTP, recommended investment choices, and Resilience Improvement Plan with staff and provide your input.



VIRTUAL MEETING

August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

Provide comments through September 7:

Email: LRTP@azdot.gov

Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



MORE DETAILS

- Scan the QR code
- Visit adot2050plan.com

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2050 Long-Range Transportation Plan



Cocopah Indian Tribe

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2050 Long-Range Transportation Plan



Colorado River Indian Tribes

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August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

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Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



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2050 Long-Range Transportation Plan



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2050 Long-Range Transportation Plan



Fort McDowell Yavapai Nation

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Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



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2050 Long-Range Transportation Plan



Fort Mojave Indian Tribe

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VIRTUAL MEETING

August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

Provide comments through September 7:

Email: LRTP@azdot.gov

Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



MORE DETAILS

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2050 Long-Range Transportation Plan



Fort Yuma Quechan Tribe

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VIRTUAL MEETING

August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

Provide comments through September 7:

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Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



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2050 Long-Range Transportation Plan



Gila River Indian Community

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VIRTUAL MEETING

August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

Provide comments through September 7:

Email: LRTP@azdot.gov

Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



MORE DETAILS

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2050 Long-Range Transportation Plan



Havasupai Tribe

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VIRTUAL MEETING

August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

Provide comments through September 7:

Email: LRTP@azdot.gov

Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



MORE DETAILS

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2050 Long-Range Transportation Plan



Hopi Tribe

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VIRTUAL MEETING

August 22, 2023, 6 – 7:30 p.m.

<https://bit.ly/ADOTDraftLRTP>

CAN'T ATTEND?

Provide comments through September 7:

Email: LRTP@azdot.gov

Phone: 855.712.8530

Website: adot2050plan.com

Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



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2050 Long-Range Transportation Plan



Hualapai Tribe

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2050 Long-Range Transportation Plan



Kaibab Band of Paiute Indians

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2050 Long-Range Transportation Plan



Navajo Nation

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2050 Long-Range Transportation Plan



Pascua Yaqui Tribe

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2050 Long-Range Transportation Plan



Pueblo of Zuni

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2050 Long-Range Transportation Plan



Salt River Pima-Maricopa Indian Community

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2050 Long-Range Transportation Plan



San Carlos Apache Tribe

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2050 Long-Range Transportation Plan



San Juan Southern Paiute Tribe

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2050 Long-Range Transportation Plan



Tohono O'odham Nation

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2050 Long-Range Transportation Plan



Tonto Apache Tribe

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2050 Long-Range Transportation Plan



White Mountain Apache Tribe

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2050 Long-Range Transportation Plan



Yavapai-Apache Tribe

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2050 Long-Range Transportation Plan



Yavapai-Prescott Indian Tribe

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Phone: 855.712.8530

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Mail: Attn: ADOT LRTP,

1655 W. Jackson St. MD126F, Phoenix, AZ 85007



MORE DETAILS

- Scan the QR code
- Visit adot2050plan.com

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons who require a reasonable accommodation based on language or disability should contact Nancy Becerra at 623.695.7411 or NGBecerra@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, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto con Nancy Becerra al 623.695.7411 o en NGBecerra@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT wants to hear from you about their long range transportation plan



ADOT wants to hear from you about their long range transportation plan

By Jack Cooper

Published: Jul. 28, 2023 at 8:09 AM MST



TUCSON, Ariz. (13 News) – The Arizona Department of Transportation is hoping to hear from you about their plan to preserve existing highways across rural Arizona.

It's part of what they're calling their [Long Range Transportation Plan](#). It's 25 pages long and goes over some visions and goals of the department.

And once you go through it, you can give your [feedback](#) on how you think ADOT should invest the resources needed for future transportation needs.

A big reason for this plan is to figure out how to use limited funding to preserve highways across Arizona for the next 25 years.

That's because the plan expects to have \$69 billion coming in through 2050 but leaders say they also expect to spend over \$230 billion. That's why they want to hear from the community before they're forced to start making decisions and cutting some projects.

"At the end of the day, whatever decisions we make and whatever projects we prioritize affect the public, they're the ones driving the roads," regional planning manager for ADOT's planning division Jason James said. "When roads are not in great condition or a safety feature that hasn't been addressed, they're (the public) the ones that take the brunt of it, they're the ultimate end user of any decision we (ADOT) make."

They're looking for feedback until September 7th.

Be sure to subscribe to the 13 News YouTube channel: www.youtube.com/@13newsold

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SignalsAZ Prescott Valley News – August 4, 2023

ADOT Seeks Comment on Long Range Transportation Plan

Open Audio Article Player

By Staff | on August 04, 2023

By Arizona Department of Transportation

Article audio is made possible by CAST111 Prescott Podcast Network. A Talking Glass Media production.

CAST11
TALKING GLASS MEDIA

0:00 / 0:00



The Arizona Department of Transportation (ADOT) is seeking public comments about the draft Long Range Transportation Plan (LRTP), which includes a recommended strategy for using anticipated limited funding to preserve existing highways across rural Arizona over the next 25 years.

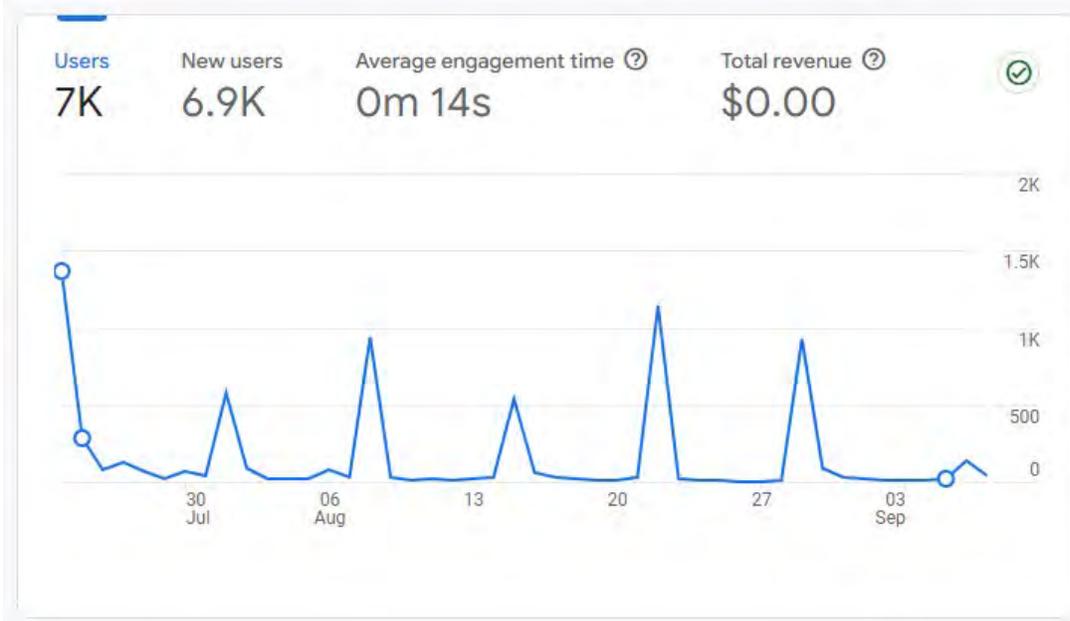


The draft plan is available for review and comment at adot2050plan.com through Sept. 7, and ADOT also will hold a virtual public meeting on Tuesday, Aug. 22 (details about signing up for the meeting are below).

Appendix E

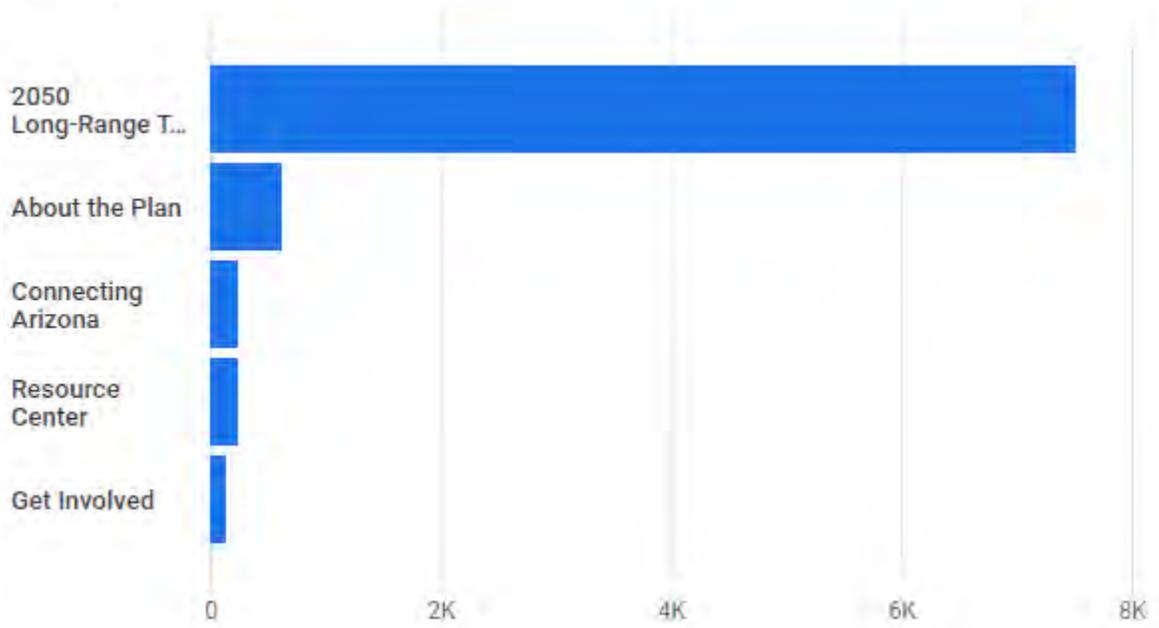
Website Analytics

Approximately 7,000 users visited the ADOT 2050 Long Range Transportation Plan website (adot2050plan.com) between July 24-September 7, 2023.



The highest spike of visitors was on Tuesday, August 22 when 1,140 users visited the site. This corresponds with the virtual public meeting date, social media posts and the GovDelivery e-blast sent on August 22 to remind mailing list subscribers about the upcoming public meeting.

Views by Page title and screen class



Of those that visited during that time, the most popular page was the home page followed by About the Plan with 630 users clicking to learn more about the LRTP.

Appendix F
Virtual Meeting Presentation

ADOT



2050 Long-Range Transportation Plan

ADOT

Virtual Public Meeting
August 22, 2023

Virtual Public Meeting

**The meeting will
begin shortly.**

While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.

<https://azdot.gov/LRTP-SelfID>

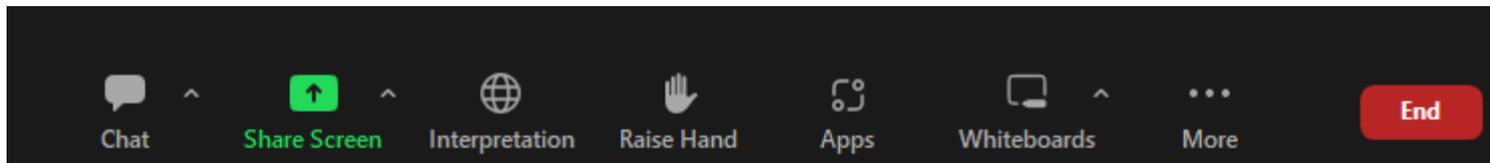
**La reunión pública
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Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación de miembros de minorías.

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Listen to the presentation in Spanish:

Escucha la presentación en español:



Click the Globe icon

Haga click en el ícono del globo

Select your preferred language

Elija su idioma de preferencia



- To turn on closed captioning, select that option from the menu.



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ADOT Civil Rights Office
206 S. 17th Avenue, Mail Drop 155-A
Phoenix, AZ 85007
602.712.8946 FAX 602.239.6257
CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Coordinator
DValentine@azdot.gov



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CivilRightsOffice@azdot.gov

Danielle Valentine
Title VI Coordinator
DValentine@azdot.gov



AUXILIARY AIDS AND SERVICES

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable accommodations to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation please notify an ADOT staff member.
For additional information or questions about ADOT's External ADA Program, please contact the Civil Rights Office at 602.712.8946.



If you have technical difficulties

- Call Zoom at +1.888.799.9666 or check out
- <https://support.zoom.us/hc/en-us/articles/201362003-Contact-Zoom-Support>





- Meeting Purpose
- LRTP Findings and Recommendations
- Recommended Investment Choice (RIC)
- What We Heard from the Public
- Final Draft Documents
- How to Comment
- Questions



2050 Long-Range Transportation Plan

ADOT

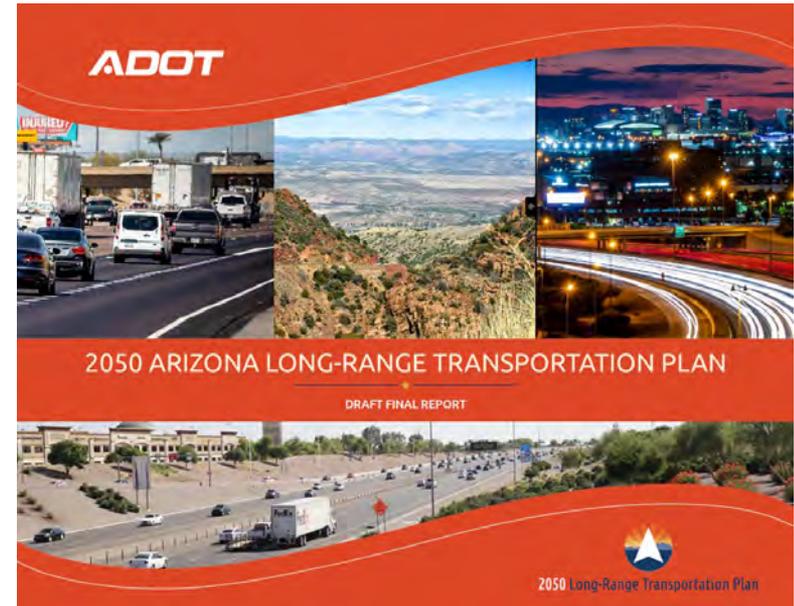
- **Jason James**, ADOT LRTP Project Manager
- **Scott Omer**, Consulting Project Manager
- **Jessica Parks**, Consulting Public Involvement Coordinator

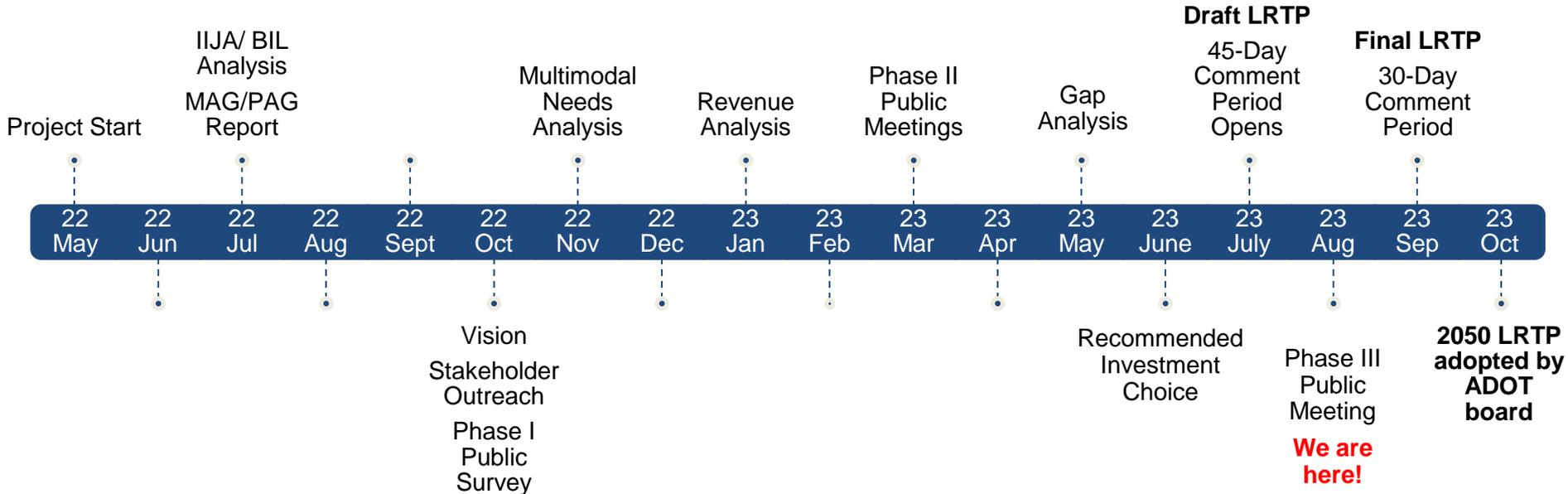


- Review the Draft Long Range Transportation Plan (LRTP)
- Provide opportunity for public to ask questions and make comments



- Policy document to guide transportation decisions for the next 25 years
- Updated every 5 years to reflect new conditions
- Identifies anticipated system needs, revenues and priorities
- Includes a Recommended Investment Choice (RIC) to guide how available funding should be allocated
- Does not identify specific projects





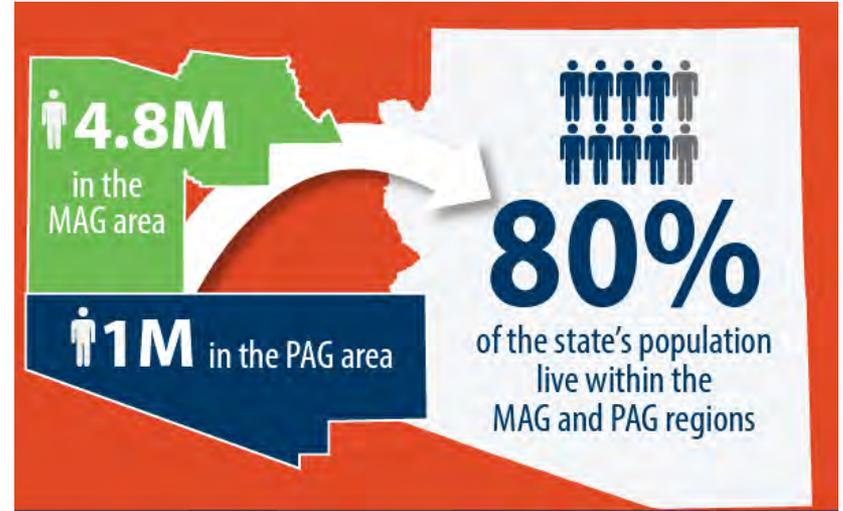
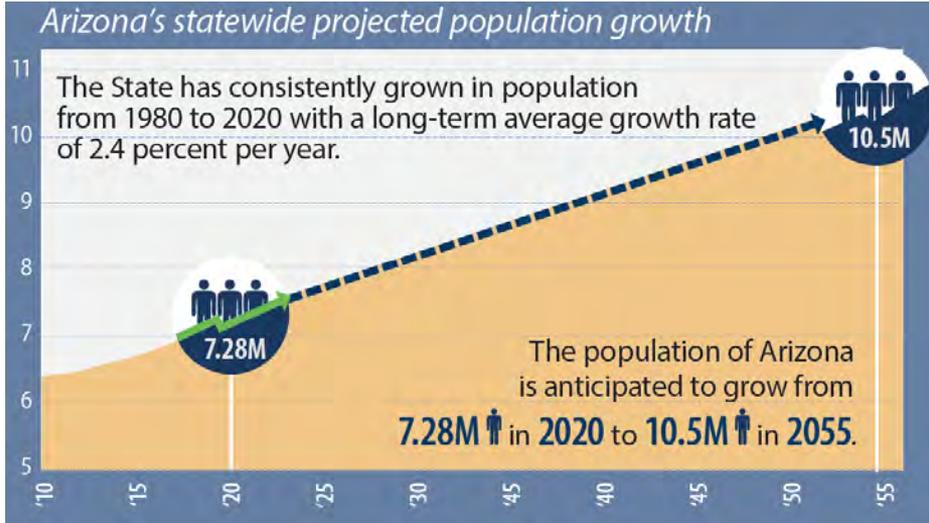
- Vision: Connecting Arizona. Better Lives Through Better Transportation.
- Goals:
 - Preserve and Maintain the System
 - Enhance Safety and Security
 - Improve Mobility, Reliability and Accessibility
 - Support Economic Vitality
 - Environmental and Health Stewardship
 - Support Equitable Access
 - Strengthen Partnerships



L RTP Findings and Recommendations



- 80% of Arizona’s population resides in Maricopa and Pima counties.
- Arizona’s population is expected to grow 44% by 2055.



7,000
MILES OF

ADOT-OWNED ROADWAYS
INTERSTATES, FREEWAYS
& PRINCIPAL ARTERIALS

ACCOUNT FOR

5% ROADWAY
MILES

ACCOMMODATE

50% OF VEHICLE
MILES TRAVELED

LRTP *Vision Report* provides an overview of the various transportation systems and how usage will change over the next several decades.

- *LRTP includes transportation not overseen by ADOT.*

BRIDGES

APPROXIMATELY

8,500

BRIDGES
STATEWIDE

57%

ADOT-OWNED

AVIATION

PUBLIC-USE
AIRPORTS IN AZ

67

OF TOTAL COMMERCIAL
AIR TRAVEL ...

TRANSIT



2 URBAN
SYSTEMS

5 SMALL URBAN
SYSTEMS

29 RURAL
SYSTEMS

PORTS OF ENTRY (POE)



9 ALONG
MEXICO
BORDER
PROVIDING

\$30B
OF GOODS

FREIGHT



TRUCKS

PROVIDE
APPROXIMATELY

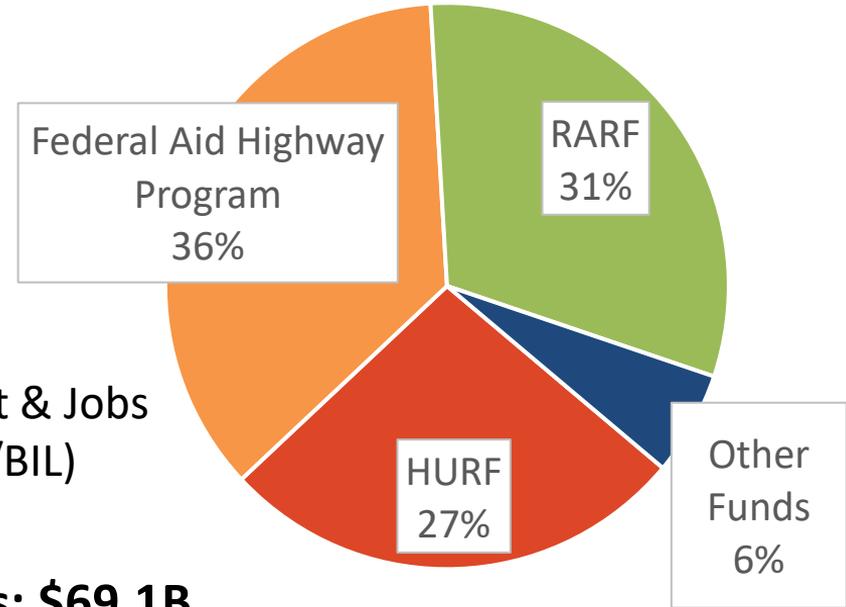
70%

OF TOTAL
FREIGHT
TRANSPORTED



- Highway Revenue Fund (HURF)
 - Forecast: \$18.6 Billion
- Federal Aid Highway Program
 - Forecast: \$24.9 Billion
- Regional Area Road Fund (RARF)
 - Forecast: \$21.5 Billion
- Other Funds
 - Includes the Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Act (IIJA/BIL)
 - Forecast: \$4.1 Billion
- **Total forecasted funding next 25 years: \$69.1B**

ADOT Funding Forecast



MOMENTUM 2050 ANTICIPATES**\$69.8B**in revenue over the
2022-2055 LRTP timeframe.**2045 RMAP ANTICIPATES****\$15.1B**revenue over the
2015-2045 LRTP timeframe.

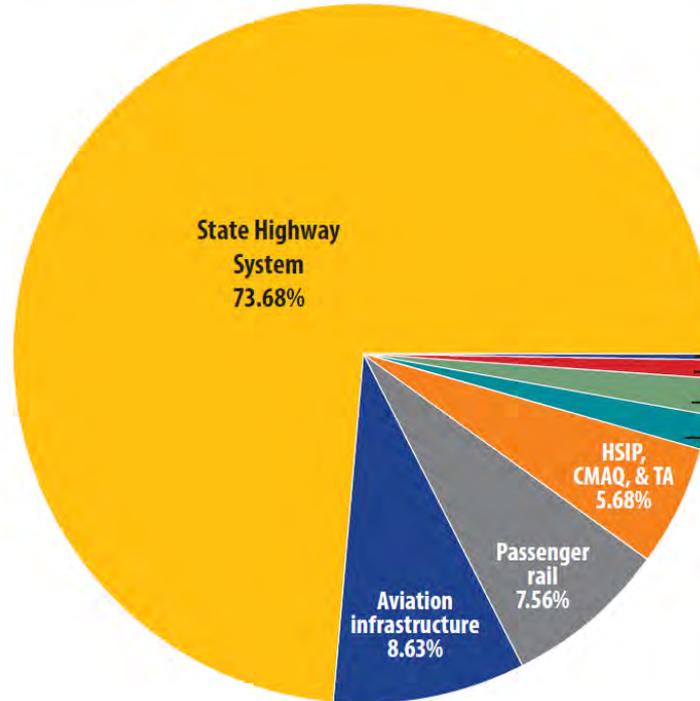
- Voters in Maricopa and Pima counties passed sales taxes to fund transportation improvements.
- These include freeway, roadway, transit and bicycle/pedestrian improvements.



ADOT has varying levels of ownership and oversight of the following three major components of Arizona's transportation system:

- ADOT Infrastructure
- ADOT Stewardship
- Complementary Transportation Systems

FUNDING NEEDS (in percentages)



TRANSPORTATION SYSTEM COMPONENT	TOTAL NEEDS (2026 Dollars)
ADOT Infrastructure	\$174 Billion
ADOT Stewardship	\$57 Billion
Complementary Transportation Systems	Not Included
Total	\$231 Billion

The following elements and their respective percentages are too small to show in the graph:

EV and CRP	0.03%
Public at-grade rail crossing	0.13%
Non-SHS bridge	0.36%
Statewide planning	0.76%
Transit	1.49%
Other facilities	1.69%

CMAQ: Congestion Mitigation and Air Quality Improvement
 HSIP: Highway Safety Improvement Program
 TA: Transportation Alternatives
 EV: Electric Vehicle
 CRP: Carbon Reduction Program





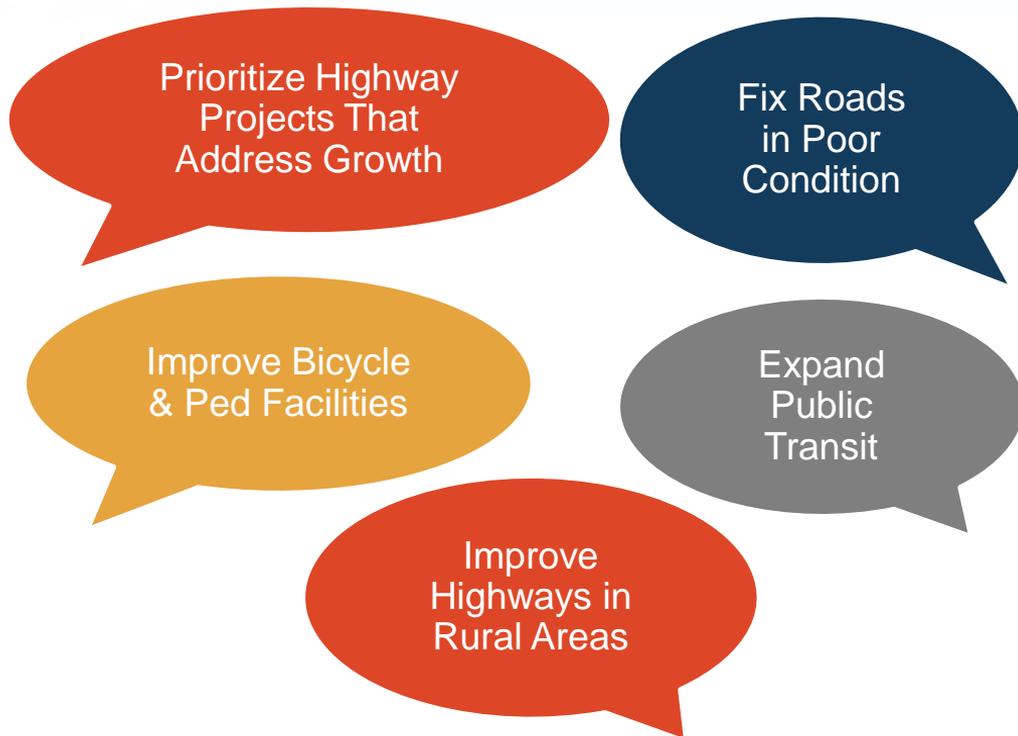
-  Large increase in construction cost
-  Increase in infrastructure needs
-  Decrease in the value of funding
-  Expansion of the funding gap

What We Heard from the Public



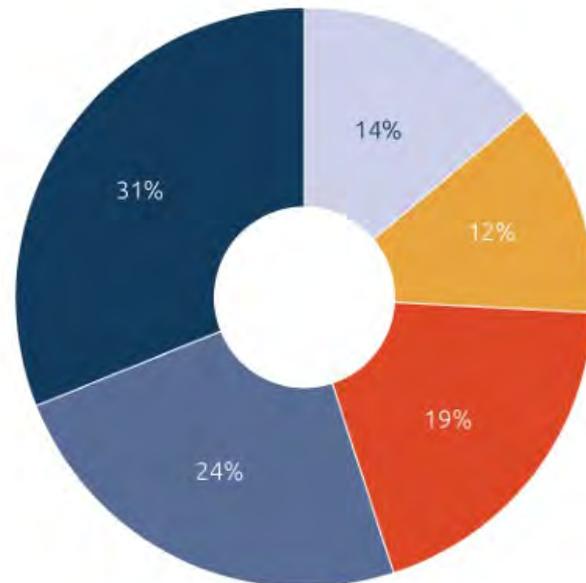
- Public survey of transportation goals and priorities
 - 7,862 responses
- In-person and virtual public meetings
 - 693 attendees
 - 860 public comments
- Key stakeholder and partner meetings with agencies, tribes, MPOs/COGs





Public Investment Priorities

- Preservation
- Modernization
- Accessibility
- Expansion
- Innovation



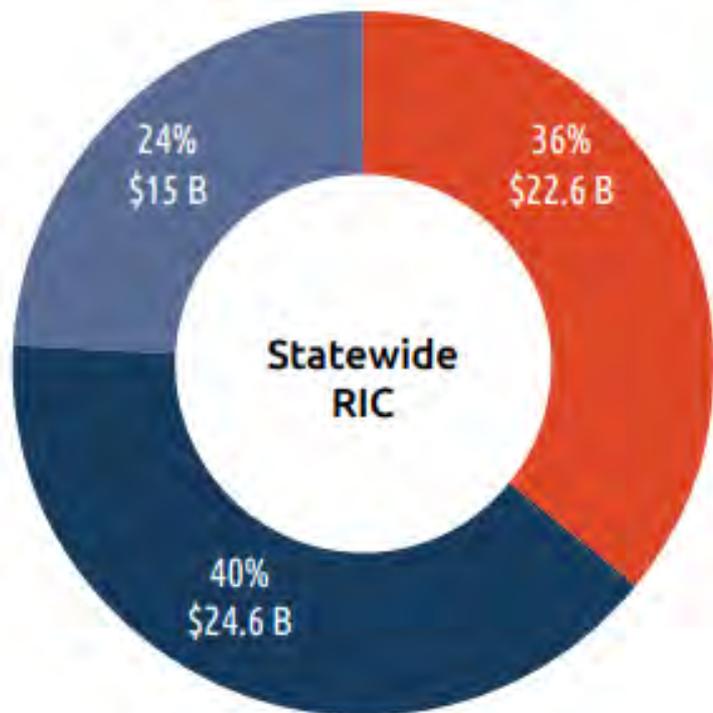
Recommended Investment Choice (RIC)



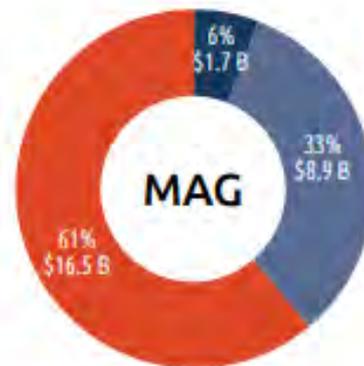
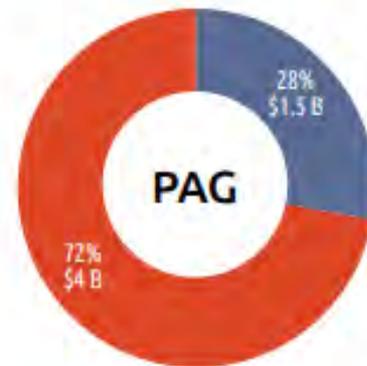
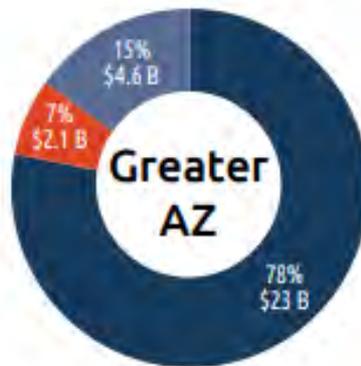
Recommended Investment Choice (RIC) Categories:

- **Preservation:** Activities that improve or sustain the condition of road pavement and bridge facilities to a state of good repair.
- **Modernization:** Improvements to the existing system that upgrade efficiency, functionality and safety without adding capacity.
- **Expansion:** Improvements that add capacity through new roads, adding lanes to existing highway and constructing new interchanges.





- Preservation
- Modernization
- Expansion



Final Draft Documents



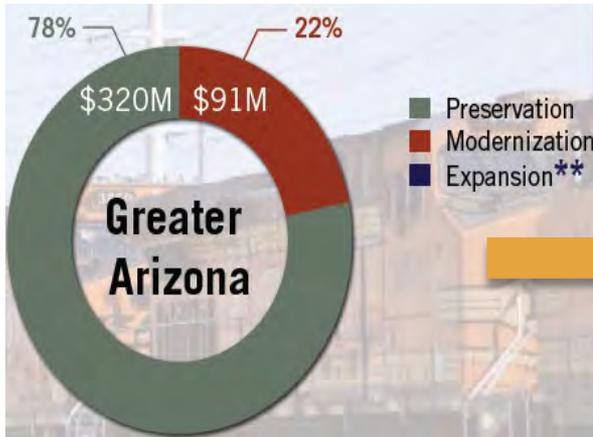
- Executive Summary
- Graphic summary of the plan
- Includes links to technical documents
- Draft LRTP: Available for public review and comment through September 7
- Final LRTP: Released September 2023
 - Presented at October State Transportation Board meeting



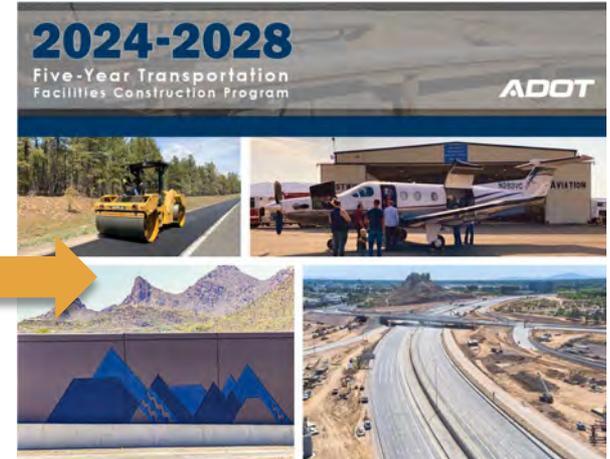
- The Resiliency Improvement Plan (RIP) addresses the transportation system's ability to prepare, anticipate or adapt to changing conditions and disruptions from extreme weather and natural hazards.
- The RIP will increase share of federal funding for projects.



Long Range Transportation Plan



Five-Year Construction Program



Planning to Programming (P2P)

Provide comments on the Draft LRTP through **September 7:**

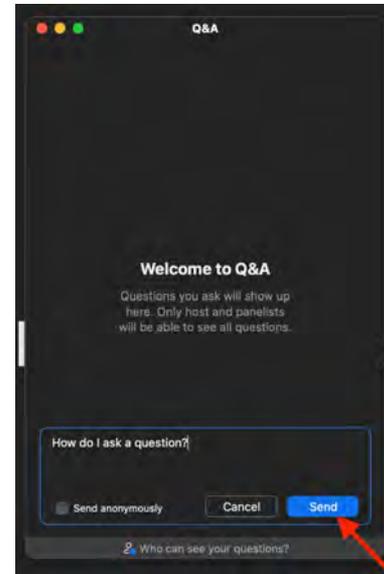
- At tonight's meeting via written or verbal comment
- Online Comment Form: adot2050plan.com
- Email: LRTP@azdot.gov
- Phone: 855.712.8530
- Mail: Attn: ADOT LRTP, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



- Open the Q&A window to type a comment or question.
- Raise your hand to request to be unmuted for a verbal comment or question.
- Please limit verbal comments or questions to no more than 30 seconds.



How to Ask a Written Question



Chat



Raise Hand



Q&A

Leave



Screen Controls for Smartphones and Web Browsers

- Q&A window
- Raise Hand icon
- Chat icon (host announcements)



Call-in users are limited to verbal questions and comments only:

- To raise your hand, press *9. This allows the moderator to give you control.
- Wait to be unmuted and ask your question verbally.
- After that, you'll be able to speak to all participants.
- The moderator will mute your line after your question or comment is said.



- Open the Q&A window to type a comment or question.
- Raise your hand to request to be unmuted for a verbal comment or question.
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Project website: **adot2050plan.com**

- View virtual meeting presentation
- View final documents
- Sign up for the mailing list to be notified of updates



Thank you for attending!

For more information, to subscribe to the email list or
to watch recording of this presentation visit:
adot2050plan.com



ADOT



2050 Long-Range Transportation Plan

ADOT

Reunión pública virtual
22 de agosto de 2023

Virtual Public Meeting

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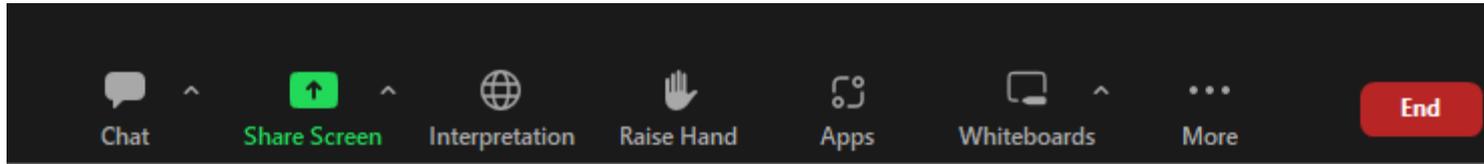
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Click the Globe icon

Haga click en el ícono del globo

Select your preferred language

Elija su idioma de preferencia



- Para activar los subtítulos, seleccione esa opción en el menú.



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DValentine@azdot.gov



AYUDAS Y SERVICIOS AUXILIARES

De conformidad con el Título II de la Ley de ciudadanos Americanos con Discapacidades (ADA), la Sección 504 de la Ley de Rehabilitación de 1973, el Departamento de Transporte de Arizona (ADOT) no discrimina a las personas calificadas con discapacidad por motivos de discapacidad en sus programas

ADOT realizará los ajustes razonables para garantizar que las personas con discapacidad tengan las mismas oportunidades de disfrutar de los programas, servicios y actividades de ADOT.

Si necesita alguna adaptación, notifíquelo a un miembro del personal de ADOT. Para más información o si tiene preguntas sobre el Programa ADA Externo de ADOT, póngase en contacto con la Oficina de Derechos Civiles llamando al 602.712.8946.



Si tiene dificultades técnicas

- Llame a Zoom al +1.888.799.9666 o visite
- <https://support.zoom.us/hc/en-us/articles/201362003-Contact-Zoom-Support>





- Propósito de la reunión
- Conclusiones y recomendaciones del LRTP
- Opción de inversión recomendada (RIC)
- La opinión del público
- Borrador final de documentos
- Cómo dar comentarios
- Preguntas



2050 Long-Range Transportation Plan

ADOT

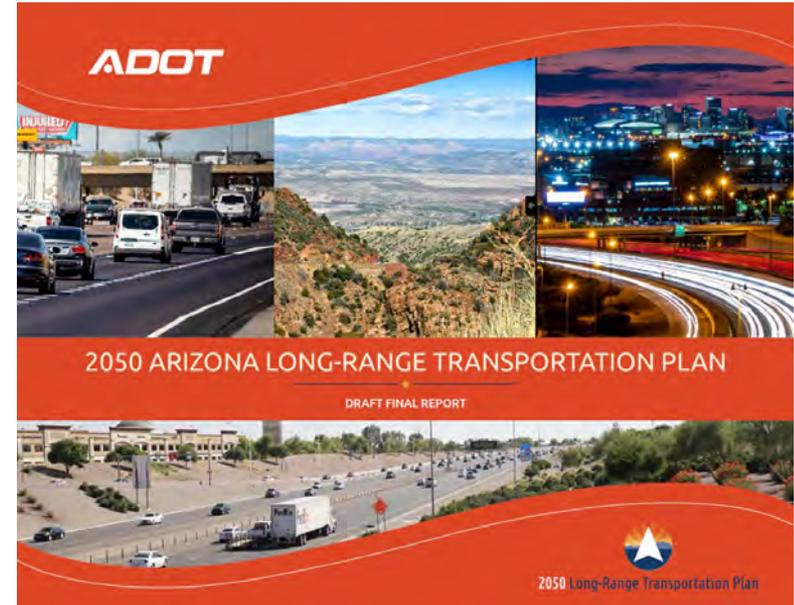
- **Jason James**, Director del Proyecto LRTP de ADOT
- **Scott Omer**, Director de Proyectos de Consultoría
- **Jessica Parks**, Coordinadora de Consultoría de Participación Pública

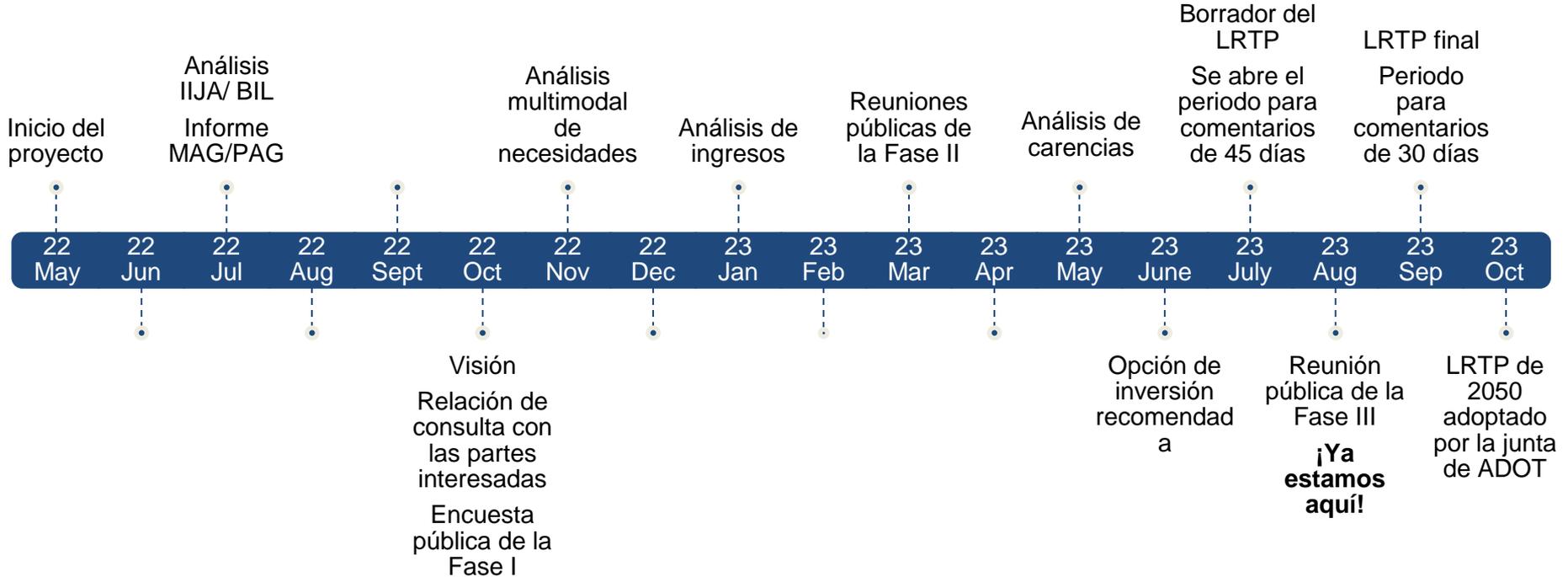


- Revisión del borrador del Plan de Transporte a Largo Plazo (LRTP)
- Dar al público la oportunidad de hacer preguntas y comentarios



- Un documento de políticas para orientar las decisiones en materia de transporte durante los próximos 25 años
- Se actualiza cada 5 años para reflejar las nuevas condiciones
- Identifica las necesidades previstas del sistema, los ingresos y las prioridades
- Incluye una opción de inversión recomendada (RIC) para orientar la asignación de los fondos disponibles.
- No identifica proyectos específicos.





- Visión: La interconexión de Arizona. Mejorar la vida mejorando el transporte.
- Metas:
 - Preservar y mantener el sistema
 - Mejorar la seguridad
 - Mejorar la movilidad, la fiabilidad y la accesibilidad
 - Apoyar la vitalidad económica
 - Administración medioambiental y sanitaria
 - Apoyar el acceso equitativo
 - Reforzar las asociaciones



Conclusiones y recomendaciones del LRTP



- El 80 % de la población de Arizona reside en los condados de Maricopa y Pima.
- Se prevé que la población de Arizona crezca un 44 % de aquí a 2055.



7,000
MILLAS DE

CARRETERAS PROPIEDAD
DE ADOT INTERESTATAL, AUTOPISTAS
Y PRINCIPALES ARTERIAS

CUENTA DEL
5% DE LAS MILLAS
EN CARRETERA

ACOMODA EL
50% DE LAS MILLAS VIAJADAS
DEL VEHÍCULO

El informe de visión del LRTP ofrece una visión general de los distintos sistemas de transporte y de cómo cambiará su uso en las próximas décadas.

- *El LRTP incluye transporte que no es supervisado por ADOT.*

PUENTES
APROXIMADAMENTE
8,500
PUENTES
EN TODO EL ESTADO
57%
PROPIEDAD DE ADOT



TRÁNSITO
2 SISTEMAS
URBANOS
5 SISTEMAS
PEQUEÑOS URBANOS
29 SISTEMAS
RURALES

TRANSPORTE



CAMIONES

PROPORCIONAR
APROXIMADAMENTE

70%

DEL TOTAL
CARGA
TRANSPORTADA

PUERTOS DE ENTRADA (PDE)



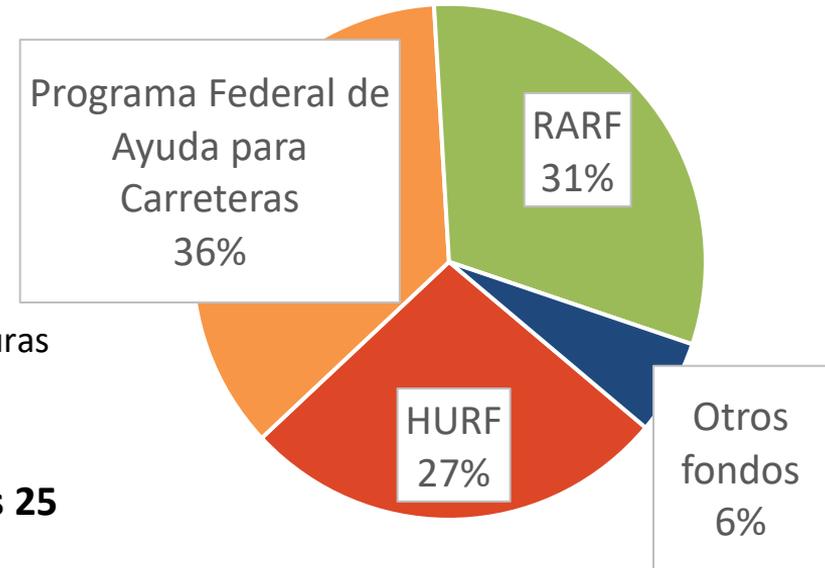
9 PDE A LO
LARGO DE LA
FRONTERA
DE MÉXICO
PROPORCIONA
\$30B
DE BIENES

AVIACIÓN
USO PÚBLICO
AEROPUERTOS EN AZ
67
DEL TOTAL VIAJE AÉREO
COMERCIAL...



- Fondo de Ingresos de Autopistas (HURF)
 - Previsión: \$18.600 millones de dólares
- Programa Federal de Ayuda para Carreteras
 - Previsión: \$24.900 millones de dólares
- Fondo Regional de Carreteras (RARF)
 - Previsión: \$21.500 millones de dólares
- Otros fondos
 - Incluye la Ley de Inversiones y Empleos en Infraestructuras /Ley Bipartisana de Infraestructuras (IIJA/BIL)
 - Previsión: \$4.100 millones de dólares
- **Financiamiento total previsto para los próximos 25 años: \$69.100 millones de dólares**

Previsión de financiamiento de ADOT



MOMENTUM 2050 ANTICIPA

\$69.8B

en ingresos durante el período
L RTP 2022–2055.

2045 RMAP ANTICIPA

\$15.1B

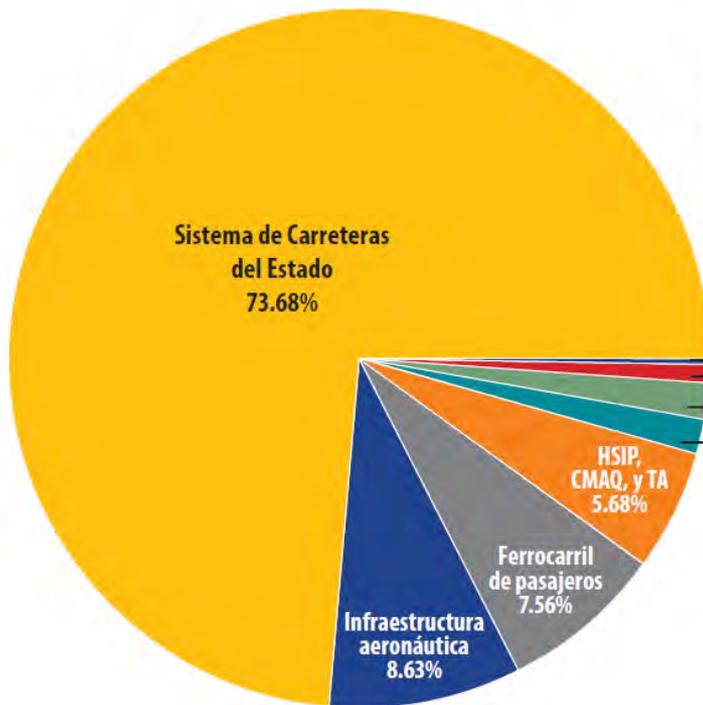
en ingresos durante el período L RTP 2015–2045.

- Los votantes de los condados de Maricopa y Pima aprobaron impuestos sobre las ventas para financiar mejoras en el transporte.
- Se trata de mejoras en autopistas, carreteras, vías de tránsito y vías ciclistas y peatonales.

ADOT tiene diversos niveles de propiedad y supervisión de los siguientes tres componentes principales del sistema de transporte de Arizona:

- Infraestructura de ADOT
- Administración de ADOT
- Sistemas de transporte complementarios

NECESIDADES DE FINANCIACIÓN *(en porcentajes)*



COMPONENTE DEL SISTEMA DE TRANSPORTE	CANTIDAD DE NECESIDAD (dólares de 2026)
Infraestructura ADOT	\$174 billones
Administración ADOT	\$57 billones
Sistemas de Transporte Complementario	No incluido
Total	\$231 billones

Los siguientes elementos y sus respectivos porcentajes son demasiado pequeños para mostrarlos en el gráfico.

EV y CRP	0.03%
Cruce ferroviario público a nivel	0.13%
Puente no SHS	0.36%
Planificación estatal	0.76%
Tránsito	1.49%
Otras facilidades	1.69%

CMAQ: Mitigación de la congestión y mejora de la calidad del aire
 HSIP: Programa de mejora de la seguridad vial
 TA: Alternativas de Transporte
 VE: Vehículo Eléctrico
 CRP: Programa de Reducción de Carbono





PRONÓSTICO GENERAL

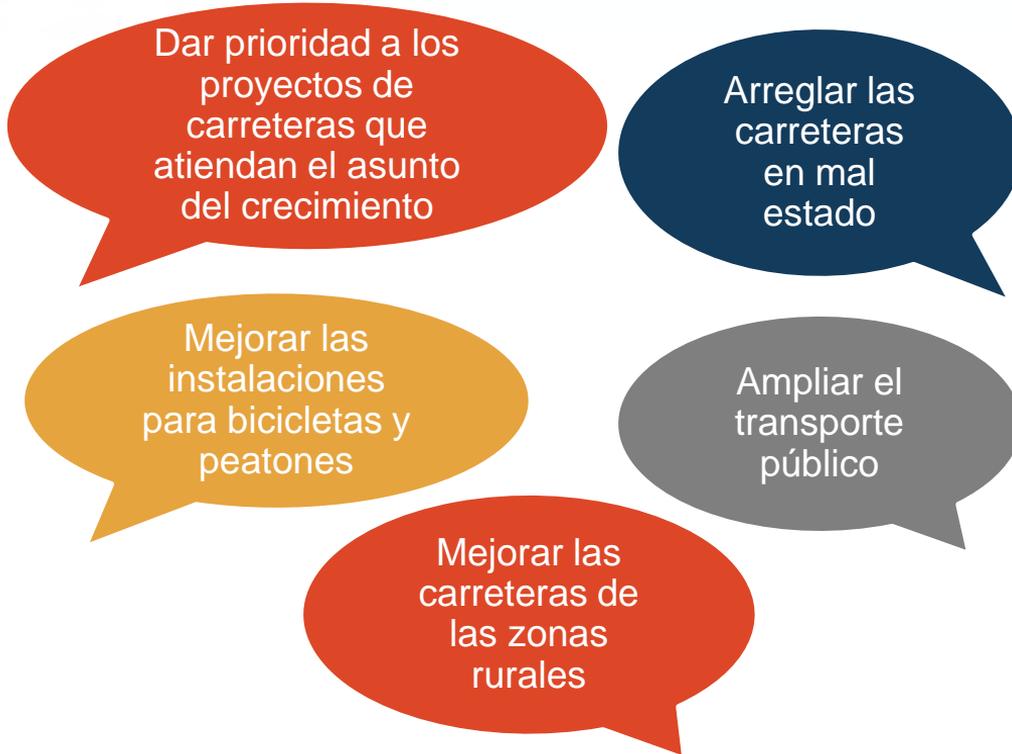
-  Gran aumento del coste de construcción
-  Aumento de las necesidades de infraestructuras
-  Disminución del valor del financiamiento
-  Ampliación del déficit de financiamiento

La opinión del público

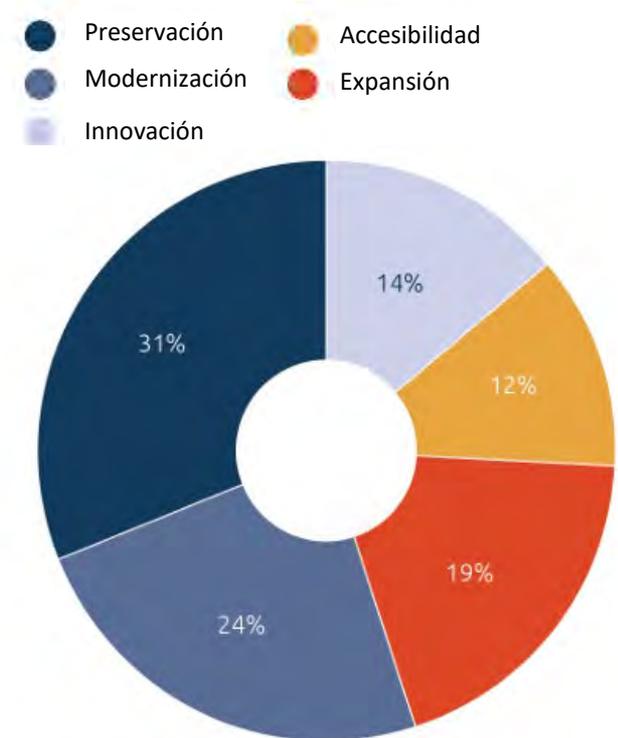


- Encuesta pública sobre objetivos y prioridades del transporte
 - 7 862 respuestas
- Reuniones públicas presenciales y virtuales
 - 693 asistentes
 - 860 comentarios del público
- Reuniones de las principales partes interesadas y socios con agencias, tribus, MPO/COG





Prioridades de inversión pública



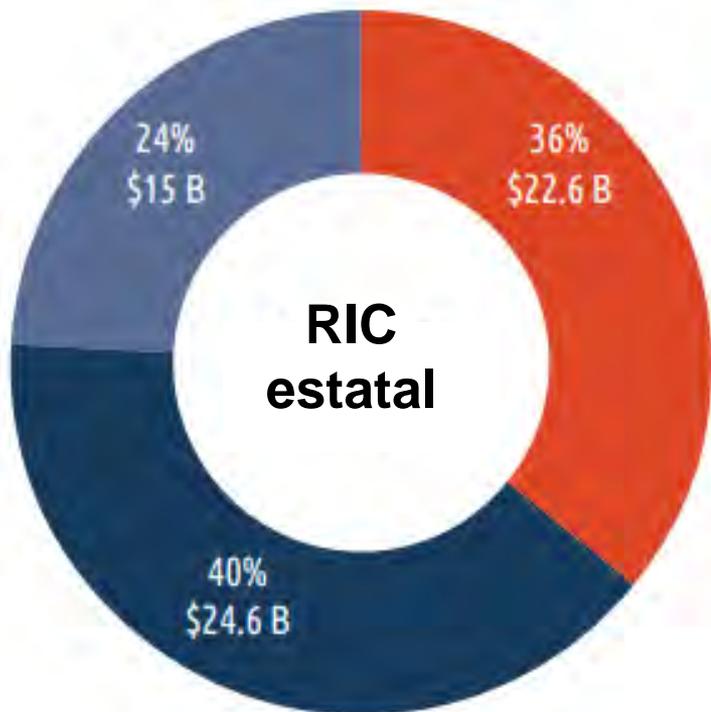
Opción de inversión recomendada (RIC)



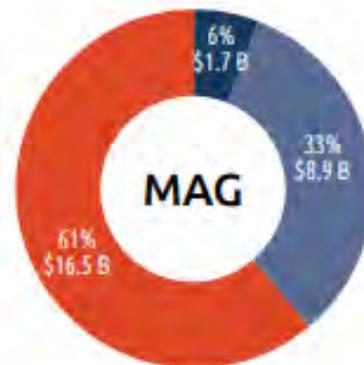
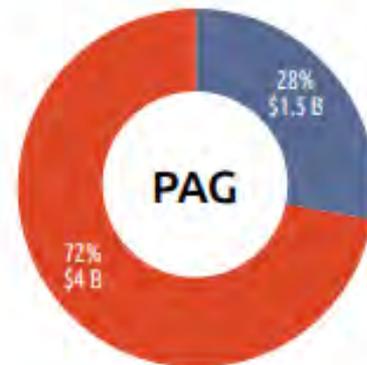
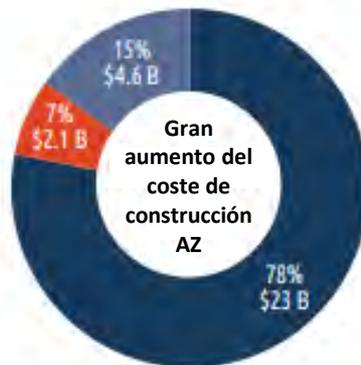
Categorías de Opción de inversión recomendada (RIC):

- **Preservación:** Actividades que mejoran o mantienen en buen estado el pavimento de las carreteras y las instalaciones de los puentes.
- **Modernización:** Mejoras del sistema existente que aumentan la eficacia, la funcionalidad y la seguridad sin añadir capacidad.
- **Expansión:** Mejoras que añaden capacidad mediante nuevas carreteras, adición de carriles a la autopista existente y construcción de nuevos intercambiadores.





- Preservación
- Modernización
- Expansión



Borrador final de documentos



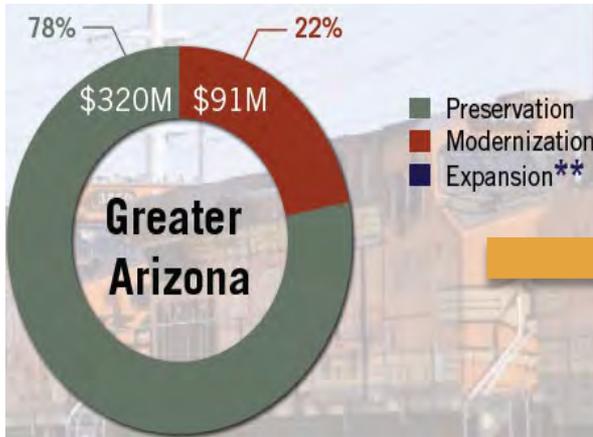
- Resumen ejecutivo
 - Resumen gráfico del plan
 - Incluye enlaces a documentos técnicos
- Borrador del LRTP:
 - Disponible para revisión y comentarios del público hasta el 7 de septiembre
- LRTP final:
 - Publicado en septiembre de 2023
 - Presentado en la reunión de octubre de la Junta Estatal de Transporte



- El Plan de Mejora de la Resiliencia (RIP, por sus siglas en inglés) aborda la capacidad del sistema de transporte para prepararse, anticiparse o adaptarse a las condiciones cambiantes y a las interrupciones provocadas por condiciones meteorológicas extremas y peligros naturales.
- El RIP aumentará la cuota de financiamiento federal de los proyectos.

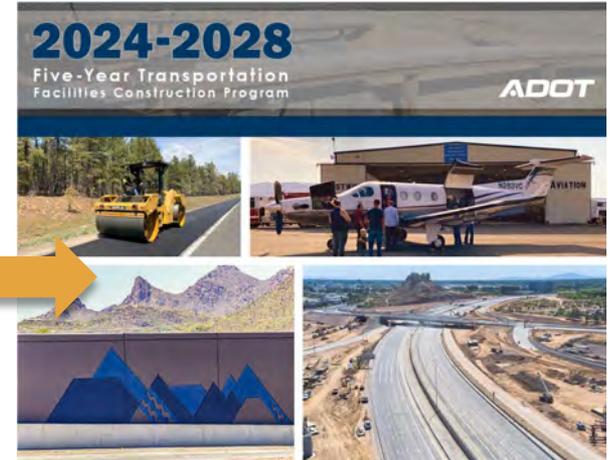


Plan de Transporte a Largo Plazo



De la planificación a la programación (P2P)

Programa de construcción de cinco años



Envíe sus comentarios sobre el borrador del LRTP hasta **el 7 de septiembre:**

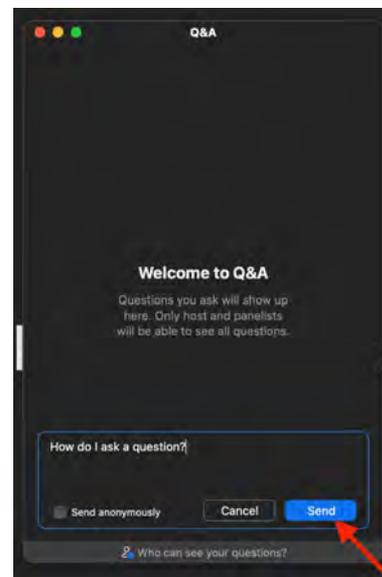
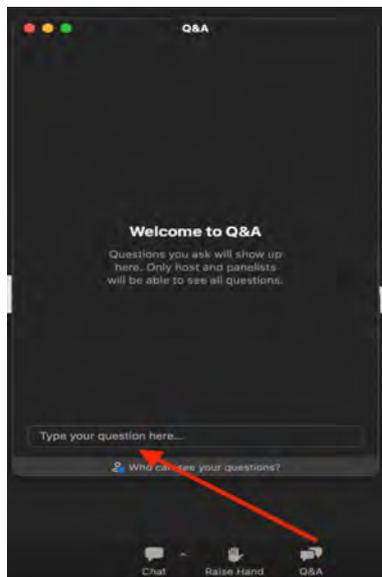
- En la reunión de esta noche a través de comentarios escritos o verbales
- Formulario de comentarios en línea: adot2050plan.com
- Correo electrónico:
 - LRTP@azdot.gov
- Teléfono:
 - 855.712.8530
- Correo:
 - Attn: ADOT LRTP, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



- Abra la ventana de preguntas y respuestas para escribir un comentario o una pregunta.
- Levante la mano para solicitar que se active su micrófono para hacer un comentario verbal o una pregunta.
- Le rogamos que limite sus comentarios o preguntas a un máximo de 30 segundos.



Cómo formular una pregunta por escrito



Chat



Raise Hand



Q&A

Leave



Controles de pantalla para teléfonos inteligentes y navegadores

- Ventana de preguntas y respuestas
- Icono Levantar la mano
- Icono del chat (anuncios del anfitrión)



Las llamadas de los usuarios se limitan a preguntas y comentarios verbales:

- Para levantar la mano, pulse *9.
- Esto permite al moderador darle el control.
- Espere a que se active su micrófono y formule su pregunta verbalmente.
- Después, podrá hablar con todos los participantes.
- El moderador desactivará su micrófono una vez formulada su pregunta o comentario.



- Abra la ventana de preguntas y respuestas para escribir un comentario o una pregunta.
- Levante la mano para solicitar que se active su micrófono para hacer un comentario verbal o una pregunta.
- Le rogamos que limite sus comentarios o preguntas a un máximo de 30 segundos.



Sitio web del proyecto:
adot2050plan.com

- Ver la presentación de la reunión virtual
- Ver los documentos finales
- Suscríbase a la lista de correo para recibir información actualizada



Gracias por asistir.

Para obtener más información, suscribirse a la lista de correo electrónico o ver la grabación de esta presentación visite: **adot2050plan.com**



Fact Sheets



MULTIMODAL NEEDS Analysis

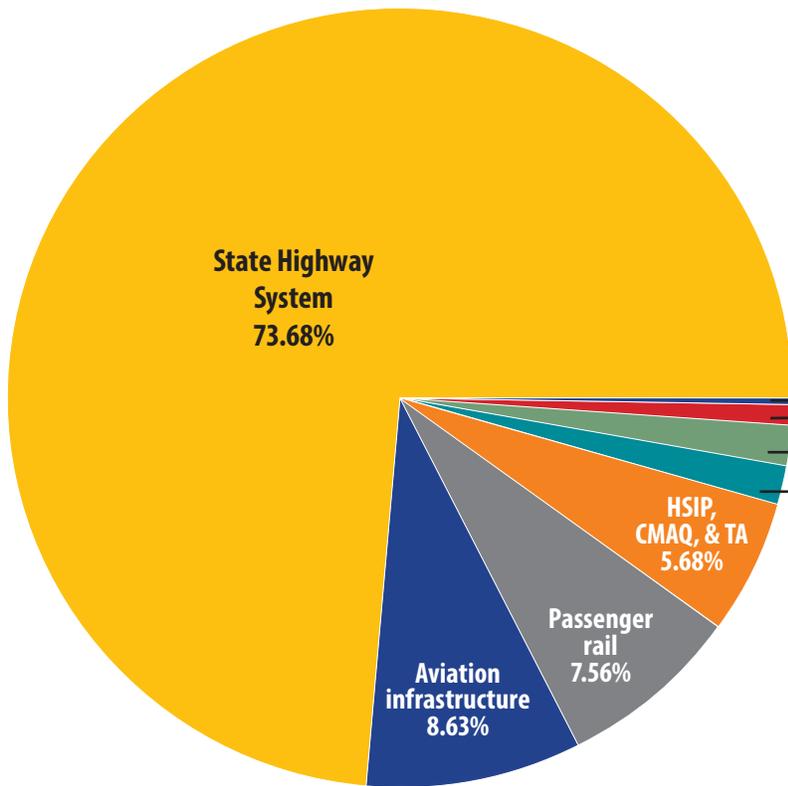
The Long-Range Transportation Plan (LRTP) is a policy document that provides a roadmap for Arizona’s transportation system for the next 25 years. The **MULTIMODAL NEEDS ANALYSIS** provides an overview of the future needs within each transportation system to provide the desired level of performance.

NEEDS DETERMINATION



TRANSPORTATION FUNDING NEEDS

FUNDING NEEDS (in percentages)



TRANSPORTATION SYSTEM COMPONENT	TOTAL NEEDS (2026 Dollars)
ADOT Infrastructure	\$174 Billion
ADOT Stewardship	\$57 Billion
Complementary Transportation Systems	Not Included
Total	\$231 Billion

The following elements and their respective percentages are too small to show in the graph:

EV and CRP	0.03%
Public at-grade rail crossing	0.13%
Non-SHS bridge	0.36%
Statewide planning	0.76%
Transit	1.49%
Other facilities	1.69%

CMAQ: Congestion Mitigation and Air Quality Improvement
 HSIP: Highway Safety Improvement Program
 TA: Transportation Alternatives
 EV: Electric Vehicle
 CRP: Carbon Reduction Program

THE ARIZONA TRANSPORTATION SYSTEM

ADOT has varying levels of ownership and oversight of the following three major components of Arizona’s transportation system:



ADOT INFRASTRUCTURE



ADOT STEWARDSHIP



COMPLEMENTARY TRANSPORTATION SYSTEMS
(not Included)

THE ARIZONA TRANSPORTATION SYSTEM



ADOT INFRASTRUCTURE

State Highway System (SHS)	National Highway System (NHS)	Other Facilities	State Ports of Entry
	Non-NHS Facilities		Rest Areas/Truck Parking along SHS
			Grand Canyon Airport

NEED TYPE	DESCRIPTION OF NEED	2026–2050 NEED
PAVEMENT	ADOT owns and maintains approximately 7,000 centerline miles of roadway . Acceptable long-term pavement conditions assumes an 11% annual increase in spending .	\$63.3 B
BRIDGE	ADOT owns and maintains approximately 4,800 bridges on the SHS. Acceptable long-term bridge conditions require an 11% annual increase in spending .	\$8.8 B
MOBILITY	Current mobility conditions within the SHS meet performance measures but future investments will likely be needed to accommodate population growth.	\$88.1 B
SAFETY	While ADOT provides oversight on statewide safety, ADOT only has ownership and control to make safety improvements on the SHS.	\$5.9 B
FREIGHT	Current freight conditions meet all the Federal performance measures targets, but future investments will likely be needed to maintain this level of performance.	\$4.4 B



ADOT STEWARDSHIP

Public transit funding	Aviation infrastructure funding	Passenger rail funding	Non-NHS bridge inspections and funding
Statewide planning funding	HSIP, CMAQ, and TA funding	EV charging and CRP funding	Public at-grade highway–rail crossings safety funding

NEED TYPE	DESCRIPTION OF NEED	2026–2050 NEED
HSIP, CMAQ, AND TA	ADOT administers several federally funded programs available to both SHS facilities and Non-SHS facilities. These programs include the Highway Safety Improvement Program (HSIP), CMAQ and Transportation Alternatives (TA) programs.	\$13.2 B
PUBLIC TRANSIT	ADOT administers FTA programs used to fund “dial-a-ride” (5310) and fixed bus route programs (5311) in rural areas.	\$3.5 B
AVIATION INFRASTRUCTURE	ADOT distributes funds for airfield maintenance and pavement management, hanger construction, operation of state-owned aircraft and airports and grant-matching for 11 public airports and smaller general aviation airports.	\$20.0 B
PASSENGER RAIL	ADOT is responsible for the safety oversight for regional passenger rail services in the Phoenix and Tucson areas (light rail and streetcar) and the planning for future rail infrastructure, including a potential passenger rail alternative between Tucson and Phoenix.	\$17.5 B



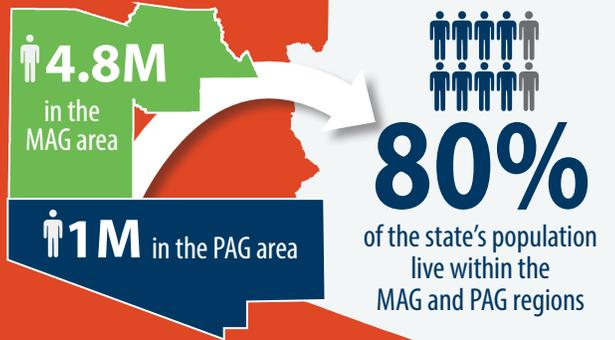
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MAG/PAG Current Conditions

The Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG) are the two most populous areas of the state of Arizona and the two federally designated transportation management areas (TMA). *The Current Conditions Report of the MAG and PAG Regions (Report)* provides an overview of these important regions and highlights portions of their federally required long-range transportation plans which include portions of the state highway system (SHS).

POPULATION



INFRASTRUCTURE



Currently in the MAG region, there are over:



Public transit operations are supported by



6

DIFFERENT AGENCIES



52M

ANNUAL TRANSIT BOARDINGS



19

EXPRESS/RAPID ROUTES



28

MILES OF LIGHT RAIL*



14

TRANSIT CENTERS



55

PARK-AND-RIDE LOTS

The transit system includes:

*with 7.1 miles currently under construction



PAG's existing transportation system includes:



Public transit operations are supported by:



3

DIFFERENT AGENCIES



1M

TRANSIT TRIPS /MONTH

The transit system includes:



13

EXPRESS ROUTES



3.9

MILES OF STREETCAR TRACK

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THE REGIONAL TRANSPORTATION PLAN – MOMENTUM 2050 is the current long-range transportation plan for the MAG region that was adopted by it's Regional Council on December 1, 2021.

VISION: Establish a sustainable, resilient, multi-modal transportation investment program that connects people with the opportunities to prosper and thrive.



THE 2045 REGIONAL MOBILITY AND ACCESSIBILITY PLAN (RMAP) is the current long-range transportation plan that guides the PAG region that was recently updated on September 24, 2020.

VISION: A state-of-the-art, reliable, multimodal, and environmentally responsible regional transportation system that is continuously maintained, interconnected, and integrated with sustainable land use patterns to support a high quality of life and healthy, safe and economically vibrant region.

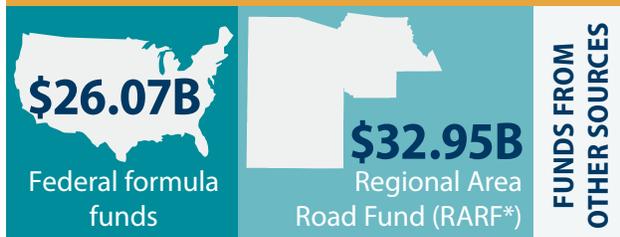


THE MAG MOMENTUM 2050 PLAN includes \$16 billion for 88 specific projects that support the expansion (59%) and modernization (32%) of the SHS system. While the plan specifies that maintenance of the freeway/highway system is the responsibility of ADOT, there is \$1.4 billion allocated for preservation, which includes the reconstruction of the I-10 Hance Park Tunnel.



THE PAG 2045 RMAP includes \$2.2 billion for 28 highway projects that support the expansion (72%) and modernization (28%) of the SHS system.

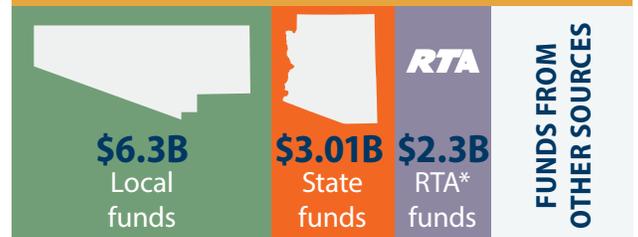
MOMENTUM 2050 ANTICIPATES



THE LARGEST SOURCES WILL BE FEDERAL FUNDS AND AN EXTENSION OF PROPOSITION 400, A LOCAL TRANSPORTATION EXCISE (SALES) TAX.

* Assuming extension of current half-cent sales tax.

2045 RMAP ANTICIPATES



THE LARGEST SOURCES ARE LOCAL FUNDS, STATE FUNDS, AND A LOCAL VOTER-APPROVED TRANSPORTATION EXCISE (SALES) TAX.

* Regional Transportation Authority local half-cent sales tax





IJA/BIL Funding Analysis

The **INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)**, currently referred to as the **BIPARTISAN INFRASTRUCTURE LAW (BIL)**, establishes a number of programs for funding infrastructure that are available to ADOT. The *IIJA/BIL Funding Analysis* provides an overview of these Federal programs, their requirements, as well as other funding sources.

HISTORICAL FUNDING

ADOT
TOTAL REVENUE
\$4.1B
FISCAL YEAR '21

80%
IS GENERATED FROM

- Vehicle registrations
- Vehicle titles
- Vehicle license taxes (VLT)
- Fuel and motor carrier taxes
- Capital grants/contributions

APPROXIMATELY
51%
is distributed to counties and cities

12%
to other state agencies

37%
ADOT's annual operating budget in FY 21.

FEDERAL FUNDING



The **FEDERAL AID HIGHWAY PROGRAM (FAHP)** is a primary source of funding for ADOT infrastructure projects.

The core **FAHP** programs include the:

NHPP National Highway Performance Program	HSIP Highway Safety Improvement Program
STBGP Surface Transportation Block Grant Program	CMAQ Congestion Mitigation and Air Quality

* Federal Highway Administration

Under **IIJA/BIL**, it is anticipated that annual funding will **increase to \$1 billion – with the largest increases being in NHPP, STBGP, and HSIP.**

Additional programs include the new **Carbon Reduction Program** and the **Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (PROTECT).**

ARIZONA HAS HISTORICALLY RECEIVED \$700–800 MILLION FAHP ANNUALLY.

STATE FUNDING

The Highway User Revenue Fund (HURF) includes collections from:



GASOLINE USE-FUEL TAXES



MVD REGISTRATION FEES & OTHER VARIOUS FEES



MOTOR CARRIER TAXES

FISCAL YEAR '21 REVENUE & SOURCES

REVENUES WERE OVER

\$1.6B

50.5%

STATE HIGHWAY FUND

19%

COUNTIES

30.5%

CITIES & TOWNS

STATE HIGHWAY FUNDS are further split with

15.2%

of those funds going to

the Maricopa Association of Governments (MAG) and Pima Association of Governments (PAG).

LOCAL/REGIONAL FUNDING

1/2 CENT

Sales tax has been approved by voters in both Maricopa and Pima Counties.



IN FY21, revenues from these taxes are deposited into the **REGIONAL AREA ROAD FUND (RARF)** to provide funding for highways and local streets in Maricopa County.

56%

STATE HIGHWAY SYSTEM

33%

PUBLIC TRANSPORTATION FUND

11%

MAJOR ARTERIALS



Revenues from these taxes are used by the **REGIONAL TRANSPORTATION AUTHORITY (RTA)** to provide funding for highways and local streets in Pima County. The Pima County half-cent tax revenues are not included in the ADOT funding analysis as the expenditures tend to be spot improvements within the larger system.

FEDERAL DISCRETIONARY FUNDS

ADOT has pursued and been successful with discretionary grants but they are not included in future revenue projections as they are competitive and not guaranteed.

Major programs include:

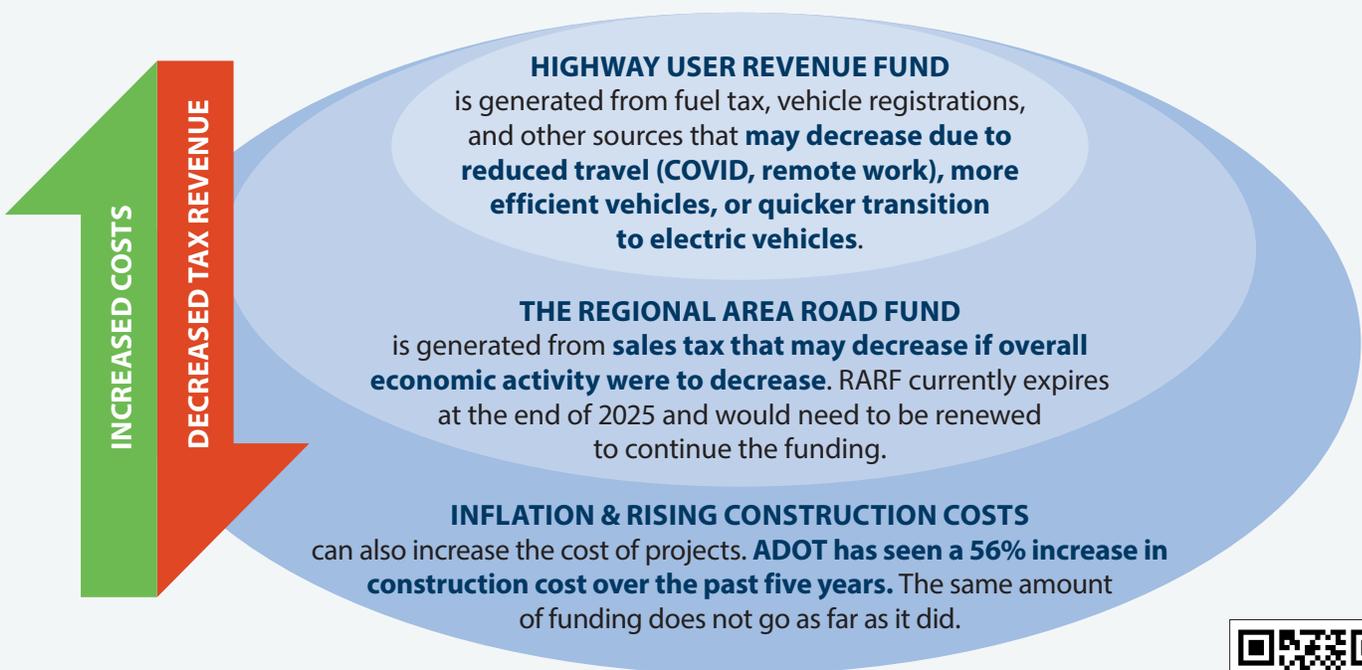
National Infrastructure Project Assistance Program (MEGA)	Rebuilding American Infrastructure Sustainability and Equity Grant Program (RAISE)	Competitive Bridge Investment Program
Infrastructure for Rebuilding America Grant Program (INFRA)		Rural Surface Transportation Program (Rural)

Common financing options are:

TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)	STATE INFRASTRUCTURE BANKS (SIB)	GRANT ANTICIPATION REVENUE VEHICLES (GARVEE)
Provides federal assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. The program permits repayment over a term of up to 35 years after a project's substantial completion.	Much like a private bank, gives states the capacity to make more efficient use of its transportation funds and significantly leverage Federal resources by attracting non-Federal public and private investment. Arizona established NHS ACT SIB's in 1996 and 1997 with a total of \$46 million in the program.	A type of security (debt instrument) issued to advance the upfront funding of monies that are anticipated from a specific source. In the case of transportation finance, Arizona has utilized 13 GARVEE Bonds over the last 22 years to accelerate Federal expenditures to fund projects.
 FEDERAL	 PRIVATE	 BONDS

FINANCING OPTIONS

FUTURE RISKS



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L RTP Vision Report

The Long-Range Transportation Plan (LRTP) is a policy document that provides a roadmap for Arizona's transportation system for the next 25 years. The **Vision Report** provides an overview of the various transportation systems, typical users and how these will change over the next several decades. The report lays the foundation for the LRTP vision, goals, and objectives.

FUTURE CHALLENGES



WATER



CLIMATE



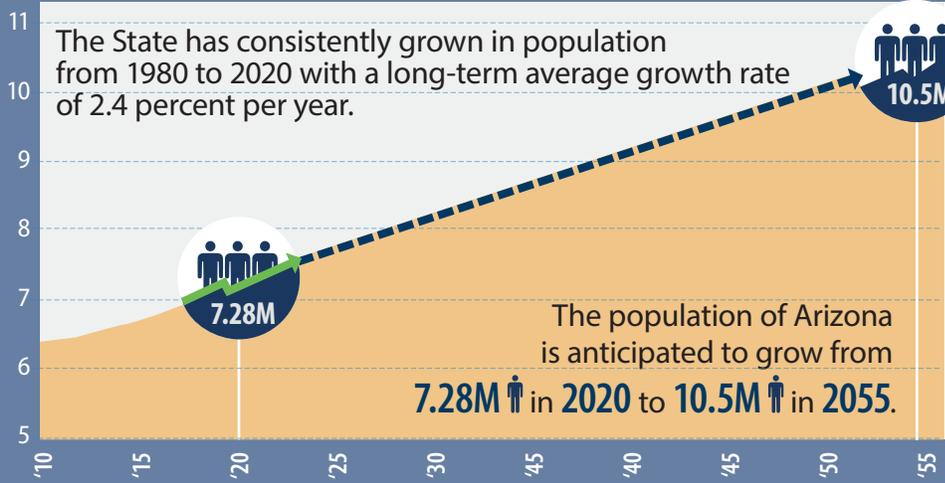
TECHNOLOGY



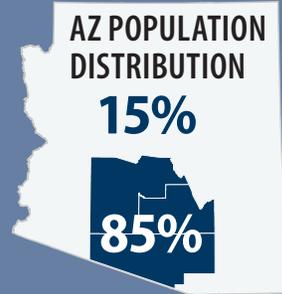
SOCIAL EQUITY

STATE POPULATION GROWTH

Arizona's statewide projected population growth



By **2055**, Pinal County is expected to significantly increase in population resulting in the **MARICOPA/PIMA/PINAL COUNTIES** holding nearly **85%** of the state population.



TRANSPORTATION SYSTEMS

Arizona's transportation system encompasses:

7,000
MILES OF

ADOT-OWNED ROADWAYS
INTERSTATES, FREEWAYS
& PRINCIPAL ARTERIALS

ACCOUNT FOR
5% ROADWAY
MILES

ACCOMMODATE
50% OF VEHICLE
MILES TRAVELED

AVIATION

PUBLIC-USE
AIRPORTS IN AZ

67

OF TOTAL COMMERCIAL
AIR TRAVEL ...

88%

PHOENIX
SKY HARBOR

7%

TUCSON
INTERNATIONAL

5%

OTHER AIRPORTS

BRIDGES

APPROXIMATELY

8,500

BRIDGES
STATEWIDE

57%

ADOT-OWNED

<1%

ARE IN POOR CONDITION

RAIL



PROVIDES
APPROXIMATELY

30%

OF TOTAL
FREIGHT TRANSPORTED

FREIGHT



TRUCKS

PROVIDE
APPROXIMATELY

70%

OF TOTAL
FREIGHT TRANSPORTED

TRANSIT



2 URBAN
SYSTEMS

[PHOENIX & TUCSON]

5 SMALL URBAN
SYSTEMS

29 RURAL
SYSTEMS

PORTS OF ENTRY (POE)



9

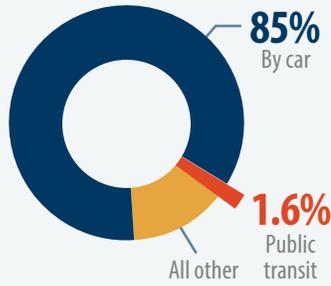
POE ALONG
MEXICO BORDER

PROVIDING
\$30B
OF GOODS

REGISTERED VEHICLES IN ARIZONA
7.7M+



HOW DO ARIZONANS TRAVEL?



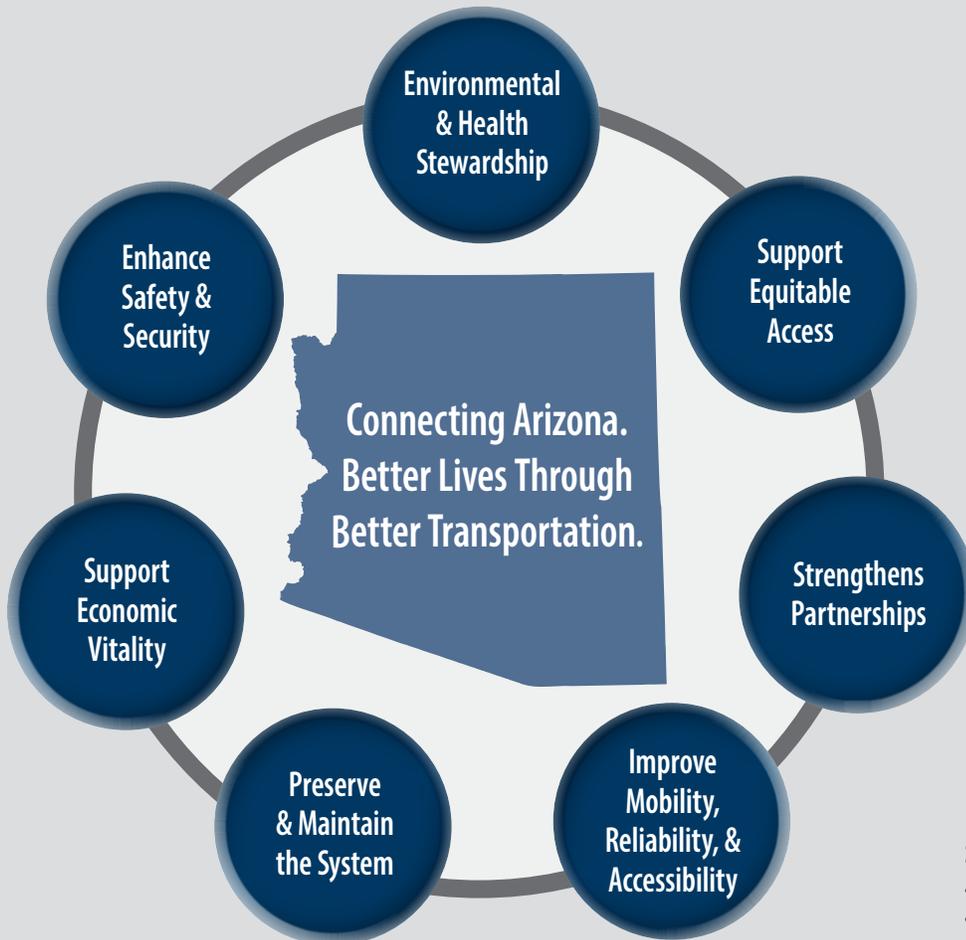
AVERAGE NUMBER OF PER HOUSEHOLD
2.1



TOTAL FATALITIES IN VEHICLE CRASHES HAVE EXCEEDED
1,000/YEAR
IN 4 OF THE LAST 5 YEARS

FEDERAL:
23 CFR 450.206,
23 CFR 450.216

STATE:
ARS 28-306,
ARS 28-307,
ARS 28-506



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Baseline and Projected REVENUES

The *Baseline and Projected Revenues* provides an overview of transportation funding in Arizona. It analyzes future scenarios that may impact funding and highlights the projected future transportation funding available to ADOT over a 25-year period. This includes state and federal funding like the INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA), currently referred to as the BIPARTISAN INFRASTRUCTURE LAW (BIL), which establishes a number of programs for funding infrastructure.

ADOT HISTORICAL FUNDING



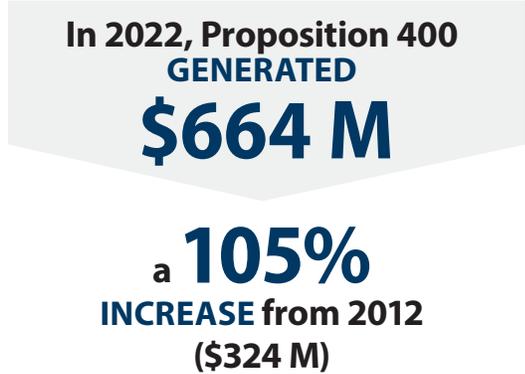
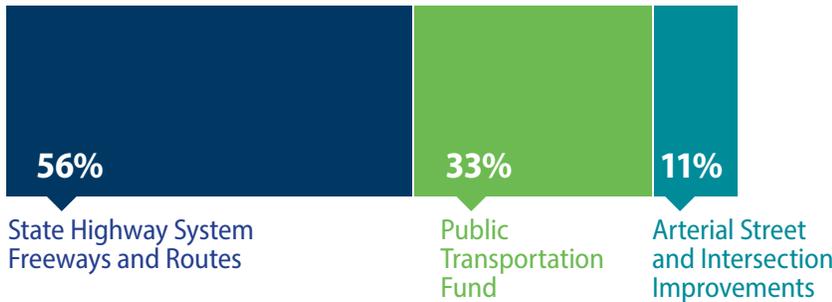
THE HIGHWAY USER REVENUE FUND (HURF), a fund that includes fees and charges relating to the registration and operation of motor vehicles and a motor fuel tax, is the largest of the three transportation funding sources for ADOT. In FY2022, the HURF generated \$1.73 billion which is a 68% increase from FY2012 (\$1.03 billion), largely through strong economic growth in the state. While HURF revenues fluctuate from year to year, the distributions of HURF funds are based on a set distribution formula. ADOT discretionary funding equals approximately 43% of the total HURF.



Voters in Maricopa County passed a half-cent sales tax through Proposition 400 to fund transportation improvements within the county. Funds from this tax are deposited into a **Regional Area Road Fund (RARF)**.

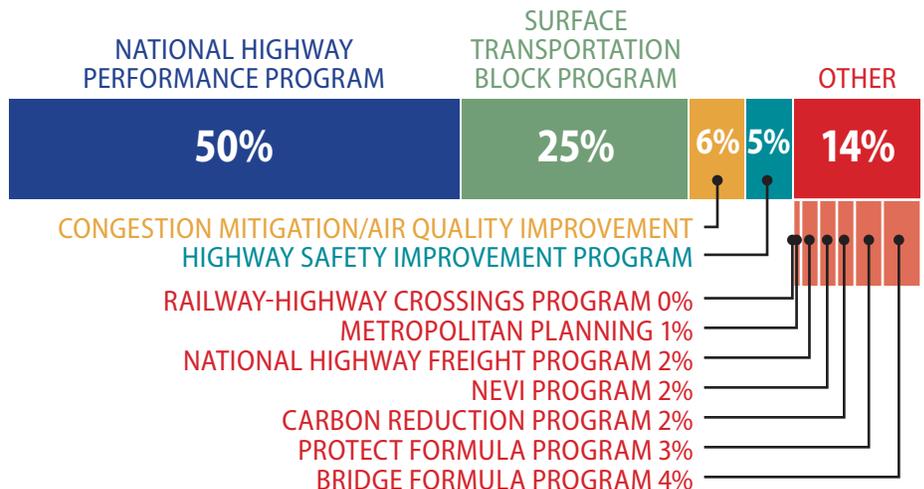
The transportation tax expires in December 2025 and requires voter approval of a new funding measure to continue.

2005–2025 DISTRIBUTION OF COUNTY EXCISE TAX



REVENUES

Federal formula funding is determined based on allocations to the State of Arizona through the current IIJA/BIL 2022–2026. Under **IIJA/BIL**, federal funding to **Arizona increases** an anticipated average of **\$1 billion per year**. A large portion of the funds go to ADOT while a portion of funds is distributed to other agencies.



To establish the potential range of anticipated funding, anticipated revenues are derived from existing baseline forecasts, where available, with ranges developed for optimistic (high) and pessimistic (low) scenarios based on future conditions.

The three forecasts evaluated include:

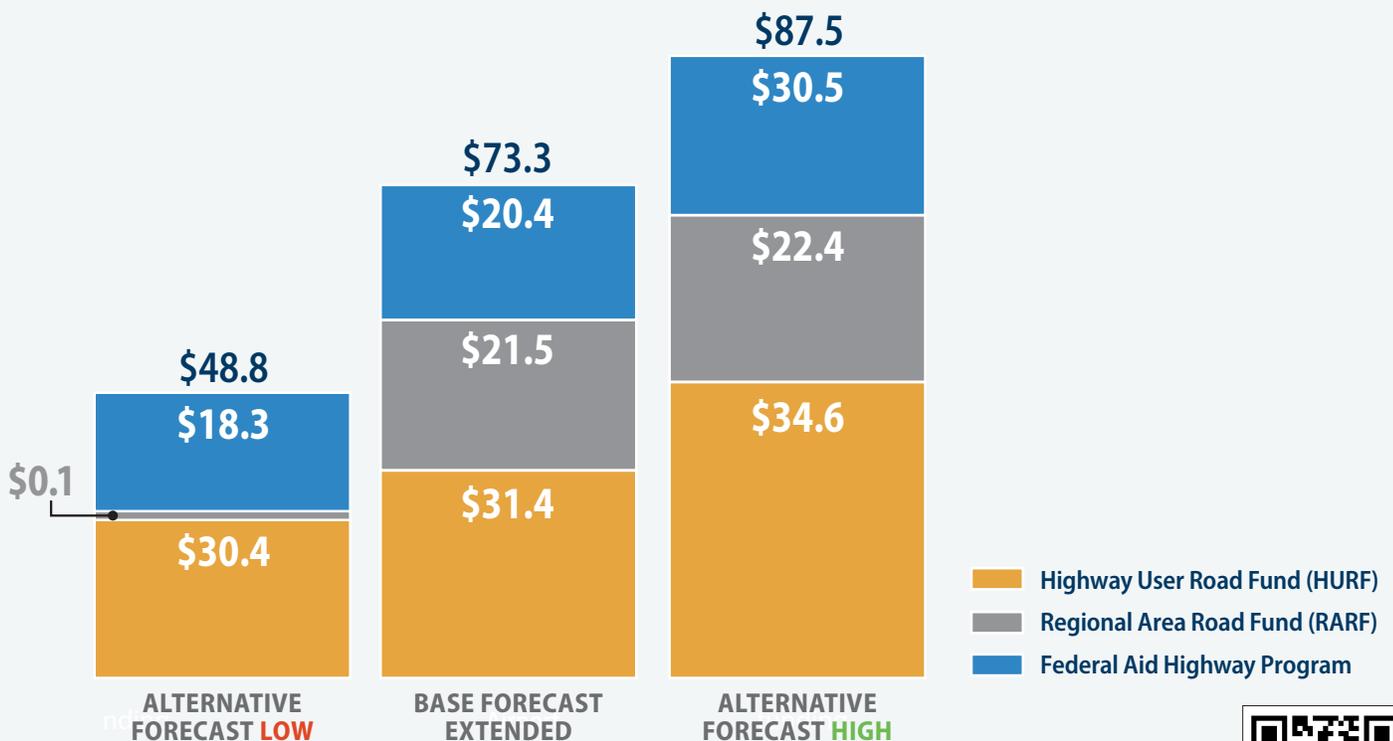
ALTERNATIVE FORECAST LOW	BASE FORECAST	ALTERNATIVE FORECAST HIGH
<p>Assumes:</p> <ul style="list-style-type: none"> - Funding of HURF gas tax at current levels - Expiration of RARF in 2026 - Return to lower federal funding levels after expiration of IJJA/BIL 	<p>Assumes:</p> <ul style="list-style-type: none"> - Funding of HURF gas tax at current levels - Extension of RARF tax in Maricopa County beyond Proposition 400 - Assuming current federal authorization levels with the IJJA/BIL federal funding 	<p>Assumes:</p> <ul style="list-style-type: none"> - Funding of HURF gas tax at current levels - Extension of RARF tax in Maricopa County beyond Proposition 400 - \$200 million increase per year with the IJJA/BIL federal funding



OFFICIAL FORECAST

Total Value for Fiscal Years 2026–2050

In Billions



SHARE YOUR INPUT

- Scan the QR Code
- Visit adot2050plan.com

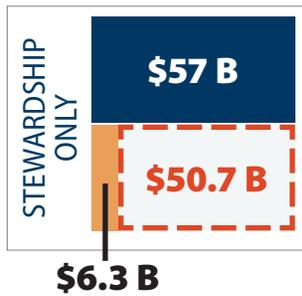




MULTIMODAL GAP and Investment Choice

The Baseline and Projected Revenues Analysis provides an overview of transportation funding in Arizona, analyzing future scenarios that may impact funding and highlights the projected future transportation funding available to ADOT over a 25-year evaluation period.

The 2050 LRTP projected three possible revenue forecasts: a low forecast, a baseline forecast and a high forecast. The baseline forecast was utilized for the revenue Gap Analysis, to determine potential shortfalls in projected transportation funding. The **projected ADOT revenues are \$69.1 billion over the next 25 years** from all federal and local sources. This includes ADOT's portion of federal aid, the Highway User Revenue Fund (HURF), the Maricopa Association of Governments (MAG) Regional Area Road Fund (RARF) and the Pima Association of Governments (PAG) Regional Transportation Authority (RTA) funding. It also includes ADOT stewardship programs such as federal transit funding and federal and state aviation funding.



- Needs
- Baseline Revenue
- Revenue Gap

The **REVENUE GAP** represents the **difference between the projected needs and the projected baseline revenue for ADOT. This results in a \$162 B gap** between anticipated revenues and projected needs. This gap is further broken down by the type of projects.

This significant shortfall between anticipated funding and needs requires ADOT to set strategic priorities for transportation investments.



SCENARIO PLANNING

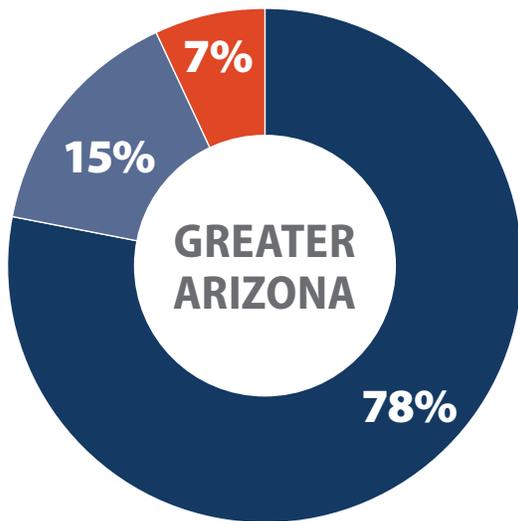
ADOT evaluated four major investment scenarios based on varying investment priorities:

- **Preserve and Upgrade:** Optimize what we have by focusing on preservation with increased overall investment.
- **Widen and Expand:** Promote future growth by focusing on expansion with increased overall investment.
- **Repair and Protect:** Keep what we have by focusing on preservation with decreased overall investment.
- **Extend and Patch:** Grow with minimal upkeep by focusing on expansion with decreased overall investment.

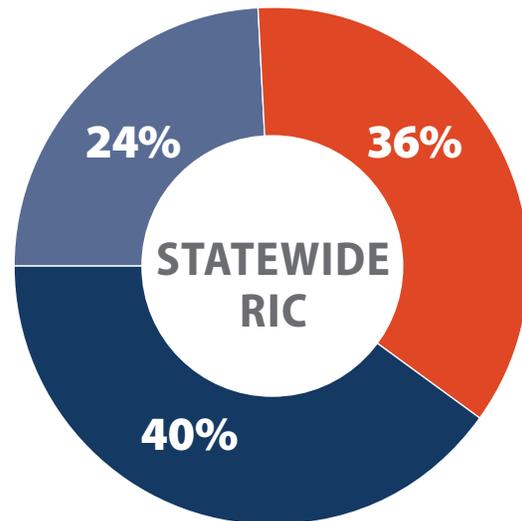
The preferred scenario was the “Preserve and Upgrade” scenario which assumes an overall higher level of funding and prioritizes investments in pavement, bridge and other system preservation. **This scenario results in an increase in overall pavement, bridge and safety performance across the state.**

RECOMMENDED INVESTMENT CHOICE (RIC)

A range of future investment choices were developed based on: **public input, performance measures** and **agency scenario planning**. Within the MAG and PAG areas, there are dedicated local transportation revenues that allow for greater amounts to be spent on Expansion.



The **RECOMMENDED INVESTMENT CHOICE FOR GREATER ARIZONA** (which excludes MAG and PAG areas) has significant focus on Preservation of the existing system. Targeted investments in Modernization and Expansion are also included to support continued economic growth.



The **STATEWIDE RECOMMENDED INVESTMENT CHOICE**, including the dedicated MAG and PAG funding, results in an overall statewide investment of:

- 40% (\$24.6 B) Preservation,
- 36% (\$22.6 B) Expansion and
- 24% (\$15 B) Modernization.





Condiciones actuales de AGM/AGP

La Asociación de Gobiernos de Maricopa (AGM) y la Asociación de Gobiernos de Pima (AGP) son las dos áreas más pobladas del estado de Arizona y las dos áreas de administración de transporte designadas por el gobierno federal (ATD). El Informe de condiciones actuales de las regiones AGM y AGP (Informe) brinda una descripción general de estas regiones importantes y destaca partes de sus planes de transporte a largo plazo requeridos por el gobierno federal que incluyen partes del sistema de carreteras estatales (SCS).

POBLACIÓN



INFRAESTRUCTURA



Actualmente en la región AGM hay más de:



Las operaciones de transporte público cuentan con el apoyo de



6

AGENCIAS DIFERENTES



52M

EMBARQUES ANUALES EN TRÁNSITO



19

RUTAS EXPRESAS/RÁPIDAS



28

MILLAS DE TREN LIGERO*



14

CENTROS DE TRÁNSITO



55

LOTES DE ESTACIONAR Y VIAJAR

*con 7.1 millas actualmente en construcción

El sistema de tránsito incluye:



El sistema de transporte existente de AGP incluye:



Las operaciones de transporte público están respaldadas por:



3

AGENCIAS DIFERENTES



1M

VIAJES/MESES DE TRÁNSITO



13

RUTAS EXPRESAS



3.9

MILLAS DE VÍA DE TRANVÍA





EL PLAN REGIONAL DE TRANSPORTE - MOMENTUM 2050 es el plan de transporte actual de largo alcance para la región AGM que fue adoptado por su Consejo Regional el 1 de diciembre de 2021.

VISIÓN: Establecer un programa de inversión en transporte sostenible, resistente y multimodal que conecte a las personas con las oportunidades para prosperar y desarrollar.



EL PLAN REGIONAL DE MOVILIDAD Y ACCESIBILIDAD 2054 (PRMA) es el plan de transporte vigente de largo alcance que guía la región AGP que fue actualizado recientemente el 24 de septiembre de 2020.

VISIÓN: Un sistema de transporte regional de última generación, confiable, multimodal y ambientalmente responsable que se mantenga, interconecta e integre continuamente con patrones de uso sostenible de la tierra para respaldar una alta calidad de vida y una región saludable, segura y económicamente vibrante.



EL PLAN MAG MOMENTUM 2050 incluye **\$16 mil millones para 88 proyectos** específicos que apoyan la **expansión (59%) y modernización (32%)** del sistema SHS. Si bien el plan especifica que el mantenimiento del sistema de autopistas/carreteras es la responsabilidad de ADOT, hay **\$1.4 mil millones asignados para la preservación**, que incluye la reconstrucción del Túnel Hance Park del I-10.



EL RMAP AGP 2025 incluye **\$2.2 mil millones para 28 proyectos** viales que apoyan la **expansión (72%) y modernización (28%)** del sistema SHS.

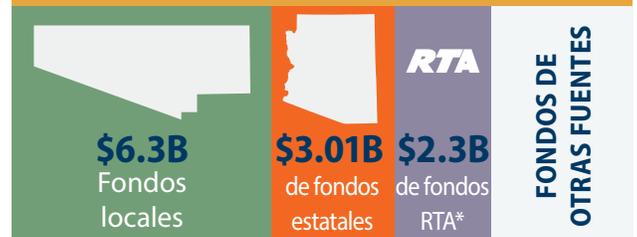
MOMENTUM 2050 ANTICIPA



LAS FUENTES MÁS GRANDES SERÁN LOS FONDOS FEDERALES Y LA EXTENSIÓN DE LA POPOSICIÓN 400, UN IMPUESTO LOCAL SOBRE EL TRANSPORTE (VENTAS).

* Suponiendo extensiones del impuesto sobre las ventas actual de medio centavo.

2045 RMAP ANTICIPA



THE LARGEST SOURCES ARE LOCAL FUNDS, STATE FUNDS, AND A LOCAL VOTER-APPROVED TRANSPORTATION EXCISE (SALES) TAX.

* Impuesto sobre las ventas de medio centavo local de la Autoridad de Transporte Regional





Análisis del financiamiento de IJJA/BIL

La **LEY DE INVERSIONES Y EMPLEOS EN INFRAESTRUCTURAS (IJJA)**, actualmente denominada **LEY BIPARTISANA DE INFRAESTRUCTURAS (BIL)**, establece una serie de programas de financiación de infraestructuras que están a disposición del ADOT. El análisis de financiamiento de IJJA/BIL ofrece una visión general de estos programas federales, sus requisitos, así como de otras fuentes de financiación.

FINANCIAMIENTO HISTÓRICO

ADOT
TOTAL DE INGRESOS
\$4.1MM
AÑO FISCAL 2021

80%
SE GENERA DE

- Matriculación de vehículos
- Títulos de vehículos
- Impuesto de matriculación de vehículos (VLT)
- Impuestos sobre combustibles y vehículos de motor
- Subvenciones/contribuciones de capital

APROXIMADAMENTE
51%
se distribuye a condados y ciudades

12%
a otras agencias estatales

37%
Presupuesto anual de funcionamiento de ADOT en el año fiscal 2021.

FINANCIAMIENTO FEDERAL



The **EL PROGRAMA FEDERAL DE AYUDAS PARA CARRETERAS (FAHP)** es una de las principales fuentes de financiamiento de los proyectos de infraestructuras de ADOT.

Los principales programas del **FAHP** son los siguientes:

NHPP Programa Nacional de Desempeño en Carreteras	HSIP Programa de Mejora de la Seguridad Vial
STBGP Programa de Subvenciones Globales al Transporte Terrestre	CMAQ Mitigación de la Congestión y Calidad del Aire

* Administración Federal de Carreteras

En el marco de **IJJA/BIL**, se prevé que el financiamiento anual **aumente hasta los 1.000 millones de dólares, siendo los mayores incrementos los del NHPP, STBGP, y HSIP.**

Otros programas son el nuevo **Programa de Reducción de Emisiones de Carbono** y el de **Fomento de Operaciones Resilientes para un Transporte Transformador, Eficiente y Económico (PROTECT).**

HISTÓRICAMENTE, ARIZONA HA RECIBIDO ANUALMENTE ENTRE \$700 Y 800 MILLONES DEL FAHP.

FINANCIAMIENTO ESTATAL

El Fondo de Ingresos de Usuarios de Autopistas (HURF) incluye recaudaciones de:



IMPUESTOS SOBRE EL USO DE LA GASOLINA



TASAS DE INSCRIPCIÓN POR EL MVD Y OTRAS TASAS DIVERSAS



IMPUESTOS SOBRE VEHÍCULOS DE MOTOR

FISCAL YEAR '21 REVENUE & SOURCES



LOS FONDOS ESTATALES DE CARRETERAS se reparten en un **15.2%** de esos fondos entre

la Asociación de Gobiernos de Maricopa (MAG) y la Asociación de Gobiernos de Pima (PAG).

FINANCIAMIENTO LOCAL/REGIONAL

1/2 CENT

El impuesto sobre las ventas ha sido aprobado por los votantes en los condados de Maricopa y Pima.



EN EL AÑO FISCAL 2021, los ingresos procedentes de estos impuestos se ingresan en el **FONDO REGIONAL DE CARRETERAS (RARF)** para financiar carreteras y calles locales en el condado de Maricopa.



Los ingresos procedentes de estos impuestos son utilizados por la **AUTORIDAD REGIONAL DE TRANSPORTE (RTA)** para proporcionar financiación a las carreteras y calles locales del condado de Pima. Los ingresos del impuesto de medio centavo del condado de Pima no se incluyen en el análisis de financiación del ADOT, ya que los gastos tienden a ser mejoras puntuales dentro de un sistema más amplio.

FONDOS FEDERALES DISCRECIONALES

ADOT ha solicitado y obtenido subvenciones discrecionales, pero no se incluyen en las previsiones de ingresos futuros porque son competitivas y no están garantizadas.

Entre los principales programas figuran:

Programa Nacional de Asistencia a Proyectos de Infraestructura (MEGA)	Reconstrucción de las infraestructuras estadounidenses	Programa de Inversión en Puentes Competitivos
Programa de subvenciones Infraestructuras para reconstruir América (INFRA)	Sostenibilidad y Programa de Subvenciones Equitativas (RAISE)	Programa de Transporte Rural de Superficie (Rural)

Las opciones de financiamiento más habituales son:

LEY DE FINANCIACIÓN E INNOVACIÓN DE LAS INFRAESTRUCTURAS DE TRANSPORTE (TIFIA) Proporciona ayuda federal en forma de préstamos directos, garantías de préstamos y líneas de crédito contingente para financiar proyectos de transporte de superficie de importancia nacional y regional. El programa permite el reembolso en un plazo de hasta 35 años tras la finalización sustancial del proyecto.	BANCOS ESTATALES DE INFRAESTRUCTURAS (SIB) Al igual que un banco privado, ofrece a los Estados la capacidad de hacer un uso más eficiente de sus fondos de transporte y aprovechar significativamente los recursos federales atrayendo inversiones públicas y privadas no federales. Arizona creó los SIB para la ley NHS en 1996 y 1997, con un total de \$46 millones en el programa.	GRANT ANTICIPATION REVENUE VEHICLES (GARVEE) Tipo de valor (instrumento de deuda) emitido para adelantar el financiamiento anticipado de fondos que se prevén de una fuente específica. En el caso del financiamiento del transporte, Arizona ha utilizado 13 Bonos GARVEE en los últimos 22 años para acelerar los gastos federales destinados a financiar proyectos.
 FEDERAL	 PRIVADO	 BONOS

OPCIONES DE FINANCIAMIENTO

RIESGOS FUTUROS



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PTLA Informe de Vision

El Plan de Transportacion de largo alcance (PTLA) es un documento de política que proporciona una hoja de ruta para El sistema de transporte de Arizona durante los próximos 25 años.

El informe de Vision proporciona una descripción general de los diversos sistemas de medios de transporte, usuarios típicos y cómo estos cambiarán en las proximas decadas. El informe establece la base para el LPTLA visión, metas y objetivos.

CAMBIOS FUTUROS



AGUA



CLIMA



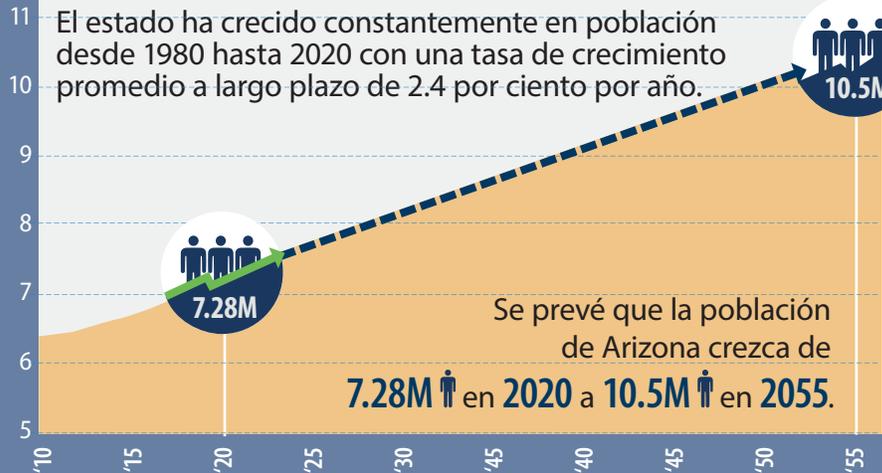
TECNOLOGIA



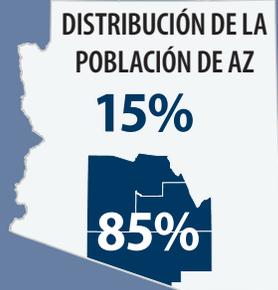
IGUALDAD SOCIAL

CRECIMIENTO DE LA POBLACIÓN DEL ESTADO

Crecimiento de la población proyectado en todo el estado de Arizona



Para el **2055**, se espera que el condado de Pinal aumente significativamente en población, lo que resultará en que los **CONDADOS DE MARICOPA/PIMA/PINAL** tengan casi el **85%** de la población del estado.



SISTEMA DE TRANSPORTES

El sistema de transporte de Arizona abarca:

7,000 MILLAS DE

CARRETERAS PROPIEDAD DE ADOT INTERESTATAL, AUTOPISTAS Y PRINCIPALES ARTERIAS

CUENTA DEL **5%** DE LAS MILLAS EN CARRETERA

ACOMODA EL **50%** DE LAS MILLAS VIAJADAS DEL VEHÍCULO

AVIACIÓN

USO PÚBLICO AEROPUERTOS EN AZ

67

DEL TOTAL VIAJE AÉREO COMERCIAL ...

88%

PHOENIX SKY HARBOR

7%

TUCSON INTERNACIONAL

5%

OTROS AEROPUERTOS

PUENTES

APROXIMADAMENTE

8,500

PUENTES EN TODO EL ESTADO

57%

PROPIEDAD DE ADOT

<1%

ESTAN EN MAL ESTADO

TRANSPORTE



CAMIONES

PROPORCIONAR APROXIMADAMENTE

70%

DEL TOTAL CARGA TRANSPORTADA

TRÁNSITO



2 SISTEMAS URBANOS

[PHOENIX Y TUCSON]

5 SISTEMAS PEQUEÑOS URBANOS

29 SISTEMAS RURALES

CARRIL



PROPORCIONA APROXIMADAMENTE

30%

DEL TOTAL CARGA TRANSPORTADA

PUERTOS DE ENTRADA (PDE)



9 PDE A LO LARGO DE LA FRONTERA DE MÉXICO

PROPORCIONA **\$30B** DE BIENES

REGISTRO VEHICULOS EN ARIZONA



7.7M+



NÚMERO PROMEDIO POR HOGAR



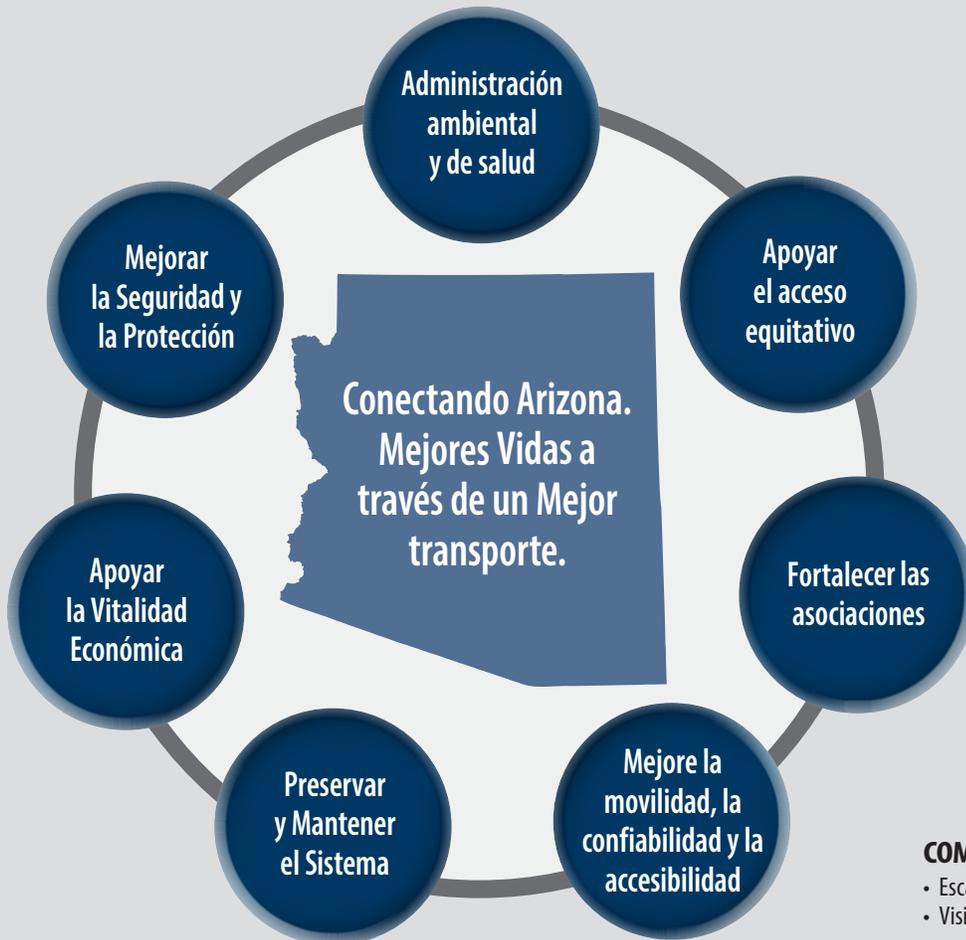
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MUERTES TOTALES EN ACCIDENTES DE VEHÍCULOS HAN EXCEDIDO 1,000/AÑO EN 4 DE LOS ÚLTIMOS 5 AÑOS

FEDERAL:
23 CFR 450.206,
23 CFR 450.216

ESTATAL:
ARS 28-306,
ARS 28-307,
ARS 28-506



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Análisis de NECESIDADES MULTIMODALES

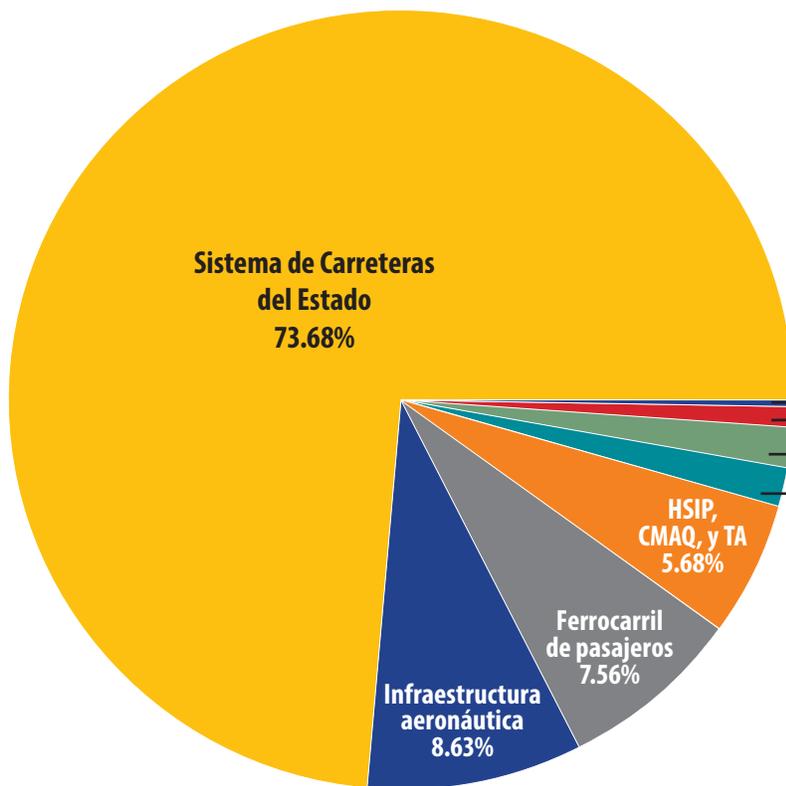
El Plan de Transporte de Largo Alcance (LRTP) es un documento de política que proporciona una directiva para el sistema de transporte de Arizona para los próximos 25 años. El **ANÁLISIS DE NECESIDADES MULTIMODALES** proporciona una visión general de las necesidades futuras dentro de cada sistema de transporte para proporcionar el nivel de rendimiento deseado.

NECESITA DETERMINACION



NECESIDADES DE FINANCIACIÓN DEL TRANSPORTE

NECESIDADES DE FINANCIACIÓN *(en porcentajes)*



COMPONENTE DEL SISTEMA DE TRANSPORTE	CANTIDAD DE NECESIDAD <i>(dólares de 2026)</i>
Infraestructura ADOT	\$174 billiones
Administración ADOT	\$57 billiones
Sistemas de Transporte Complementario	No incluido
Total	\$231 billiones

Los siguientes elementos y sus respectivos porcentajes son demasiado pequeños para mostrarlos en el gráfico:

EV y CRP	0.03%
Cruce ferroviario público a nivel	0.13%
Puente no SHS	0.36%
Planificación estatal	0.76%
Tránsito	1.49%
Otras facilidades	1.69%

CMAQ: Mitigación de la congestión y mejora de la calidad del aire
 HSIP: Programa de mejora de la seguridad vial
 TA: Alternativas de Transporte
 VE: Vehículo Eléctrico
 CRP: Programa de Reducción de Carbono

EL SISTEMA DE TRANSPORTE DE ARIZONA

ADOT tiene diferentes niveles de propiedad y supervisión de los siguientes tres componentes principales del sistema de transporte de Arizona:



INFRAESTRUCTURA DE ADOT



ADMINISTRACIÓN DE ADOT



SISTEMAS DE TRANSPORTE COMPLEMENTARIOS *(no incluidos)*

EL SISTEMA DE TRANSPORTE DE ARIZONA



INFRAESTRUCTURA DE ADOT

Sistema de Carreteras del Estado (SHS)	Sistema Nacional de Carreteras (NHS)	Otras facilidades	Puertos de entrada estatales
	Instalaciones no pertenecientes al NHS		Áreas de descanso/ Estacionamiento de camiones a lo largo de SHS
			Aeropuerto del Gran Cañón

TIPO DE NECESIDAD	DESCRIPCIÓN DE LA NECESIDAD	2026–2050 NECESIDAD
ACERA	ADOT posee y mantiene aproximadamente 7,000 millas de carreteras en la línea central . Las condiciones aceptables del pavimento a largo plazo asuponen un aumento anual del gasto del 11% .	\$63.3 Mil Millones
PUENTE	ADOT posee y mantiene aproximadamente 4,800 puentes en el SHS. Las condiciones aceptables del puente a largo plazo requieren un aumento anual del gasto del 11% .	\$8.8 Mil Millones
MOVILIDAD	Las condiciones de movilidad actuales dentro del SHS cumplen con las medidas de rendimiento, pero es probable que se necesiten inversiones futuras para acomodar el crecimiento de la población.	\$88.1 Mil Millones
SEGURIDAD	Si bien ADOT supervisa la seguridad en todo el estado, ADOT solo tiene la propiedad y el control para realizar mejoras de seguridad en el SHS.	\$5.9 Mil Millones
FREIGHT	Las condiciones de carga actuales cumplen con todos los objetivos de las medidas federales de desempeño, pero es probable que se necesiten inversiones futuras para mantener este nivel de desempeño.	\$4.4 Mil Millones



ADMINISTRACIÓN DE ADOT

Financiación del transporte público	Financiamiento de infraestructura de aviación	Financiamiento ferroviario de pasajeros	Inspecciones y financiación de puentes que no pertenecen al NHS
Financiamiento de planificación estatal	Financiamiento de HSIP, CMAQ y TA	Recarga de vehículos eléctricos y financiación de CRP	Financiación de la seguridad de los cruces ferroviarios y de carreteras públicas a nivel

TIPO DE NECESIDAD	DESCRIPCIÓN DE LA NECESIDAD	2026–2050 NECESIDAD
HSIP, CMAQ, Y TA	ADOT administra varios programas financiados por el gobierno federal disponibles tanto para las instalaciones de SHS como para las que no pertenecen a SHS. Estos programas incluyen el Programa de Mejoramiento de la Seguridad Vial (HSIP), CMAQ y los programas de Alternativas de Transporte (TA).	\$13.2 Mil Millones
TRÁNSITO PÚBLICO	ADOT administra los programas FTA que se utilizan para financiar los programas de rutas fijas de autobús (5311) y "dial-a-ride" (5310) en áreas rurales.	\$3.5 Mil Millones
ESTRUCTURA DE AVIACIÓN	ADOT distribuye fondos para el mantenimiento de aeródromos y gestión de pavimentos, construcción de hangares, operación de aeronaves y aeropuertos de propiedad estatal e igualación de subvenciones para 11 aeropuertos públicos y aeropuertos de aviación general más pequeños.	\$20.0 Mil Millones
FERROCARRIL DE PASAJEROS	ADOT es responsable de la supervisión de la seguridad de los servicios ferroviarios regionales de pasajeros en las áreas de Phoenix y Tucson (tren ligero y tranvía) y la planificación de la futura infraestructura ferroviaria, incluida una posible alternativa ferroviaria de pasajeros entre Tucson y Phoenix.	\$17.5 Mil Millones



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Línea de Base y **INGRESOS** Proyectados

Los *ingresos de referencia proyectados* brindan una descripción general de los fondos del transporte en Arizona. Analiza escenarios futuros que pueden afectar los fondos y destaca la financiación de transporte futura proyectada disponible para ADOT durante un período de 25 años. Esto incluye financiamiento estatal y federal como la LEY DE INVERSIÓN Y EMPLEOS EN INFRAESTRUCTURA (IIJA), actualmente conocida como LEY DE INFRAESTRUCTURA BIPARTIDARIA (BIL), que establece una serie de programas para financiar la infraestructura.

FINANCIAMIENTO HISTÓRICO DE ADOT



EL FONDO DE INGRESOS PARA USUARIOS DE CARRETERAS (HURF), un fondo que incluye tarifas y cargos relacionados con el registro y la operación de vehículos motorizados y un impuesto sobre el combustible para motores, es la mayor de las tres fuentes de financiamiento de transporte para ADOT. **En el año fiscal 2022, el HURF generó \$1.73 Mil Millones** lo que representa un aumento del **68% con respecto al año fiscal 2012 (\$1.3 Mil Millones)**, en gran parte gracias al fuerte crecimiento económico del estado. Si **HURF** bien los ingresos del HURF fluctúan de un año a otro, las distribuciones de los fondos del **HURF** se basan en una fórmula de distribución establecida. **El financiamiento discrecional de ADOT** equivale aproximadamente al **43% del HURF total**.



Los votantes del condado de Maricopa aprobaron un impuesto sobre las ventas de medio centavo a través de la Proposición 400 para financiar mejoras en el transporte dentro del condado. Los fondos de este impuesto se depositan en un Fondo de Carreteras de Área Regional (RARF).

El impuesto al transporte vence en diciembre de 2025 y requiere la aprobación de los votantes para una nueva medida de financiación para continuar

2005–2025 DISTRIBUCIÓN DEL IMPUESTO ESPECIAL DEL CONDADO



En 2022, la Proposición 400

GENERÓ \$664 MILLONES

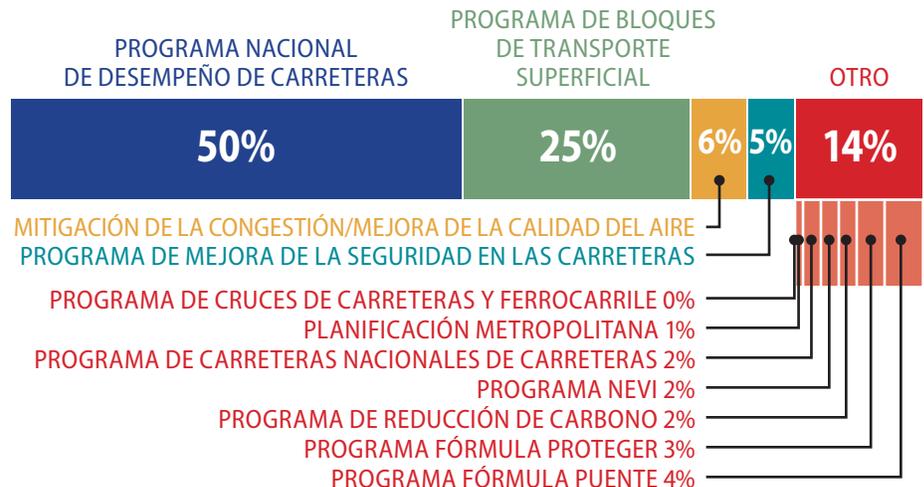
un AUMENTO del

105%

en 2012 (\$324 millones)

INGRESOS

La fórmula de financiamiento federal se determina en función de las asignaciones al Estado de Arizona a través del actual IIJA/BIL 2022–2026. Bajo **IIJA/BIL**, **el financiamiento federal para Arizona aumenta** un promedio anticipado de **\$1 Mil Millones por año**. Una gran parte de los fondos van a ADOT mientras que una parte de los fondos se distribuye a otras agencias.



Para establecer el rango potencial de financiamiento anticipado, los ingresos anticipados se derivan de los pronósticos de referencia existentes, cuando estén disponibles, con rangos desarrollados para optimista (alto) y pesimista (bajo). Pronóstico de ingresos escenarios basados en condiciones futuras.

Los tres pronósticos evaluados incluyen:

PRONÓSTICO ALTERNATIVO BAJO	PRONÓSTICO BASE	PRONÓSTICO ALTERNATIVO ALTO
<p>Asume:</p> <ul style="list-style-type: none"> –Financiamiento del impuesto a la gasolina HURF en niveles actuales –Caducidad de RARF en 2026 –Regreso a la baja federal niveles de financiación después de la expiración de IJJA/BIL 	<p>Asume:</p> <ul style="list-style-type: none"> –Financiamiento del impuesto a la gasolina HURF en niveles actuales –Ampliación del impuesto RARF en Condado de Maricopa más allá Proposición 400 –Asumiendo corriente federal niveles de autorización con la financiación federal IJJA/BIL. 	<p>Asume:</p> <ul style="list-style-type: none"> –Financiamiento del impuesto a la gasolina HURF en los niveles actuales –Ampliación del impuesto RARF en Condado de Maricopa más allá Proposición 400 –Aumento de \$200 millones por año con fondos federales del IJJA/BIL



PRONÓSTICO OFICIAL

Valor total para los años fiscales 2026–2050

En Billones





BRECHA MULTIMODAL y elección de inversión

La Base y El análisis de ingresos proyectados brinda una descripción general de los fondos del transporte en Arizona, analiza escenarios futuros que pueden afectar los fondos y destaca los fondos de transporte futura proyectada disponible para ADOT durante un período de evaluación de 25 años.

El 2050 LRTP proyectó tres posibles pronósticos de ingresos: un pronóstico bajo, un pronóstico de referencia y un pronóstico alto. El pronóstico de referencia se utilizó para el análisis de brecha de ingresos, para determinar las posibles deficiencias en el financiamiento del transporte proyectado. **Los ingresos proyectados de ADOT son de \$69.1 mil millones durante los próximos 25 años** de todas las fuentes federales y locales. Esto incluye la porción de ADOT de ayuda federal, la Carretera Fondo de Ingresos de Usuarios (HURF), el Fondo Vial del Área Regional (RARF) del MAG y el Fondo de la Autoridad de Transporte Regional (RTA) del PAG. También incluye programas de administración de ADOT, como financiamiento federal de tránsito y financiamiento de aviación federal y estatal.



- Necesidades
- Ingresos de Referencia
- Brecha de Ingreso

La **BRECHA DE INGRESOS** representa la diferencia entre las necesidades proyectadas y los ingresos de referencia proyectados para ADOT. Esto da como resultado **una brecha de \$162 Mil Millones** entre los ingresos anticipados y las necesidades proyectadas. Esta brecha se desglosa aún más por el tipo de proyectos.

Este déficit significativo entre la financiación anticipada y las necesidades requiere que ADOT establezca prioridades estratégicas para las inversiones en transporte.



PLANIFICACIÓN DE ESCENARIOS

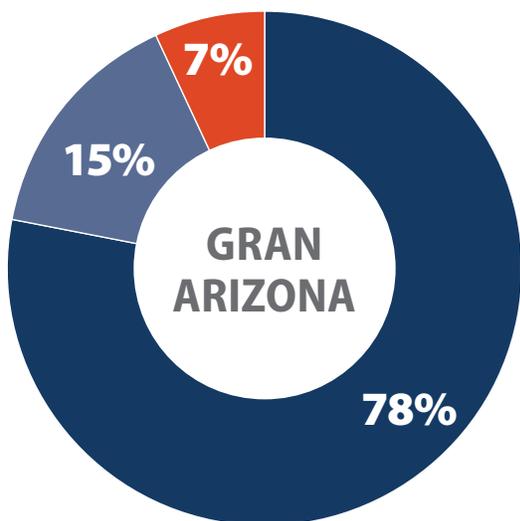
ADOT para establecer prioridades estratégicas para las inversiones en transporte.

- **Conservar y actualizar:** Optimizar lo que tenemos enfocándonos en la preservación con una mayor inversión general.
- **Ampliar y expandir:** Promueva el crecimiento futuro centrándose en la expansión con una mayor inversión general.
- **Reparar y proteger:** Mantener lo que tenemos enfocándonos en la preservación con una inversión general reducida.
- **Extender y parchear:** Crezca con un mantenimiento mínimo centrándose en la expansión con una inversión general reducida.

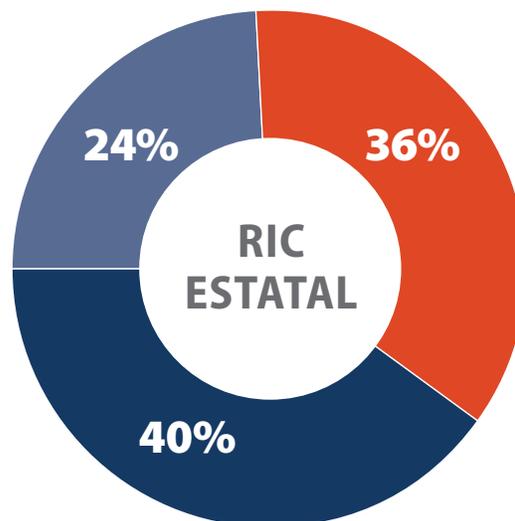
El escenario preferido fue el escenario “Preservar y actualizar”, que asume un nivel general más alto de financiamiento y prioriza inversiones en pavimento, puente y otra preservación del sistema. Este escenario da como resultado un aumento en el rendimiento general del pavimento, el puente y la seguridad en todo el estado.

OPCIÓN DE INVERSIÓN RECOMENDADA (RIC)

Se desarrolló una gama de futuras opciones de inversión basadas en: **opinión pública, medidas de desempeño y planificación de escenarios de la agencia.** Dentro de las áreas MAG y PAG existen ingresos de transporte local dedicados que permiten destinar mayores montos a la Ampliación.



La **OPCIÓN DE INVERSIÓN RECOMENDADA PARA LA GRAN ARIZONA** (which excludes MAG and PAG areas) tiene un enfoque significativo en la preservación del sistema existente. También se incluyen inversiones específicas en Modernización y Expansión para respaldar el crecimiento económico continuo.



La **OPCIÓN DE INVERSIÓN RECOMENDADA EN TODO EL ESTADO**, incluida la financiación dedicada de MAG y PAG, da como resultado una inversión estatal general de:

- 40% (\$24.6 B) Preservación,
- 36% (\$22.6 B) Expansión and
- 24% (\$15 B) Modernización.



Appendix G

SurveyMonkey Demographic Results

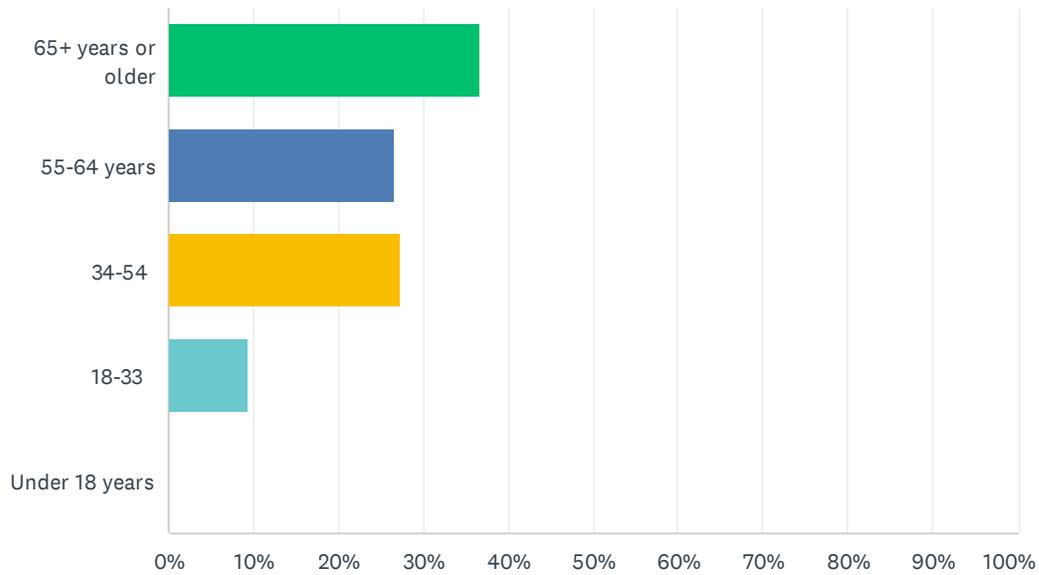
Q8 What is your zip code?

Answered: 141 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	0.00%	0
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	100.00%	141
Country	0.00%	0
Email Address	0.00%	0
Phone Number	0.00%	0

Q9 Please select your age range.

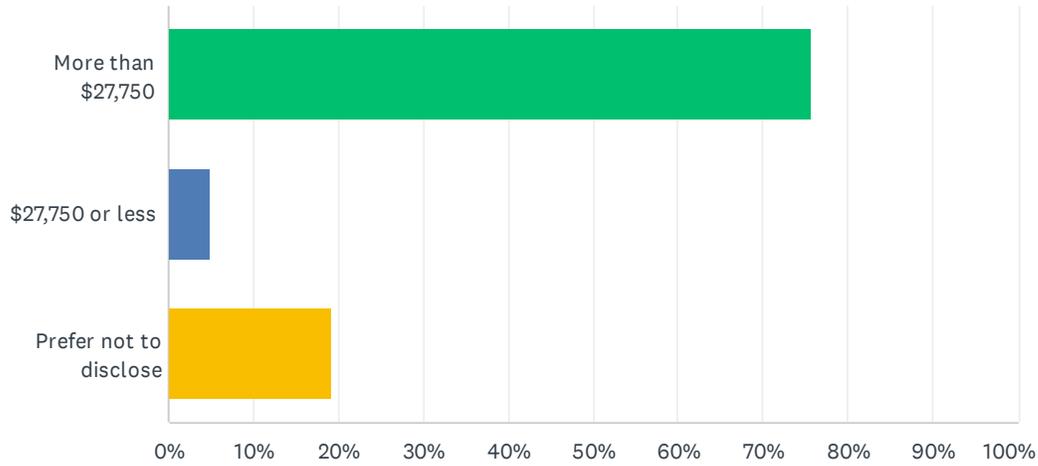
Answered: 139 Skipped: 2



ANSWER CHOICES	RESPONSES	
65+ years or older	36.69%	51
55-64 years	26.62%	37
34-54	27.34%	38
18-33	9.35%	13
Under 18 years	0.00%	0
TOTAL		139

Q10 What is your household income?

Answered: 140 Skipped: 1



ANSWER CHOICES	RESPONSES	
More than \$27,750	75.71%	106
\$27,750 or less	5.00%	7
Prefer not to disclose	19.29%	27
TOTAL		140

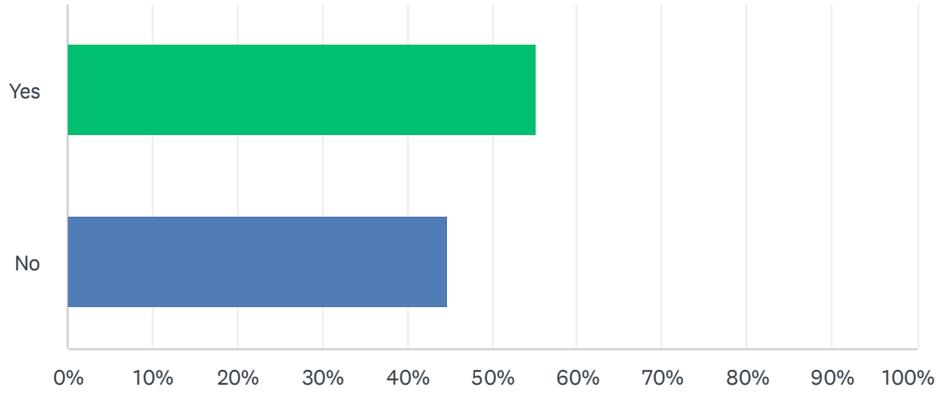
Q11 Please complete the following information (Optional)

Answered: 99 Skipped: 42

ANSWER CHOICES	RESPONSES	
Name	96.97%	96
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	99
Phone Number	0.00%	0

Q12 Do you want to join the ADOT LRTP Mailing List? (Please make sure to include an email address above if you wish to be added.)

Answered: 125 Skipped: 16



ANSWER CHOICES	RESPONSES	
Yes	55.20%	69
No	44.80%	56
TOTAL		125

Appendix H

SurveyMonkey Comments

Comment Themes	Comment
ADOT Infrastructure	I would like to see explicit funding going towards auditing safety standards, including on non-ADOT infrastructure. Consequently, I am against using infrastructure funds to widen highways due to the increased safety hazards.
ADOT Infrastructure	Infrastructure is of paramount importance
ADOT Infrastructure	I would like to see more sit down, scooters for the elderly and disabled.
ADOT Infrastructure	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
ADOT Infrastructure	Please keep the Navajo Nation in mind as there are many roads in need of repairs and there's definitely need for new roads all across the Arizona portion of the reservation.
Aviation Infrastructure	Aviation Infrastructure and Passenger Rail should have higher percentages because they're both extremely important.
Aviation Infrastructure	More for Aviation Infrastructure (in Tucson)
Aviation Infrastructure	Regional electric aviation will be a huge factor during your planning window. Are you planning for a regional/short hop electric plane system with our existing airports? How will short hop flight change air traffic intrastate, and between AZ and the surrounding states? Are airports installing electrical capacity to recharge plan batteries? Are utilities running enough power to airports to handle this fast-moving and inevitable change in our flight system?
Complementary Transportation Systems	The fact that "complementary transportation systems" it not even included in budget projections speaks volume about how AZ is stuck in the past. This is alarming.

Comment Themes	Comment
Enhance Safety & Security	I think these visions and goals could be improved on. I believe ADOT and the entire state needs to fully embrace the United States Department of Transportation's (USDOT's) Federal Highway Administration's (FHWA's) and National Highway Traffic Safety Administrations (NHTSA) Safe System approach and all that these two agencies are doing to try to achieve that, backed by the addition of public policies (ARS Title 28 Transportation and local government ordinances) that incorporate and expand the human road users and all related safety technologies such as Advance Driver Assistance Systems (ADAS) and Advance Driver Systems (ADS) role in achieving that safe system. In areas where humans are the most error-prone or where driver errors often cause fatal and serious injury crashes, ADAS should become the primary feature that protects us from ourselves and others. This includes combining ADAS and ADS implementation with infrastructure engineering, law enforcement, education, emergency response, and public policy, with the goal of reaching zero deaths and serious injuries.
Enhance Safety & Security	Fire/EMS accommodations in Rural and Underserved Communities Needs to be Considered as part of the Vision/Goals
Enhance Safety & Security	As a business owner on N US Hwy 89 out of Flagstaff, my concern is and has been safety. As of now the speed limit in front of my RV Park has been 55. A half mile to the south it's 45 and a half mile to the north it too is 45. I would suggest that the speed limit between Wynonna Rd and Silversaddle Rd be changed to 45 miles per hour.
Enhance Safety & Security	I would love to see enhancements to safety! more options for trucks to safely pull off the interstates are necessary.
Enhance Safety & Security	Only comments is that the goals all have equal footing, and that one never overwhelms the other (i.e. Environmental & Health Stewardship cannot be a priority, and override Enhance Safety and Security).
Enhance Safety & Security	The project notes that fatal car crashed have exceeded 1,000 4 out of the last 5 years. We should have explicit goals (1) to promote vision zero or at least reduce injuries and fatalities and (2) plan for people-first transportation - not car centric infrastructure. Page 9 should have explanations of all acronyms used in figures.
Enhance Safety & Security	All future scenarios need to have safety at the top. ADOT has a duty to keep roads safe for ordinary travel and use. Hard to defend that if safety funding is flat or not the top priority. Mitigating a fatal crash is worth \$5.6 million in benefit.
Enhance Safety & Security	I see a need for safer and more frequent bike lanes, pedestrian sidewalks, crosswalks and crossing bridges over highways.
Enhance Safety & Security	Pls stop investing in light rail. I have lived in several cities. Nowhere is it safe or free of indigence and drugs

Comment Themes	Comment
Enhance Safety & Security	Regarding road safety, please consider infrastructure over education. Alternatively, place focus on transit or cycling with dedicated lanes to reduce the number of cars on the road.
Enhance Safety & Security	The speeding of trucks and vehicles on Hwy 89 is out of control. With an addition of a roundabout at Burriss Land and a lower speed limit, the safety issue will be addressed. Our RV Park has been on US Hwy 89 now for 42 years. Something needs to be done. Please make this a priority. Thank you.
Enhance Safety & Security	Hello, I am checking to see if there are plans to widen the west-bound ramp off US 60 onto the ramp to access Baseline Road? Currently the speed on the curve is 45 down to 35 however, motorists drive at higher speeds and at that height it is very scary to drive on that ramp. I believe the ramp is 271, Tucson /Baseline exit. It's been such a scary experience for me that I get off US 60 at Exit 272, Priest Dr., then drive to Baseline on my route to Laveen. Thank you in advance. Also thank you ADOT for all you do to keep the Citizens of AZ safe on our roadways. Regards, Maria Urrutia
Environmental & Health Stewardship	Need cool pavement
Environmental & Health Stewardship	Fairly generic, almost don't say anything. The one that speaks most clearly and is most important is Environmental health and stewardship.
Environmental & Health Stewardship	I am pleased by the focus on environmental stewardship and accessibility. With the increasing impact of climate change, it is more necessary than ever to address the climate impact of our transportation infrastructure.
Environmental & Health Stewardship	I think Environmental Health & Stewardship and Support Equitable Access are key here - and two things that can't necessarily be accomplished by individual cars alone. Robust - and affordable - public transit would easily hit those two goals...and all the others as well.
Environmental & Health Stewardship	Perhaps the most important goal for any transportation plan should be how to deal with the issue of climate chaos and the disruptions it is currently bringing. Any plan must address the need to move away from fossil fuel powered vehicles and provide ways for citizens to travel without their cars.
Environmental & Health Stewardship	Nice high-level goals. Please consider enhancing alternative energy resources to power transportation infrastructure, such as solar farms to support electric vehicle chargers
Environmental & Health Stewardship	Keep it simple. Don't go outside your mandate. Don't engage in POLITICALLY MOTIVATED activities. Ignore climate change. It is a HOAX ISSUE. Stay away from smart technology. It confuses people and decreases safety.
Environmental & Health Stewardship	Please be sure to include the exclusive use of native plants to all the landscaping around these transportation projects. This use of native plants supports the Environmental Health and Stewardship goal by supporting the local flora and fauna and supports the goal of Preserve & Maintain the System by using native plants that require less maintenance and water. I would even encourage the use of native milkweed species in the

Comment Themes	Comment
	landscaping plans to help the Monarch population which has declined by 90+% over the last decade. Please look into taking the Monarch Pledge with the National Wildlife Federation. https://monarchs.nwf.org/
Environmental & Health Stewardship	I would like to see a specific bubble on reducing carbon emissions.
Environmental & Health Stewardship	Environmental and Health Stewardship is most important. This would entail getting people out of their cars, using transit in conjunction with walking/biking. Maintaining the existing system should be the next priority.
Environmental & Health Stewardship	Seems like the vision and goals should embrace changes coming in the transportation area with more EVs, less fossil fuel vehicles, greater mass transit and preparation for the hazards and needs from climate change.
Environmental & Health Stewardship	Eliminate any plans for I-11. the route goes thru too many sensitive areas.
Environmental & Health Stewardship	While there is a mention of environmental considerations, the plan lacks any comprehensive approach to mitigating climate chaos and its obvious impacts on the communities and economy of Arizona.
Environmental & Health Stewardship	Environmental health and stewardship is a top priority. I want all of the other goals to encompass this goal as an intrinsic part of ADOTs 2050 LRTP
Environmental & Health Stewardship	Save the Environment NOT you bank accounts.
Environmental & Health Stewardship	Please see my above comments on the use of native plants in the landscaping and the Urban Heat Island Affect considerations.
Environmental & Health Stewardship	Future scenarios do not seem to consider the very real demands resulting from climate chaos and global heating.
Environmental & Health Stewardship	The future will be much hotter and drier. The future will rely on electric transportation systems for commercial and public transit. This is missing from the report.
Environmental & Health Stewardship	Invest in existing rural r-o-ws that cannot be claimed or stopped later by the environmentalists like Sierra Club, Center for Bio-Diversity, etc.
Environmental & Health Stewardship	Invest in high country snow system where cinders are replaced with environmentally friendly materials. Cinders make a mess, bounce off cars, cause dents and windshield breaks.
Environmental & Health Stewardship	3 Items not addressed: 1) Wildlife collisions & the wildlife linkages needed to mitigate. (2) Planning for pavement cooling/heat reduction as well as wildfire safety. (3) All roadways should consider line of sight and access management.

Comment Themes	Comment
Environmental & Health Stewardship	Charts 3 & 4 will end up being the most important of the strategies. Climate change is creating a new paradigm of future needs and norms. Embracing the needs of more EVs and mass transit will be game changers for the DOT and maintenance needs as a result of technology changes and climate change.
Environmental & Health Stewardship	For Page 19, first strategy on the page, with "Wildlife-Vehicle Conflict Study" - include implementing wildlife crossings if not already in the plans. These have been proven worldwide to prevent vehicle strikes. Providing a wildlife corridor will also help biodiversity survive changes, and greater genetic diversity for animals currently trapped by roadways/cities. Monitoring roadkill can help identify where these would help; Pima County has a monitoring program via iNaturalist which could be built upon for use in Maricopa Co. https://www.inaturalist.org/projects/csdp-safe-passages
Environmental & Health Stewardship	I see projects that require tier 1-2 environmental studies. By the time anything comes of it , land use changes and lapse of time creates another study.... how much expense has been on studies versus actual work ?
Environmental & Health Stewardship	I'm sorry, this plan does not at all sound like a plan for the future. Have you noticed how hot it is this summer? Especially in Phoenix? You know what makes that worse? PAVEMENT. If you do not see the need to get rid of pavement, I don't know how to make it more obvious to you.
Environmental & Health Stewardship	Please focus on environmental impacts
Environmental & Health Stewardship	Please see my above comments on the use of native plants in the landscaping and the Urban Heat Island Affect considerations.
Environmental & Health Stewardship	Without reading the full plan (I'm traveling) - AZ needs it's cities rail and bus connected! Climate change is REAL!
Environmental & Health Stewardship	If ADOT really means the environment is important in OUR FUTURE, then I-11 will be built on I-10 already-developed right-of way, and not through the Avra Valley. Thanks!
Equitable Access	Did the plan address freeway noise? We live close to the 101 and 75th Avenue and the freeway just roars. Is that part of the plan? What does it mean to have equitable access? Is it the government's role to provide transportation now?
EV and CRP	I agree with all the Multimodal Needs, but disagree with the weight assigned to EV. Although I do not own an electric vehicle, the increased number of consumers who do own and use one I believe requires a higher percentage of focus.
EV and CRP	EVs are BS.
EV and CRP	I believe we should promote public transit, infrastructure for pedestrians, and bicycle infrastructure. To address environmental concerns, the focus must no longer be on cars, even if they are EVs.
EV and CRP	Technologies emphasis is too great.

Comment Themes	Comment
Expansion	We need a freeway that crosses east to west. And connects with I 10. The traffic on the Southside is horrible. We need to be able to cross the city east to west. Tucson is huge but we re not growing with the our roads. I 10 is not enough for 1. Million people
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	No money for i-11 from Buckeye to the Mexican border. The cost is prohibitive because too many politicians have brought up land along the right of way. Insider trading in real estate should be illegal.
Expansion	1-17 Must be widened to 3 lanes from Black Canyon City to Flagstaff. There is too much traffic on 1-17 not to add a 3rd lane all the way to Flagstaff.
Expansion	Any Chance of taking the 303 north through to the beeline HWY. ? Maybe also extend the 303 at happy valley through to Prescott ? It will relieve a lot of I 17 traffic. Also.please bring back the speed cameras on our freeways it's Past being Dangerous driving on them . Thanks in Advance (Dan Welsch)
Expansion	Expanding population of West Valley including north west valley should be a priority. Highway 93, 60, 74 & 89!
Expansion	It's all fine and dandy! To the people in Santa Cruz it's all none sense! ADOT is all political run! What does Santa Cruz County need to do to get improvements done HERE!!!???
Expansion	goal number 3: consider constructing bypass roadways around communitis in order to facilitate safety and travel times. One such example is SR87 and SR260 through Payson. A bypass would improve both goals and still provide access to the community as needed.
Expansion	I-11 Corridor project?
Expansion	Entire plan is outdated. Look at percentage growth in the last 20 years and add 10 percent to each year's growth and that still may not be enough.
Expansion	State route 169 in northern Az needs to be widened and/or connected to Lakeshore Dr in Prescott Valley. This road is not safe for the traffic on it, especially when I 17 is shut down and everything is diverted to it. It is narrow and never safe.
Expansion	Connecting transportation between Tonopah to Buckeye to Avondale To Goodyear to Phoenix. AND connecting transportation from Phoenix to Avondale and Goodyear to Buckeye to Tonopah
Expansion	The LRTP doesn't address the Pinal County needs for road expansion. The far SE valley of the Phoenix metropolitan area is growing rapidly and being totally ignored in the LRTP.
Expansion	While it's great to say that one of ADOT's visions and goals is "environmental health and stewardship", widening and increasing the number of highways Arizona has to maintain does *not* match this goal. Adding to our highway simply exacerbates the climate emergency we are facing, and increases people's dependency on personal vehicles without considering the long-term consequences.

Comment Themes	Comment
Expansion	Consider average citizens transportation needs. Expand local airports and improve Highways between Needles and Las Vegas.
Expansion	A new interchange is at SR 179 & I-17 IS BADLY NEEDED. VERY CURRENTLY UNSAFE.
Expansion	No Interstate 11!
Expansion	Connecting AZ. Better lives through better transportation. This should be done in a fair distribution on funding. MAG vs PAG is not equally dispersed. TIA only serves 7% vs. PHX serves 88% of travelers. Why? Freight Trucks supply 70% of the goods that are mostly going elsewhere. The POE supply \$30B going through. Most going elsewhere. Semi trucks need their own Hwy 11 to transport the goods. Traveling I10 west has way too many Trucks which clog the system and tear up the roads. Build another freeway!
Expansion	The state keeps getting larger, and transportation is decades behind. We have traffic problems in rural areas and do little to help these towns and cities out.
Expansion	Add passing lanes on SR 377 Add passing lanes on SR 277 Add passing lanes on US 60 from Show Low to Springerville
Expansion	More needs do be done in rural Arizona. The highways in the white mountain are too congested.
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	Arterials streets can not be "improved" and remain arterial streets. We should change that funding category to "abolishing arterial streets". There shouldn't be any high-speed arterials aka Stroads in urban centers.
Expansion	Determine alterante to I-17 north - expand 51 north.
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	Flow and additional passage options on 260 on Rim.
Expansion	I would like to see more truck lanes added between Tucson and Phoenix.
Expansion	With all the growth in far west valley, the Tres Rios freeway need to be built. Also light rail to Westgate and Verrado.
Expansion	Please don't forget about AZ I-11 Corridor project north of Wickenburg. This corridor is a vital transportation link from southern AZ through northern AZ to California.
Expansion	Complete I-11 from Phoenix to Nevada state line ASAP. I've had several near accidents on the 2 lane portions going to/from Las Vegas.
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	The right side of the chart is where we should go. Slide from upper to lower right quadrants as funding becomes available.

Comment Themes	Comment
Expansion	THE TRADE WILL ONLY GROW IN AND AROUND I-19 EXIT 12 AND EXIT 17 WHICH WILL A BIGGER IMPORT CITY THAT NEEDS MAJOR IMPROVEMENT! WITHOUT THESE ISSUES BEING FIXED, IT WILL SLOW THE GROWTH TO THE STATE AND YOUR PLAN WILL FALL APART!!!
Expansion	I-11 Corridor project?
Expansion	I believe that widening and expanding highways does not increase safety and will instead increase fatal accidents.
Expansion	expand and patch : I can directly see in my area of growth in Pinal county how re worked roads with pot hole fixes and re sealing are. Always a temp fix never a one time finish. If more money was directed at the roads that need to be finished connecting to the 24 it would take the traffic and wear off the re fixed roads enough to do it right ... possibly. Working in the right direction to gain less use on roads way over congested
Expansion	Better access for freight / trucks needs to be a major consideration. So much of what I see bogging down the highways has to do with tractor / trailers.
Expansion	The Widen and Expand scenario must be considered for the I-10 corridor between Casa Grande and Chandler. I am a retired Navy veteran who uses VA services in Phoenix, as well as a registered nurse (RN) educator at Phoenix-area universities, and since I live in CG, travel is vital. The congestion along I-10 is rapidly increasing and with the growing trend of accidents and few alternative routes available, the route must be expanded.
Expansion	Widen and Expand of most interest
Expansion	More needs do be done in rural Arizona. The highways in the white mountain are too congested.
Expansion	This is actually page 16. No option for competing on page 16? Promote future growth should be a non-starter. AZ cannot sustain future growth. Climate change and water instability means. It would be irresponsible to promote further growth. Fix what you have now. Make solar a standard requirement for all new homes, if there is growth. I get that you have to often be pragmatic, but I think there are better options than what you have in your quadrants now. Most importantly, it's time to slow growth. AZ simply cannot sustain the existing infrastructure. Adding to it would be irresponsible.
Expansion	you guys won't do anything useful. you only care about new areas where everyone is moving to
Expansion	Widen and Expand and Extend and Patch - priorities.
Expansion	Promote future growth, because Arizona is growing at an increased rate. Our current infastructure can not handle the growth in population we are experiencing and needs to be addressed.
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	INVEST ON I-19 EXIT 12 AND EXIT 17 TO THE OVERCROWDING AND CONJESTED EXIT'S!!
Expansion	The I-11 Corridor project is needed for increased truck/car travel from Nogales northward in AZ.

Comment Themes	Comment
Expansion	More needs do be done in rural Arizona. The highways in the white mountain are too congested.
Expansion	Expansion along with modernization is needed to have a healthy transportation system in Arizona.
Expansion	The level of expansion by both PAG and MAG is obviously put forth by unelected bureaucrats. Our roads are in horrendous shape and they need repair more than expansion.
Expansion	Finally, a mention of rail! Now that's something I can get excited about. Expanded highway lanes - less so.
Expansion	I hope to see the investment in expansion be in ways that actually alleviate stress in the long term rather than just adding lanes and inducing traffic.
Expansion	The "expansion" slice is extremely overweighted in MAG & PAG plans. Stop repeating the mistakes of the past.
Expansion	Hope that at some point Pinal County (rural areas) will receive some expansion funding (Greater AZ bucket) considering County is expected to significantly increase in population by 2055
Expansion	Increase expansion of I 10 an I 11. Take some pressure off of non freight travelers along busy corridors. When I 10 narrows down to 2 lanes near Sacaton, that's a disaster. Accidents & back up constantly. Why? Build another lane in both directions!
Expansion	I feel our focus on investment needs to be connecting vail area all the way to phionex area for transportation needs. And pushing for a rail system that connects them with the help of Programs like on demand will be the ticket. I believe it will be less people on road who commute to phionex, which less chance for accidents, need to maintain roads so often and will satisfy a big area in regards to transportation.
Expansion	The amount of project expansion for PAG and MAG projected clearly demonstrates that this plan will become even less sustainable in the future by building more infrastructure that we can't afford to maintain.
Expansion	Hope that inflated "expansion" price tag is truly focused on the narrative items and not a hiding place for a future I-11. And yes, I understand this is a policy doc, but with a choice of Preserve & Upgrade as the preferred alternative, the category of expansion at almost equal footing to preservation seems deceptive.
Expansion	"expansion" should shift portion of funding away from roads and lane capacity to multi-modal mobility connections
Expansion	Please don't forget about AZ I-11 Corridor project north of Wickenburg. This corridor is a vital transportation link from southern AZ through northern AZ to California.
Expansion	Good emphasis on expansion
Expansion	1-17 Must be widened to 3 lanes from Black Canyon City to Flagstaff. There is too much traffic on 1-17 not to add a 3rd lane all the way to Flagstaff.
Expansion	AZ needs to build a bypass around the north/east side of Tucson & the Catalina Mountains, by using existing r-o-w's that largely avoid Pima County altogether, and to connect I-10 at Red Rock, east to San Manuel, South to Cascabel, and east to Willcox & back to I-10.

Comment Themes	Comment
Expansion	Complete I-11 ASAP to the Nevada state line
Expansion	No to I-11 through the Sonoran Desert/Avra Valley!
Expansion	Please get us more freeways. Faster ways to get around. It would save gas time wear and tear on the driver and the car.
Expansion	The I-10 from Casa Grande to Phoenix MUST be widened to 3 lanes on both sides. STOP the deaths on that highway. I'm a native AZ, 69 yrs old, and I'm totally disappointed in how that hwy is still not up to par. ALSO, the merg from the I-10 to the 202 from the day it was created needs to be widened and lengthened. Slow traffic on the congested I-0 to the and merging traffic from the west just before that exit makes that transition a nightmare.
Expansion	The sooner the better to address the expansion and repair issues.
Expansion	NO TO INTERSTATE 11 THROUGH PIMA COUNTY AND ITS DELICATE DESERTS!!!
Funding Distribution	I understand the projections and where the money goes. However, I would like to see a higher percentage given to Metropolitan Planning. 1 % doesn't seem like enough, given the massive influx of residents from other states and their natural propensity to move to places like Phoenix and Tucson. The eventual buildup of population in Pinal County should be given much more focus in this plan. As one who has driven I-10 between the two cities and experienced traffic jams enroute, I believe the State should direct more resources to enhancing that corridor- not only for safety, but also commerce, tourism and revenue purposes.
Funding Distribution	The revenue projections seem a trifle askew. 56% highways, 33% public transportation, 11% street intersections. Let me ask, when was the last time you drove through Ina & Thornydale, Ina and I 10? Increasing public transportation funding is not going to help that intersection in our life time. When was the last time YOU rode the bus?? Who rides the Bus? Is it safe? 33% revenue funding, REALLY? Come on people, get real.
Funding Distribution	It appears that 80% of state funds come from MAG/PAG leaving 20% Paid from areas in the state outside MAG/PAG. Initial review of LRTP 2050 shows less than 2% of Prop 400 revenues being spent outside of MAG/PAG. This needs to be addressed along with goods transportation and outlying areas improvement/access.
Funding Distribution	Allocate funds for rural underserved communities and tribes
Funding Distribution	Another is going to highway an streets but not a lot going elsewhere even with traffic being stop and go
Funding Distribution	How can you seriously set aside \$17.46 Billion for passenger rail when only \$2 Billion comes in through HURF and RARF?
Funding Distribution	Bridges should receive more funding (as much as is needed for infrastructure safety).
Funding Distribution	Need greater funds for high capacity rail transit and infrastructure

Comment Themes	Comment
Funding Distribution	You talk about revenue YET the PROJECT for I-19 EXIT 12 never got started because ADOT MISS MANAGES THE MONEY AND DOESN'T CARE ABOUT THE SMALLEST COUNTY IN THE STATE!
Funding Distribution	I-11 Corridor project?
Funding Distribution	Re-prioritize allocation of spending based on how long a particular category has been ignored. For too long, Phoenix & Tucson freeways get the vast majority of funding based on population growth that should not be allowed to continue (based on housing unaffordability, depleting water resources, etc).
Funding Distribution	5.7 % for fluff items is too much. cut to 3% and other 3% on pass Rail from Phoenix to Prescott to Flagstaff
Funding Distribution	raise our taxes to pay for your useless light rail system and road construction,??? what about Central Phoenix roads. like Camelback?? it's like riding on a four wheel drive Street. how about left turn around at EVERY SINGLE INTERSECTION, so everyone doesn't run the light
Funding Distribution	More needs do be done in rural Arizona. The highways in the white mountain are too congested.
Funding Distribution	Funding gaps indicate that business as usual is bankrupting us. Stop building new roads. Get cars off of the roads by building alternatives to cars. These strategies will lead to less burdensome maintenance costs.
Funding Distribution	Serious gaps require more focus on vital needs. Do we really need to spend \$200 Million per year on public transportation? These need a close look at the cost per passenger mile. Since 2022 Valley Metro ridership is half of 2019 64M riders to 31M riders. Using public transportation differently is a way to bridge the gap. Services such as Uber Lyft and Waymo can be factored in on certain routes. Empty buses and low ridership routes are a waste of money and are bad for the environment.
Funding Distribution	FIX I-19 EXIT 12 AND THAT ALONE WILL HAVE A MAJOR IMPACT ON THE TRANSPORTATION NOT ONLY FOR THE STATE BUT WITH THE NATION!
Funding Distribution	I-11 Corridor project?
Funding Distribution	Personally, I am not extremely concerned about the revenue-cost gap as I believe transportation should be a government subsidized public service. However, it is important that costs not be cut and I support increasing revenue by levying fees on commercial users since tax-payers should not be subsidizing for-profit enterprises. Still, I'm aware that ADOT has little control over their revenue and appreciate their valiant efforts while lacking proper financial support.
Funding Distribution	Perhaps a different use of funds--to reduce reliance on vehicle traffic--would support closing this gap.
Funding Distribution	why spend money trying to figure out future needs not understood yet
Funding Distribution	This does not show what the need is; if it is for charging stations forget it. Most people don't have the money for electric cars, and they are a hazard.

Comment Themes	Comment
Funding Distribution	with so much spending on the least efficient transport method (cars), no wonder there are such big gaps in revenue projections. ADOT should strongly prioritize transit with has outsized benefits instead of burning money through highway expansion projects that will offer no benefit in terms of time savings or safety.
Funding Distribution	This segment shows the dire consequences of relying strictly on a system that uses gas taxes and such to provide revenue. While transit systems such as heavy rail and intercity transit systems (BRT, long-range bus, etc) do not typically match their cost with revenue, they go a long way to pay for themselves in terms of maintenance and vehicle lifespan. This funding gap we're facing only proves the current long-term plan of expanding our highway system will increase this deficit.
Funding Distribution	I'm not an accountant or finance professional, but I think if anyone with common sense took a step back to review this plan it would be abundantly clear that it's not financially viable - the approach of the past was a ponzi scheme and continuing to do the same approach moving forward and expecting different results is literally insane. I challenge ADOT to take a hard look at their strategy and whether this approach actually makes sense to serve future generations of our great state.
Funding Distribution	concerns with duplicate expenditures on Pinal parkway and north south corridor both seem to be one and the same(following identical routes) So why spend money and time on building the same thing twice ?
Funding Sources	No toll roads
Funding Sources	Continue with assistance from MAG and lobbying legislators
Funding Sources	Where are you going to get the funding? Put the burden on the Tourist Taxes. rental car, Hotel, motel NOT, NOT "US" long time residents. We have already paid YOU Enough \$\$
Funding Sources	Increase percentages on aviation, passenger rail and bus services.
Funding Sources	After many conversations with my passengers, funding that may benefit to help with public transportation would be to add a certain tax to marijuana. In my opinion, the fact that Marijuana is legal by other standards, it defiantly not acceptable regarding any job with dot. And I believe that one of the main reasons why my company as well as Tucson schools have hard time hiring people as drivers. So between adding a tax to Marijuana and it's dispensaries and the ones who own fields to grow here in Arizona need to be taxed. That may help close a small portion of the gap.
Funding Sources	While I am aware ADOT does not have control over tax measures, I am concerned that commercial freight vehicles do not adequately pay for the outsized damage they cause to highway infrastructure.
Funding Sources	I will not like it but future fee hikes (perhaps substantial) for vehicle registration may be needed to support funding.
Funding Sources	I would use some of the education funds, and, of course, lottery funds to help with the infrastructure repairs.

Comment Themes	Comment
Funding Sources	Transportation tax should definitely be extended. But allocations really should skew toward more alternative forms of transit, fuels, carpooling uptake, etc. Also consider expanding the CoolWash initiative, using white paint to cool down streets
Funding Sources	No toll roads
Funding Sources	Increase the sales tax to pay for infrastructure improvements. No one has touched the gas tax for HURF funding in over 30 years and that alone won't solve the widening funding gap.
Funding Sources	How does Arizona gain revenue on electric vehicles? Tax their e-use? Maybe AZ needs a higher minerals severance tax on e-economy minerals, like copper, lithium, cobalt, etc.? and dedicate a portion to highways.
Funding Sources	Need to tax miles travelled rather than depend on diminished gas tax revenues.
Funding Sources	Implement a charge based on vehicle weight, as heavier vehicles cause more wear and tear on roads. Reduce the expansion of highways since this will also raise future maintenance costs and result in induced demand.
Funding Sources	Some toll roads need to be considered where feasible. Electric vehicles need to pay their fair share they do use the roads built and maintained by gas tax dollars.
Funding Sources	Consider an excise tax on tires
Funding Sources	Since the goal is to reduce reliance on individual transportation, revenue based on the HURF should be significantly decreased.
Funding Sources	The funding formula needs to be updated to reflect the fuel efficiency of cars, the transition to electric, and the increased damage to roads due to the weight of vehicles increasing.
Funding Sources	The gap in revenues will need to be filled by the end user and gasoline tax will become less relevant as EV use increases. Perhaps vehicles could be taxed on engine size/output such that a pickup truck (electric or otherwise) pays more than a small family sedan.
Funding Sources	Look for new forms of revenue and potential fees for those using the different transportation Services.
Funding Sources	We are royally screwed if we cannot extend Prop 400!
Funding Sources	Vehicle registration needs to change to a vehicle weight based system
Funding Sources	Better use of existing taxes needs to be accomplished. You cannot keep tacking on taxes to residents. Where are we supposed to keep coming up with the extra money? Impose new taxes on snowbirds / part time residents and tourism.
Funding Sources	ADOT should prepare for prop 400 not to be renewed.
Funding Sources	As heavier vehicles continue to dominate our roadways, ADOT needs to consider pushing a Gross Weight Vehicle Tax (GWVT) to account for the damage that idling high-gross weight vehicles do to asphalt roadways.

Comment Themes	Comment
	As the gas tax revenue continues to decrease, it's imperative that we account for the damage higher-weight lithium powered vehicles will have on our public travel ways.
Funding Sources	I believe encouraging private corporations who do business in Arizona help foot the bill in transportation as a whole, roads public transportation, and so on. For instance retailers depend on getting products to run their business, and with out maintained roads and public transportation, they would not be in business. And by using programs like On demand, it will help with the environment.
Funding Sources	how to address the HURF funds and lack of fuel generated income when EV charge stations compete ?
Funding Sources	We need to extend Prop 400
Funding Sources	As there are more EVs and greater efficient vehicles on the road, there will be a decline in fossil fuel related revenue. There need to be plans for the changes coming in the transportation area with more EVs, less fossil fuel vehicles, greater mass transit and preparation for the hazards and needs from climate change. Old revenue sources will decrease and new sources need to be established.
Funding Sources	Add income tax or special user tax to increase revenues!
Funding Sources	Stop Raising Vehicle Registration fees ! Stop raising Fuel taxes !!, Get funding from out-of State companies, they are the ones you are catering too anyhow..
Funding Sources	The revenue projection is very vague about what tax increase they will be seeking. I am opposed to any tax hike as they never go away and the funds are typically not spent well within government agencies. WAY too much waste.
Funding Sources	If people and businesses do what they should, the revenues from fuel taxes should drop by a significant amount.
Funding Sources	This plan completely fails to account for the fact that HURF revenues based on gas tax (as well as Federal Gas Tax) will all but disappear during the planning horizon. Multiple automakers have committed to eliminating gas powered cars by 2035, and electric vehicles registrations have tripled in one year, representing now more than 10% of all new vehicles. The plan needs to at least acknowledge this issue and identify the need for a new funding mechanism
Funding Sources	No toll roads
Funding Sources	The GAP of what is needed and is built keeps is getting broader, but no funding changes are happening to close the GAP.
Funding Sources	HURF monies will be inadequate if Tucson's 40% UNINCORPORATED METRO decides to incorporate, due to the gross incompetence, corruption, & malfeasance of Pima County. You need to plan for that massive change in political perspective.

Comment Themes	Comment
Funding Sources	Wow. Quite a bit of missing revenue. It's too bad Arizona expects people to pay no taxes
Funding Sources	See above comment for the Revenue Projections. It applies to this as well.
Funding Sources	The AZ legislature needs to address the coming drop in revenue from fossil fuel taxes. As there are more EVs and lighter more efficient vehicles on the road and there is more mass transit used and available, the revenue needs will change.
Funding Sources	Get more creative Federal Money - or raise taxes
Funding Sources	You outline the problem, but offer no solutions? How will you get a mandate to meet Arizona's transport needs if you aren't willing to talk about how to close the cost gaps? Toll roads? More taxes? Tax tourists more?
Funding Sources	No toll roads
Funding Sources	The needs for revenue will not diminish. The sources of the revenue need to change. The impact of commercial use of the roads is great and they need to pay for more of the AZ DOT revenue.
Funding Sources	Need higher commitment to Level of Investment
Funding Sources	New revenue sources (taxes) will be a hard sell. Efficiencies, and targeted prioritization will get us partway there.
Funding Sources	No toll roads
Funding Sources	I think we need to raise more money increasing fuel taxes by few Pennie's wouldn't hurt.
Funding Sources	No fee-base management Lanes anywhere in Arizona. The legislature passed and the governor signed in May the no toll roads bill. Arizona does not need toll roads
Funding Sources	Projections for diminishing future VMT need to be considered for alternative investments than the currenr2050 LRPTP
Funding Sources	put the over size of weight taxes to use in repair of US 60, SR260, SR 87
Funding Sources	Statewide improvements/expansion/preservation could be increased as a percentage of total project to add statewide economic and revenue benefits. Tourism is a large resource deserving attention.
Funding Sources	When are we going to create a user tax for electric vehicles? At this point these vehicles are free-riding since no gasoline/fuel taxes are collected. In addition they weigh substantially more than the typical ICE vehicle they replace and arguably cause more road wear.
General	The vision is simple, short, easy to understand and get behind as a resident driver. I read the goals from top to bottom, not in a circle and I agree with each one's importance to the overall intent of the Plan.
General	The goals are fine but they should be weighted on cost vs. benefit. Also, a look needs to be taken to review projects in the pipeline that don't meet these goals.

Comment Themes	Comment
General	n/a
General	see comments below
General	The vision and goals are too vague; why better lives, health stewardship etc. You getting into peoples lives too much.
General	None
General	Good
General	I think these are fantastic long-term goals for our transportation system.
General	Good
General	Way too much irrelevant information to review. Just give the information relevant to proposed projects in Surprise. Goals ok
General	Great
General	Goals appear to encompass and support the future needs of Arizona
General	They all seem noble enough.
General	All decent goals
General	no comment
General	Nothing Significant to Comment (NSC)
General	Sounds reasonable
General	Vision is good as is states Better Lives which should correlate to better quality of life for Arizona residents.
General	Everything should be in English, including this so-called survey.
General	No comment.
General	Goal 1 is good. Goal 2 is really good. But Goal 7 should be Goal 3.
General	Perfect
General	Very good
General	A list of proposed projects would be great. Unless that is coming after feedback.
General	none at this time.
General	You are Spending WAY to much money to the Contractors. I-10 W project at Watson , Jackrabbit, Buckeye road \$82 million.. Who is lining who's pocket.
General	I agree with the Vision and Goals
General	Most mission & value statements are meaningless corporate/political jargon.

Comment Themes	Comment
General	You need to fix the stuff NOW!!! I'll be dead by 2050
General	Strategic Safety Planning for Severe Injuries and Fatalities needs to be considered as part of the 2024 STFP Development process
General	scrap bicycles
General	n/a
General	Arizona should plan for Sonora's Massive expansion into the Pacific Rim, via ports on the Baja. You already have giant plans underway, including a \$14 billion LNG port & pipeline at Puerto Libertad, Son. FerroMex RR, part of Grupo Mexico (25% owned by Union Pacific RR) is planning major RR access to these ports, incl Guaymas, incl the road hwy to Nogales, and RR bypass around Nogales to link to the U-Pac RR in downtown Nogales, AZ. Where's the planning for all this? Besides that, what if U-Pac sells RR trackage rights to BNSF RR into Tucson & Sonora? and the US DoD is looking at military access to the Pacific thru Sonora, bypassing the Panama Canal, and the hostile unions on America's west coast. Rail access to the Pacific thru AZ-Sonora is the absolute shortest route thru a foreign country (Mexico) the US military can make from the center heartland of the USA. What about those implications?
General	No comment
General	None
General	Agree
General	Irrelevant
General	That would be awesome.
General	no comment
General	Other facilities is a category which I presume may include bicycle facilities.
General	No comment.
General	Good Job
General	
General	Insufficient ADOT policy does not enable the actual multimodal need to identified. So many ADOT corridors in my community do not allow improvements that actually address safety, accessibility, mobility.
General	Jackrabbit and i10 in buckeye
General	NSC
General	None
General	n/a

Comment Themes	Comment
General	No comment
General	None
General	Very hard to estimate but looks reasonable
General	Irrelevant
General	NA
General	no comment
General	Please fix jackrabbit and i10 in buckeye
General	No comment
General	No comment, other than making sure we take into account growing revenues from a growing population.
General	As a statewide document the focus on Maricopa County's Prop 400 without noting similar measures in other areas of the state feels like an omission. While Maricopa County is a significant portion of the state, the other areas of the state warrant mention as well.
General	Good.
General	We need a law that a state legislator must resign for every day the legislator redirects HURF away from ADOT...
General	Good luck.
General	This looks reasonable.
General	Cool projections
General	I don't have any comments on this.
General	OK
General	None.
General	HURF is fine as long as the state is growing. As we saw in 2008-10 recession if that growth goes away, we are ALL in a world of hurt. Shows that the past Governors and Legislatures have mostly been fiscally irresponsible when it comes to HURF. Modest increases need to be made on a periodic basis, so we at least keep up with inflation. However, an effort was made in 2018 to correct this, at least a little bit on the vehicle Fee (not a tax). At first it was only going to be \$18 a year for everyone. However, when it finally got down to the numbers ADOT came back with a \$32 amount or something like that. This in turn created a back lash with the Fiscally Conservatives in the legislature to the point that the fees are got rolled back. What a disappoint this was.
General	
General	Clear to understand

Comment Themes	Comment
General	I understand the gap (as troubling as it may be), and agree with the breakdown categories.
General	UDOT Equitable Transportation System Tool to consider population-based vulnerabilities.
General	Definitely, strategic investments need to be prioritized.
General	Trans Gap numbers sound pretty soft to me.
General	Quite a gap: ADOT will have to be creative with strategies
General	No highway expansions.
General	Obviously, since the funding portion is wrong, this gap portion is wrong as well.
General	Our government needs to be better stewards of the taxes collected. Figure out where to save funds, just like we have to when more taxes are imposed. Downsize government where possible.
General	ADOT needs to streamline their processes to reduce overhead.
General	As spoken in previously,, Who is lining who's pocket.. these estimates are to profit NON Residents.
General	Maintenance-ADOT leaders including the board should travel during onsite meetings prior to discussion of specific bid criteria
General	n/a
General	None
General	Tells me nothing. It is all about \$\$\$. What are our transportation gaps and needs.
General	NA
General	no comment
General	Please fix jackrabbit and i10 in buckeye
General	I don't understand how this works
General	That chart was difficult to understand (I am post-graduate educational level).
General	Great
General	N/A
General	OK
General	None.
General	This state is in a world of hurt. Why has this gap gotten so big and no one is doing that much about it? If it was not for federal funds this state would be in an even bigger hole. Too bad we could not have channeled the \$192 million our former Governor paid for his shipping container border wall to help fill some of this gap. Was a wasted opportunity.

Comment Themes	Comment
General	Please
General	the baseline revenue column is confusing next to the other 2
General	I'm not sure what the solution is for this - it is certainly disappointing.
General	I would like to see the speed limit, lowered to 70 and increase the lanes going through Phoenix
General	No comment
General	Need a mix of preserving, upgrading and expanding our infrastructure..
General	Logical given the realities of costs VS revenues
General	Acts of terrorism, human trafficking via state highway system, drug trafficking via state highway system, HazMat considerations for state highway system
General	With pace of technology Cars/AI a/etc I don't put much creditability in guessing how much more taxes govt needs 25 years out.
General	You must mean Page 16. This page is meaningless and makes no sense. What is this page intending to say?
General	n/a
General	None
General	NA
General	Please fix jackrabbit and i10 in buckeye
General	Too many words for the average reader to digest!
General	Good
General	N/a
General	A joke
General	Page 16 not 15. Need a legend for E, M and P meanings
General	With more people and traffic already gridlock more is needed to get to other place in county or state because adding lanes isn't helping
General	We will not have a future if we don't reduce vehicular traffic immediately!
General	Need to put colored bullets on page 16 referencing E-Expansion M-Modernization, P-Preservation as shown on page 17. I wasn't sure what the letters represented till I read page 17.
General	I don't remember seeing anything about this.

Comment Themes	Comment
General	Turning from Burriss Lane onto N Hwy 89 between Wynona and Silversaddle has become extremely dangerous. Many accidents have occurred there with injuries and death. Across the Hwy is a school. I'm suggesting that a round about be considered and installed on Hwy 89 so that vehicles entering the highway from Burriss Lane or the school will have a safe entry onto the Hwy. it will also solve the problem of speeding on N US Hwy 89.
General	Investment choice need to consider benefit cost, as applicable, in terms of mitigating fatal and series injury crashes. This sort of analysis should not simply be limited to Highway Safety Improvement Fund (HSIP) allocation and prioritization. It also needs to be considered as applicable to Preservation, Modernization and Expansion funding. Perhaps the RIC wheel needs to be divided into two wheels. One that shows the funding requirements for ADOT to keep the lights on and do only what is needed to operate and maintain the system which really has little if any discretionary spending. Then the other wheel would have the other funding that does include some discretion on how and what it is spent on.
General	Please see my above comments on the use of native plants in the landscaping and the Urban Heat Island Affect considerations.
General	Less should be spent on roads. More should be spent on alternative transit methods.
General	Agree
General	None
General	no comment
General	This segment shows the dire consequences of relying strictly on a system that uses gas taxes and such to provide revenue. While transit systems such as heavy rail and intercity transit systems (BRT, long-range bus, etc) do not typically match their cost with revenue, they go a long way to pay for themselves in terms of maintenance and vehicle lifespan. This funding gap we're facing only proves the current long-term plan of expanding our highway system will increase this deficit.
General	Greater percentage going to PAG vs a lion's share to MAG
General	There needs to be a map to show where all these investment choice will be; who will it affect?
General	none
General	Too many other agendas mixed in with Safety
General	NA
General	Please fix jackrabbit and i10 in buckeye
General	I don't see an explanation of PAG and MAG.
General	I hope it works
General	Please... 2050. Are you kidding. Jesus hurry up

Comment Themes	Comment
General	none
General	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
General	OK
General	The Statewide RIC seems misguided. You are wasting a lot of money on roads, which create more traffic. Better to work on density, transit, alternative modes, bike, etc. I saw one mention of EV charging, very little discussion of rail and transit - you are planning like this is 1975 to 2000. A lot of what you are doing, as written, is just wasted money chasing old/outdated transportation goals. To be honest, we can't afford to waste that much money trying to claw back the past.
General	As long as they are flexible, and do consider the needs of the different regions, then no additional comment.
General	Concur with proposed RIC for regional investment ratios.
General	I agree with the recommended investment choice
General	Stick with preservation strategy in urban areas, but modernization & expansion in outlying areas of Arizona (away from the I-17 corridor).
General	Looks like a lot of work in this, sounds good
General	Maintenance and expansion
General	Rural highways and roads are crucial and should be maintained however it is simply not possible to safely and quickly move soon to be 7 million people in the Phoenix-Tucson areas without some form of rail transit, or encouragement and construction of walkable and bikeable areas for at least some trips such as to schools and stores. I doubt road expansion will work for much longer, there are simply too many bottlenecks and increased traffic demand some freeways are also likely too difficult to expand such as the I10 and I17.
General	People only ... no cars, no roads, only people. What a concept.
General	Your plan doesn't talk about certain roads or areas. I am still concerned about a large mistake you listed in your plans before. Reversible lanes on the I17 is not a good ideal. Just spend the money and do the highway both ways and prepare for 2050 traffic while you are at it. Make the bridges a high priority also. 4 lanes on highway 93 from Wickenburg to Kingman, Also 6 lanes to Tucson. I am sure there are others that need road work also, but these are very needed.

Comment Themes	Comment
General	Please quit spending money on pedestrian freeway crossings that have to be works of art. No more "Squaw Peak Pots." If the crossings must be built, make them simple but utilitarian. And make sure they are really needed.
General	<p>1. Stop completely closing the interstates at night. Many times I observe very little or NO work in progress. Plus there is no coordination with the City of Phoenix for traffic signal timing of construction barricades along the detour routes. When will this practice end?</p> <p>2. Stop allowing granite rocks from the sides of the roadway from migrating to the roadway, and ultimately to the windsheilds of 1000s of drivers. I have had to replace 5 windshields in the past 3 years.</p> <p>2. Coordinate traffic signals with the city signals and make them operate on demand.</p> <p>3. I have sat many hours collectively waiting for a long light with no traffic entering the intersection.</p> <p>4. Add a right turn only lane to west Thomas Rd. at I-17. Traffic always backs up for a few cars to go straight, while a line of cars backs uo for blocks who could turn right.</p> <p>5. Fix and upgrade the roadways ASAP. Too many potholes. And when constructiong new roadways, build them up to anticipated need. Practice up to now has been build them small, then tear then up later to widen them, inconveniencing drivers further. Waste of money!</p>
General	Can we also see a list of specific projects on a year by year basis that are scheduled for the resources to be applied to?
General	Can we invest in Arizona? We do as little as possible, we take from the Feds and as a state dont reinvest in us We The People.

Comment Themes	Comment
General	<p>Conduct Project Delivery Cost Internal Audit or Assessment - Conduct a performance audit or assessment of the Department's Transportation Improvement Program (TIP) project delivery costs. ADOT's Indirect Cost Account Program (ICAP) has significantly increased since 2010 when the Department went through a significant internal cost restructuring so federal aid could be charged against to reimburse Department staff labor and then also to be more aggressive in providing for eligible Department overhead cost via Federal Highway Administration ICAP. Prior to 2010 the Department's ICAP rate was below 5% and Department staff did not typically charge time directly to federal aid projects. Highway User Revenue Funds (HURF) were used to deliver much of the program thru the Supplemental Service Program. Using HURF to fund the Supplemental Service Program allowed the Department to fix billing rates because the Brooks Act (which has to be followed for federal aid) did not have to be followed. The Brooks Act does not allow rates to be fixed in that manner. However, HURF does not have any such requirement. The Department should consider bring back the Supplemental Services program but use HURF to fund it instead of federal aid. The basic reason this audit or assessment is necessary is to determine, since 2010 how much of Arizona allotment of federal aid transportation funds have been used to cover Department direct labor and indirect costs to account for the fact that HURF rates have not increased. Certain this federalization was necessary for the Department and the TIP to stay afloat during the great recession due to the sharp decrease in HURF due to that recession. However, we are not currently in a recession. Has this practice of using federal aid continued? It seems like it has. Additionally, and most alarming the Legislature still has not done anything to increase the HURF rate. Instead, we have all relied on growth to keep HURF flowing. However, as shown in this current LRTP our gap has just gotten bigger. The theory is that by using the federal aid in this way has allowed federal funds underwrite the TIP where the State Legislature and Governor have largely ignored the need to increase HURF. Certain there was a short-term success increasing the licensing fees. However, as we all know this increase ran into an ice burg and did not result in a lasting solution for getting State User revenues where they need to be to adequately support the State's TIP. Thanks for the opportunity to provide feed back and comments. The report is well done!</p>
General	<p>Did you plan for the same rate of growth that has happened the last 25 years? Or just what you have right in front of your faces?</p>
General	<p>Does anyone really believe folks will actually listen? This survey changes nothing - these folks will do whatever they want, regardless.</p>
General	<p>Don't overload us with information. Give us simple specific info on what road work will be done and where.</p>
General	<p>God bless you all!</p>
General	<p>Good job</p>

Comment Themes	Comment
General	Hoping to see much needed progress!
General	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
General	I am hard put to decide which remarks go into which box, so I present them all here: My recommendations and demands are as follows: Concentrate on improving highway safety by repairing roads and bridges and new construction. Passenger rail would be a poor use of funds; it will be greatly underutilized. This is historic wherever it exists from recent construction. Ignore climate change. We have no control over climate. It is not part of your job. Pay attention to improving safety for weather events, but not because of any claim of the climate change crowd. It is a POLITICAL issue. Likewise, do not worry about doing anything to reduce CO2. We need MORE CO2 to increase plant growth. Plants cool the climate. Do not encourage electric cars. They do not produce less CO2; the CO2 they produce is simply hidden from the surface. And their batteries tend to catch fire, which cannot be put out, and they pose a danger to the driving public. Stay away from smart technology. It doesn't improve safety, and it can cause confusion. Its primary goal is to impose tyranny. It will interfere with effective transportation. Do not in any way encourage driverless cars; ban them wherever possible. They are not safe. Machines cannot make the kind of judgments needed in unusual situations. Drivers such as myself can read signals of other drivers, and anticipate what they will do. We have no feel whatsoever for what a machine will do. Do not design any road diets or vision zero type projects. These impede traffic flow, increase pollution, harm business, and increase traffic deaths. Be careful with equitable projects. Many are POLITICAL in nature. Make sure that anything you do here is based on solid facts. It may even be outside your mandate to do anything at all.
General	I repeat. anyone who is in charge of making decisions at ADOT must not live here or drive in this city. get with the current times and quit wasting money.
General	It's a big disappointment but not unexpected.
General	Keep up the good work.
General	Limiting surveys like this are a waste of time - Let people really speak to you without hiding behind this kind of thing. As for my view - ADOT needs to get serious about several things - first being some time of loop freeway around Tucson - you've ignored this for too long. And second, light rail - from points such as Sierra Vista,

Comment Themes	Comment
	Wilcox, Douglas - to Tucson and Phoenix - you always ignore anyone in distant towns but have no problem taxing them.
General	MAG and PAG should be disbanded and made into an elected board. We have no recourse for their WEF motivated shenanigans. Bike lanes close to traffic lanes cause accidents, and people on their phones cause accidents. Our roads are rougher than a stuccoed bath tub and you want to us all to ride mass transit. I promise it will not work. I am a native Arizonan and I've seen this city explode. I remember when the i-17, 7th and 16th streets were the only North southbound routes in Phoenix. I spent years prior to getting my license on buses. There were few riders and they were dirty and needed repair. Nothing has changed. I see most buses with maybe 5 people on them. The light rail even fewer. STOP the mass transit, bike lanes, and tree lanes. Every city this garbage has been implemented has failed. Even in Switzerland where this all started has admitted defeat.
General	Most people do not believe in electric vehicles; they will always stay gas. So why spend money on something that the majority of Arizonians will not use.
General	NA
General	Please fix jackrabbit and i10 in buckeye
General	Simplification would be better for the general public to read: fewer words, larger print, explanation of terms. This looks like a PhD dissertation.
General	Suburban development is destroying the solvency of our cities which are our economic powerhouses. We need to literally cut off our suburbs being able to access our cities by car. Bedroom communities are a way for the wealthy to economically segregate and avoid paying their share of the infrastructure necessary for their own lifestyles. Cut them off. Let suburbs build their own street car lines into the cities they mooch off of. The city residents shouldn't be paying for roads they use far less than suburbanites who drive in and out, making the cities more congested and dangerous. Our national agencies like the NHTSA are not doing their job and Arizonans are in an arms race to be in the biggest, tallest vehicles that protect the occupants of the vehicles at the expense of everyone else. ADOT needs to institute registration fees that increase with added weight and size of vehicles in order to curb this trend and bring safety back to the streets of Arizona.
General	Thank you
General	The Plan Draft is a good start to preparing for the next several years of transportation in the State. I support ADOT's transparency as far as publishing these reports and offering Town Hall meetings for resident motorist feedback. The sharing of information will ultimately enhance personal knowledge and eventual involvement in the process and support from all Arizonans.

Comment Themes	Comment
General	The Resilience Improvement Plan sounds like a potential cornerstone to many of the LRTP's goals and objectives. Can this document be publicly reviewed in the future?
General	Three things important to me: Preservation of existing highways/roads, Modernization & Expansion. Allocated fairly across the state. I vote every election. I helped vote in Prop 400. Let's use it to help Tucson!!
General	We are a growing state, with many needs But Texas, Utah, and Colorado have great roads, which are not deteriorating at the rate ours are. I suggest that ADOT study TxDOT, UDOT, and CDOT to learn how they have managed to deliver a better-preserved roadway network.
General	We are hitting a critical point in sustainability and population. ADOT has the change to be a thought leader in this space. A chance to think differently. Please focus on a more sustainable future rather than how to accommodate more car traffic.
General	What too much time and treasure into woke agendas.
General	Would love to be included in all public forum related Adot future planing.
General	With the change of the development of mode of transportation (autonomous vehicles), what is Arizona plan to address this mode of transportation. As the stand-by vehicle (POV) are less required per vehicle per population will be reduce on public highways.
General	Why does nobody think 20 years ahead instead of 10?
General	Own land in Casa grande near proposed new highway
General	I look forward to seeing the information to make our state better! Thanks
General	I look forward to reviewing the 25 year transportation plan and provide my comments. I am a retired Civil Engineer and this issue interests me.
General	I

Comment Themes	Comment
General	<p>Evening</p> <p>I asked about the expansion of the 303 / El mirage connection part of the 2050 plan? Daina Mann answered at 06:50 PM</p> <p>This meeting is about the Long Range Transportation Plan, which establishes the vision for how the state’s transportation system will develop over the next 25 years. The plan is not project-specific, but sets overall funding priorities for ADOT in the future. To learn more about potential projects, please visit ADOT’s project web page at azdot.gov/projects or email projects@azdot.gov.</p> <p>At what point does the 2050 plan (provided the .005 tax get approved) go project specific? Is a grouping of specific projects created every five years? How will these projects be sent to the public?</p> <p>Thanks,</p>
HSIP, CMAQ & TA	<p>There is an extreme need to reallocate AZ funds outside of highway use. The prevalence of high speed, multilane roads in AZ directly contributes to the unacceptable level of injuries and fatalities and creates communities where nobody feels safe to walk or bike.</p>
HSIP, CMAQ & TA	<p>In all aspects of the design, construction, and maintenance of this infrastructure please consider ways to mitigate the Urban Heat Island Affect. This is severely affecting our state and local communities and needs to be a top priority.</p>
HSIP, CMAQ & TA	<p>Seems like the Multimodal Needs should embrace changes coming in the transportation area with more EVs, less fossil fuel vehicles, greater mass transit and preparation for the hazards and needs from climate change.</p>
HSIP, CMAQ & TA	<p>Lumping TA with HSIP and CMAQ is misleading. The other funding categories are dedicated transportation types/programs but transportation alternatives are being lumped with other programs to appear like more money is being provided than there actually is.</p>
HSIP, CMAQ & TA	<p>Stop the cars killing bicycle carnage in Az. Az is last in promoting grade seperated bike paths along state routes. There are a lot of enthusiast that would love to spend money to bike between Phx & Tucson along the I10 corridor. Think of SR64 williams to S. Rim Grand Cyn &/or SR 163 Monument Valley.</p>
HSIP, CMAQ & TA	<p>This list of funding needs assumes no major shifts in modalities. This is wrong. We must shift to public transportation for safety and climate change. We cannot continue to spend the majority of taxpayer money on individual transportation (cars). The needs outlined on this page must be shifted accordingly. Because we lack sufficient infrastructure for public transportation, obviously that should be the majority of the need.</p>
HSIP, CMAQ & TA	<p>Median barriers on all state and Interstate highways. Safety lane design for bicyclists and pedestrians</p>

Comment Themes	Comment
HSIP, CMAQ & TA	We are spending way too much money on highways. ADOT has an obligation to support bike, walking, and other micro-mobility solutions. ADOT needs to support separated bike lanes that follow all ADOT-maintained routes, and introduce bicycle highways.
HSIP, CMAQ & TA	Walking and biking are not identified as modes of transportation. While I understand that CMAQ, HSIP, and TA may fund infrastructure related to these modes, it seems like an omission to title the section multimodal and not explicitly address these modes.
Improve Mobility, Reliability & Accessibility	Anyone who has worked with ADOT realize the policy limitations for safe pedestrian, bicycle, and transit infrastructure. To see the top public goals of "Enhance Safety and Security" and "Improve Mobility, Reliability, & Accessibility" as public outcry for the insufficient policy to warrant much needed multimodal infrastructure (i.e., pedestrian crossings, transit stops). Only by increasing modal options can we ever address congestion.
Improve Mobility, Reliability & Accessibility	I support the list of goals. In order to better attain them, I urge you to put a strong emphasis on expanding public transit and promoting bicycle infrastructure. These are the top two bullet points in your Page 6 report on the March 2023 public meetings. I would add that pedestrian infrastructure is also important.
Improve Mobility, Reliability & Accessibility	Love to see this, transportation accessibility and supporting our increasing population is very important .
Improve Mobility, Reliability & Accessibility	Include: -MMS to expansion -autonomous vehicles corridors for expansion projects with EVOTL
Improve Mobility, Reliability & Accessibility	I live in Pinal Cty, the Village of Red Rock which has been asking for much better On & Off ramps for several years. 100's of new homes are occupied since we moved here in 2014 & more go up every day with only 1 (worn down road in & out of it)! Where's this in your plan?
Infrastructure Needs	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
Infrastructure Needs	AGAIN, MAG dominates in receiving funding. We need someone to advocate for our needs here in TUS/PAG.
Infrastructure Needs	Highway and streets look valid but other transport avenues lack wert
Infrastructure Needs	More needs do be done in rural Arizona. The highways in the white mountain are too congested.

Comment Themes	Comment
Infrastructure Needs	As stated in question 3 I believe that suggestion may help with the funding in transportation gap. To add to that, for example here on west ajo way going west, traffic is terrible due to the fact most people who live in rural areas drive to work everyday. In the future, I would hope to see a park and ride concept using public transportation to get to work or an expansion of lanes heading to three points and ajo area.
Infrastructure Needs	Prioritization is key. Preservation and maintenance of the existing system (mainly pavement) should take precedence over all other expenditures.
Infrastructure Needs	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
Infrastructure Needs	Need investment funding to meet economic growing demands.
Infrastructure Needs	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Infrastructure Needs	Quit with the ligt rail that no one uses and we'd save billions. We still don't even know how much this monstrosity costs. The shenanigans in the budget office have obscured the true numbers,
Infrastructure Needs	Need more lanes mikes and better maintained
Infrastructure Needs	If we were to focus on maintaining existing roads, rather than adding more, the gaps would close. Every new road surface is an expense that runs into perpetuity.
Infrastructure Needs	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
Modernization	Need to accelerate the move away from fossil fuel-powered vehicles including more rail.

Comment Themes	Comment
Modernization	Seeing as ADOT wants to promote equity and availability of low-cost transportation, I appreciate the attention to transportation methods that do not require families to pay thousands of dollars a year simply to have access to transportation (i.e new rail and public transit). Public transportation projects are cost effective and reduce highway congestion for those requiring car-based transportation. I fully oppose adding and/or widening highway lanes. Widening lanes will cause more deaths and injuries by making drivers more comfortable than is reasonable while operating multi-ton metal boxes at high speed. Adding additional lanes will increase traffic, encourage reckless drivers to frequently change lanes, and make it more dangerous to enter/exit highways by increasing lane changes.
Modernization	not sure what modernization has to do with any of it ?
Modernization	If expansion means shifting to more sustainable methods, I'm in. If it means adding more highway lanes, I'm not. Rail transit, carpooling incentives, surge pricing. Anything to try to get people to shift their mindset.
Modernization	Investments in mass transit and rail transport will disrupt the plans and needs.
Modernization	Need more modernization in the Greater Arizona region and not just the MAG and PAG areas.
Modernization	No. As explained above, this plan needs to reflect the urgent fundamental change needed to our transportation infrastructure: a shift from reliance on individual modes of transportation to public transportation. This is an obvious need due to the astronomical increase in traffic deaths and climate change. Public transportation infrastructure must be the focus and roads should be narrowed, not widened.
Modernization	I think this is pretty solid. I might lean a bit more towards Modernization over expansion in our metro areas specifically, but its solid.
Modernization	Passenger rail
Modernization	I hope "Modernization" includes rail, walkability, regional transit connections.
Modernization	Shift monies to interurban heavy rail commuter services.
Modernization	I disagree with the Modernization statement that improvements without adding capacity is actually modernizing. We have to add capacity, given the influx of motorists using our roadways now, compared to years past.
Modernization	No highway expansion in PAG. Expansion leads to induced demand and sprawl.
Modernization	Need greater funds for high capacity rail transit and active transportation infrastructure
Modernization	Safety should be prioritized over convenience road crossings in rural areas are dangerous/impossible which makes car free journeys unsafe even when distances would allow for cycling or other forms of transportation.
Modernization	We should be investing in alternative transportation options besides cars and highways.

Comment Themes	Comment
Modernization	The more convenient we make public transportation for elderly and disabled, the better. We have many seniors.
Multimodal Planning	We can't build out way of congestion. We need to educate and provide MMS to travelers that is affordable, convenient, and speedy.
Multimodal Planning	I'm all for widening the Highways but would you really ride a bike on the 1-10 in August? Stop the road diets and bike paths. Arizona was built on wide open spaces and the freedom to come and go as we, please. Quit trying to make us Chicago and Detroit.
Multimodal Planning	Goal 2 Bicyclist safety action plan must address the lack of safety for a bicyclist on Route 60 through Gold Canyon Goal 3 Mitigate travel delays and alleviate congestion - at times we wait through 3 traffic light cycles before we can get through. Continued mobility in the event of disaster or other disruptions - route 60 is the only way in or out of Gold Canyon so a disaster where evacuation would be necessary would mean a long and horrible experience for all GC residents Goal 7 connectivity to established and emerging activity centers and tourist destinations - again, only one way in, out or through Gold Canyon which also impacts the freight system
Multimodal Planning	I am a Republican who sees the need for more light rail and a better bus system. I lived in the Boston area 4 years in the 1980s and never needed a car since public transportation was so good. This includes the subway but also the commuter train rode from Wellesley to Boston every weekday. It was affordable and safe.
Multimodal Planning	I hope that you can take a more holistic approach to transportation planning and identify ways in which we can move people in ways that improves our health rather than harms it.
Multimodal Planning	I'm just one person, but I would love to see a future where Arizona has multiple transportation options rather than just by car. It would give us cleaner air, save people money, and
Multimodal Planning	Only by increasing modal options can we ever address congestion. Change your policy to allow for much-needed multimodal infrastructure, like bus-only lanes!
Multimodal Planning	Please consider funding more bicycle and pedestrian access projects. You guys are doing a great job!
Multimodal Planning	Please outreach message that transporation is the cornerstone to our economy and standard of living. Also that driver behavior is the most transportation hazard. To improve safety remove human driver and support autonomous including EVOTL technology. Give travelers a choice to use ROW for grade separated shared Use Paths not just buses / microtransit. Thank
Multimodal Planning	This plan is SO car centric it is embarrassing. ADOT Completely ignores pedestrian/bike safety, wildlife connectivity, and provisions for transit. This plan is completely missing the mark when it comes to the future and we have effectively been handcuffed by ADOT for decades only providing more infrastructure for cars. Cars are NOT people and I am tired of ADOT treating cars as more valuable than actual living beings.
Multimodal Planning	to address climate change and population increases - we need to reduce funding allocation to adding roads/lanes towards multi-modal connection options across the state.

Comment Themes	Comment
Multimodal Planning	Interested in any options for rail transport in the valley as well as expansion of protected bikes lanes from vehicles. Also interested in rural town/city transportation planning and the link between transportation and workforce development for economically disadvantaged people and homeless persons. Thank you.
Other (Public Transit)	Hi, would love to see sun, Tran open till 2 AM. There are people coming off airplanes and coming out of the vents and they don't have a way home.
Other (Public Transit)	Need to connect Arizona with more than just roads. Passenger rail service from Phoenix to Tucson, Flagstaff/Grand Canyon would be welcomed.
Other (Public Transit)	Remove the light rail since it is only used by 1.6% of the public, but consumed over 7% of the budget.
Other (Public Transit)	No light rail. It doesnt work
Other (Public Transit)	STOP ONLY PRIORITIZING CARS. It is ridiculous that Dallas and Salt Lake have better intercity and commuter rail systems than we do.
Other (Public Transit)	This State needs above ground high speed train services that connect all major cities and towns.
Other (Public Transit)	Entirely too much focus on Mass transit! In the 1920's there was a trolley system on Central, it was was removed and here we are repeating the same mistake. The MAG chart the SAYS 52 million is an outright lie! Just stop forcing mass transit!! 15 minutes cites only work on paper! Stop taking our freedom!
Other (Public Transit)	This is really too vague. ADOT should make it clear that the vision and goal is to decrease reliance on individual vehicles and increase reliance on public transportation and alternative transportation. This is essential to decrease traffic and pedestrian deaths and confront climate change. Any plan that does not have this as its vision is fundamentally flawed.
Other (Public Transit)	More resources for urban mass transit and interurban commuter rail
Other (Public Transit)	Does not address diversity of non-car transit systems and expansion
Other (Public Transit)	The goals need to remove rail and light rail The cost and actual usage is not worthy of tax monies
Other (Public Transit)	You're completely ignoring the East Valley and it's tremendous growth. Getting from Florence, San Tan Valley or Queen Creek to Phoenix is a nightmare. Where's public transit?
Other (Public Transit)	Interstate passenger rail to help with traffic which no matter how many lanes seems to be gridlock
Other (Public Transit)	Without intense focus on environmental quality, 2050 will be meaningless. All focus should be on elimination of personal transportation and improvement in a environmentally wise public form of transportation.
Other (Public Transit)	Preserve and maintain the system should not be a primary goal: Do not preserve a broken system. Add more public transit options. Should be "shift gears to a more sustainable system"
Other (Public Transit)	Invest in public transportation especially a rail system that links the Tucson area to Phoenix. This would help at least 5 of your visions and goals

Comment Themes	Comment
Other (Public Transit)	Just don't understand why fast rail is not included in immediate planning. Arizona's current (and future) extreme heat is a warning for immediate action to reduce motor vehicle usage ASAP!
Other (Public Transit)	ADOT IS A JOKE. one of the largest cities in the US and our public transport is useless. homeless people riding for free all day so regular people have to be intimidated and sit on urine soaked seats. and it stops at every traffic light. what a joke!!!! look to other large cities with a very useful subway or transit system that have tickets and SECURITY.!! D.C, new York Chicago
Other (Public Transit)	More public transit and light rail. 2/3 of the states population is in Phoenix metropolitan area.
Other (Public Transit)	Transit is the best pathway for achieving environmental health and stewardship. More lanes is the worst. A statewide transit system would be ideal, but short of that, funding transit improvements in cities and towns is money very well spent.
Other (Public Transit)	Cut out the light rail since it is only used by 1.6% of the public, but consumed over 7% of the budget.
Other (Public Transit)	No light rail. Transports without good coverage better to use other public transport
Other (Public Transit)	Please improve public transportation - we need more light rail for all the young people and college students moving here. Since there is virtually no parking in Tempe, it is a difficult commute. There should be express light rail or a along the 101 from Shea (or farther north) going directly to ASU campus in Tempe. Or at least a (safe) express bus from Shea/Scottsdale Road to Tempe. Our daughter refuses to use buses or light rail because they are slow and perceived to be dangerous. We need a light rail police force like other cities have. Thank you.
Other (Public Transit)	Mobility alternatives (e.g. rail) have been underfunded for decades. To overcome this a greater portion of funding should be dedicated to improving and expanding alternative transportation options across the state.
Other (Public Transit)	Cut out the light rail since it is only used by 1.6% of the public, but consumed over 7% of the budget.
Other (Public Transit)	A rail system if done right could increase both metro areas as it allows Tucsonians to be able to work in the Phoenix area while lowering wear on the highway system, lower air pollution due multiple vehicles on the road, and introducing more revenue to both areas. Lowering the amount vehicles on the road could make surface streets and highways safer.
Other (Public Transit)	Maybe instead of investing billions on expansive freeway networks that cost a lot to maintain, we could strategically invest in high speed rail corridors
Other (Public Transit)	There should be consideration to moving away from individual cars and towards better intercity public transportation such as a fast rail link between Tucson and Phoenix.
Other (Public Transit)	Cut out the light rail since it is only used by 1.6% of the public, but consumed over 7% of the budget.
Other (Public Transit)	Light rail hurts economy

Comment Themes	Comment
Other (Public Transit)	Very nervous about this, even with Prop 400 from Maricopa there is likely to be significant shortfalls. The limited budget of bus and rail in the Phoenix area means roads will need much more maintenance. I hope there is a way to fund expansions of alternative methods so that more stress isn't place on the I10 and other freeways.
Other (Public Transit)	What we have is honestly terrible and is the reason I will very likely leave Arizona after finishing my current masters program. No more roads should be widened. When you build more highways that incentivizes more building off car-dependent infrastructure and increases future congestion. Please do not do that. The best future scenario is one where people have homes to buy within walking distance or street car distance of jobs and can move between cities on rail and busses with ease and frequency. This is the way we'll move towards financial solvency and see the equity increase.
Other (Public Transit)	Would like to see the expansion more on rail transportation
Other (Public Transit)	This seems necessary, I suppose. Though again, I am disappointed that even in the increased funding scenarios, cars are prioritized over innovation or rail.
Other (Public Transit)	Cut out the light rail since it is only used by 1.6% of the public, but consumed over 7% of the budget. Do not fund light rail projects going forward.
Other (Public Transit)	As Arizona grows and funding shrinks/remains flat, ADOT needs to focus on Mobility and Safety. Getting cars off of the road and replacing more vehicle trips with other trips would help decrease wear-and-tear on our infrastructure and help extend its life.
Other (Public Transit)	See comments in #4.
Other (Public Transit)	Arizona is years behind on public transportation. Look at other cities and states for better ideas.
Other (Public Transit)	Please see my comments above regarding the need for more light rail that also includes a police/security presence so more people will ride. Currently the perception is that light rail is very dangerous especially for young women.
Other (Public Transit)	Focus on using cars less than more
Other (Public Transit)	Cut out the light rail since it is only used by 1.6% of the public, but consumed over 7% of the budget.

Comment Themes	Comment
Other (Public Transit)	I am a young person, educated, and have an income above the median income -- I own a car and I feel stuck. I am tired of having to own a car! ADOT does NOT serve my needs and desires, they serve my parent's needs and desires. I want to see Arizona have reliable, available transportation modes that extend beyond the personal vehicle! And, I am not alone -- the success of Tempe's new Culesac development proves that there is a desire to have greater access to multi-modal transportation solutions that extend beyond the car! I am deeply concerned about ADOT's inability to expand our transportation needs beyond the personal vehicle. ADOT's solutions are "More lanes! More lanes!" but we all know that does not create any long-term solutions (you all know about induced demand, but you don't care). We need better separated bicycle infrastructure, we need safer 'daylighted'/pedestrian-prioritized intersections, we need more bus lanes and Bus-Rapid Transit, we need to invest in commuter rail and rail connections from Tucson to Phoenix to Flagstaff to the Grand Canyon, and beyond! And, we need ADOT to incentivize their own employees to utilize non-personal-vehicle modes of transportation! Until then, let's rename ADOT to the "Arizona Department of Cars". Arizona can do better -- and I want to see that actually happen!
Other (Public Transit)	I appreciate that ADOT is paying attention to non-car infrastructure, I imagine many states are not adequately incorporating alternative transportation. I again want to mention the importance of climate change mitigation and the climate impact of our transportation infrastructure. I really hope that ADOT chooses not to add more lanes to our highways. It is widely understood that adding lanes increases traffic in the long-term.
Overall Needs	The gap is alarming. Look at states that have a good transit/highway system. AZ ranks 23rd in the nation in overall cost-effectiveness. Right in the middle. Looks like those rankings are improving, which is good. Keep going.
Overall Needs	Seems like ADOT needs to better explain to Republicans why funding transportation is key to the future of our economy.
Overall Needs	We need to figure out a way to fund the gap. Gas taxes could be raised and we need more support from the federal govt.
Overall Needs	These graphics make it abundantly clear that the car-centric LOS based model for building and widening roads does not work. Ultimately, it's a ponzi scheme and eventually something has to give. It would be refreshing to see ADOT take a more sustainable approach and recognize the issues with latent demand. I would be thrilled to see ADOT begin making more investments that are sustainable financially and create more livable communities by abandoning the current model.
Partnerships	ADOT needs to improve on their partnerships with local municipalities. Communication is poor.
Passenger Rail	I believe more options for rural residents needs to be developed to use public transportation to access employment and necessities.

Comment Themes	Comment
Passenger Rail	I do not agree with the amount of the pie given over to the highway system at all. At all! While it is key to make sure that the roads are safe, making the highways bigger and bigger clearly isn't solving any issues. What if we had a train between Phoenix and Prescott or Sedona instead of an expanded I-17? And then a system of day rental cars, bikes, or ride shares at the end of the line. Bigger highways and more cars is not the answer - history has proven that by filling up the ones we already have. There's no reason Arizona couldn't have a good rail system for visiting our state's great towns and cities.
Passenger Rail	Typical and unimaginative. Some support for rail, but not enough.
Passenger Rail	I do not believe passenger rail is a presing need
Passenger Rail	I would like to see high-speed public transportation, such as as rail service from Flagstaff to Phoenix, maybe one stop in Camp Verde.
Passenger Rail	The funding allocation should be greatly shifted to rail and light rail, and away form roads. More roads fuel sprawl.
Passenger Rail	Not nearly enough rail.
Passenger Rail	Focus on infrastructure surrounding public transportation or sustainable practices rather than one person-one car
Passenger Rail	Please see the comment above about cost-benefit. \$17.46 Billion for passenger rail? I would need to see the justification for this allocation.
Passenger Rail	In my opinion, Passenger Rail / Transit should be receiving more funding under this plan. It doesn't matter how far we widen lanes, traffic will only get worse unless people have other options to commute.
Passenger Rail	I think that there is too much funding needed for highways. We will continue to need increased highway funding as long as we don't fund alternatives. It is a disgrace that we continue to talk about widening I-10 between Tucson and Phoenix--it's so short sighted; it will just need to keep happening. Invest in the high speed rail that is necessary to move people and goods. 73% for car transit is hardly multi-modal.
Passenger Rail	Consideration should be given to rail and driverless trucks which will likely draft to form train-like long "pelotons" will they need their own lanes on highways?
Passenger Rail	ADOT allocated funds too much on state highway. Passenger rail between cities should get more attention, it is the modern way, can reduce carbon footprints, can generate more revenues, and more importantly less accident.
Passenger Rail	ADOT needs to do a better job of incorporating light rail along existing highway corridors.
Passenger Rail	I'm glad to see thought put on multimodal transportation, though I wish more emphasis on rail between Tucson and Phoenix. A state supported Amtrak, Brightline, or other route between the two cities would see lots of ridership.

Comment Themes	Comment
Passenger Rail	need greater provision for high capacity rail transit and infrastructure
Passenger Rail	The multimodel looks ok-ish. QUIT WITH THE MASS TRANSIT!!!!
Passenger Rail	More emphasis needed on passenger rail investment and infrastructure
Passenger Rail	No more tax money for rail or light rail
Passenger Rail	Interstate Passenger rail be added because a 15 min highway trip takes almost an hour
Passenger Rail	A passenger rail system could lower traffic and wear on the state highway system between Phoenix and Tucson. Possibly giving more revenue to support passenger rail and transit if combined.
Passenger Rail	Fast rail and public transportation usage needs to be a number one priority!
Passenger Rail	I agree but would also like to see trains included as well.
Passenger Rail	insane amounts of funding for the least efficient mode of transport; more funding should be geared towards transit & passenger rail instead of wasting money on expanding highways
Passenger Rail	We have a much larger need for passenger rail and transit than this graph suggests. Cars are fundamentally unscalable to the degree that Arizona needs transportation. Car travel has an outsized negative impact on Arizona (one of the zones with the highest pedestrian deaths in the US). Highways should be phased out. Highways perpetuate car-dominance and all of its externalized costs that the people of Arizona shouldn't have to bear. Pavement expenses shouldn't be dominating the budget. They have high maintenance costs for taxpayers and building infrastructure that favors cars means most households will need to buy and pay for multiple cars, which cost 650k over their lifetime of use. Our budget should reflect the fact that transit and micro-mobility are better off for Arizonans. Functional transit requires denser construction than is typically seen in Arizona.
Passenger Rail	More funding needs to go towards passenger rail
Passenger Rail	This State needs above ground high speed train services that connect all major cities and towns.
Passenger Rail	More rail & highway integration with Sonora, Mexico, and the Pacific Rim IS GUARANTEED TO HAPPEN in only the next 5-10 years (not the next 27 years)
Passenger Rail	This State needs above ground high speed train services that connect all major cities and towns.
Passenger Rail	1. We need a passenger-only rail line between PHX and TUC - NO freight trains!!!! 2. Complete the construction of three-lane freeway between PHX and TUC. The short section which is still only two lane is a safety hazard..... 3. PLEASE get the I-17 work done ASAP - it's a pain.....
Passenger Rail	A rail line should be installed that runs from Tucson International Airport, through downtown Tucson, and up to Sky Harbor, with key stops in the Phoenix metro area.

Comment Themes	Comment
Passenger Rail	ADOT stands for the department of *transportation*, not the department of roadways. Why are we simply focusing on roadway expansion rather than looking at better, more comprehensive multimodal solutions to our transportation issues? The sunbelt corridor represents the working lives of millions of people, yet there isn't a passenger rail system that links them together. This is incredibly short-sighted and does not represent the ecological or economic challenges we are facing today. ADOT themselves showed in a study that expanding the I-10 in the future would not deal with the congestion issues we would face in the future. WHY are we not pushing for an inter-city rail system that would provide some much-needed relief to our highway system?
Passenger Rail	Although there is no mention of I-11 in the report, I'd like to state that I think it would be a poor investment. it would be better to invest in railway service between Phoenix and Tucson to reduce traffic on I-10. I believe that we will inevitably have to reduce or use of road transportation and to expand rail freight and mass transit for intercity travel.
Passenger Rail	Extremely disappointed with the direction of ADOT. Continue to waste money on highway expansion projects (broadway curve, I-17 flex lanes) which don't scale well with the growing population of Arizona. Transit & passenger rail should be prioritized heavily
Passenger Rail	I would hope whom ever reads this will take into consideration a rail system is much needed in Arizona. New Mexico had same vision many years ago, and made it reality. Arizona is more of a need of a similar system due to the fact of tourist and corporations doing business here in Arizona is more common than other regional states. As a matter of fact a relative of mine who works for southwest airlines transferred to Tucson 10 years ago when they decided to makes stops in Albuquerque minimal offering more direct stops in Phionex. I hope we follow same example and invest on what makes sense, focus on the funding and the need to get people of Arizona where they need to go.
Passenger Rail	I would love to see an Arizona where there are options besides cars. While Phoenix does have the lightrail, it is not expansive enough to be usable in most parts of the city. I dream of being able to hop on a train up to Flagstaff during the fall colors or buying a rail ticket for a weekend in Tucson in the spring. I'm sick of having to time when I leave based on how many other people are also driving or how tired I am. A rail line connecting the entire state would be a dream.
Passenger Rail	Increase use of the train north and south and east and west would decrease the use of fossil fuels check out Portland for their system and don't reinvent the wheel.
Passenger Rail	This State needs above ground high speed train services that connect all major cities and towns.
Passenger Rail	United States in general is far behind in public transportation between cities, compared to Japan, China, and almost all European countries. We rely heavily only on road/state highway and commercial airlines (not operated by government). Would like to see Arizona leads the country implementing mass public transportation with high speed train.

Comment Themes	Comment
Passenger Rail	We need a way to get from Sedona to Phoenix without our cars. Where is the light rail system to downtown and the airport? How can we get to Prescott or Flagstaff without our cars? This plan is missing its most critical elements.
Preservation	Fix the damn roads we already have that are horrible first.
Preservation	Please fix jackrabbit and i10 in buckeye
Preservation	Glad we will keep up highway maintenance. Would like to have quieter pavement when possible. Important to continue to beautify our highways through art/concrete-stamped ramp walls, landscaping.
Preservation	environmental Environmental & Health Stewardship Connecting Arizona. Better Lives through Better Transportation Support Equitable Access Strengthen Partnerships Support Economic Vitality all these steps above sound like they should belong to a separate identity beyond ADOT to take care of. More like public utilities kind of stuff.. Enhance , preserve , maintain the safety of transportation along with improving mobility should be enough to focus on ?
Preservation	I am in general agreement with the plan's vision and goals. Flexibility must be preserved, however, to spike road surface repairs over, say bike needs, given the pavement condition in Northern Arizona.
Preservation	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Preservation	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Preservation	I think that preserving and protecting what we have and increasing alternatives rather than sinking more and more into widening seems smart
Preservation	repair & protect should be prioritized instead of continuing to "upgrade" more unsustainable infrastructure. ADOT continues to add more & more roads without plans for maintaining them that doesn't include record budget shortfalls
Preservation	For roads, we should be in the lower left quadrant, "repair and protect". Adding more lanes, we now know, leads to more traffic. For transit, we should be in the upper right - widen and expand (although it would more aptly be invest and reduce congestion
Preservation	I agree that the State of Arizona's growth and stature among neighboring states and Mexico should be translated into increasing funding and support towards preservation of existing roadways, optimizing what is available and also promoting future growth by widening and expanding infrastructure, where that is logically and morally possible.

Comment Themes	Comment
Preservation	Preserve and Upgrade is the best of the four options because pavement, bridge, and safety are up/prioritized, and mobility and freight remain steady (if funding received is more than expected, they should receive investments, also).
Preservation	I would agree with the Preserve and Upgrade scenario
Preservation	Preserve and protect. No highway expansion. Expand transit and efficient transport methods.
Preservation	Repair and protect
Preservation	Address the reduction of congestion, the movement of freight and repairing the existing roads.
Preservation	I'm split decision when commenting on the subject. Due to economic uncertainty, I believe we need to patch and repair what we got. But at the same time I do believe we need to expand to connect all in need of transportation through out the state. For example prioritizing getting more suitable vehicles for preserving our environment , or focusing on smaller issues. Focus on the training and the means to employ and retain people who maintain and operate these vehicles. Now that our company has electric buses, it may be a challenge to adapt to the new technology of maintaining the recharging stations and busses as well.
Preservation	Focus on Preserve and Upgrade
Preservation	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Preservation	Again, it is a growing expense to continue adding more pavement surface/roads.
Preservation	We need to preserve what we have and invest in high capacity rail transit and active transportation infrastructure. More freeways will NOT solve our congestion problem and ADOT does not care about anything other than cars.
Preservation	Preserve and Upgrade seems the best option given the limited funds
Preservation	I agree with priority on preservation. The condition of many freeway segments is extremely poor. Examples include I-17 through north Phoenix and south of Flagstaff. These segments were not maintained until they became very unsafe.
Preservation	FYI - page 16. My apologies if I missed it, but I don't understand what E, M, and P on the sides stand for and see no legend to explain it. Please note that the WIDEN AND EXPAND, PROMOTE FUTURE GROWTH option is unsustainable - financially for ADOT. Also, I seriously question the depiction that mobility or safety will improve in this scenario. If one of the visions of this plan is equitable transportation than widen and expand focuses only on motor vehicle transportation which significant chunks of the population lack access to. Also, to think that continuing to widen and expand will increase safety is laughable as we can clearly see what higher operating speeds and free-flow conditions do for safety by looking at the plummeting ADTs and increasing crash rates during COVID.

Comment Themes	Comment
Preservation	The Preserve and Upgrade scenario seems sound.
Preservation	Preserve and Upgrade is good but there needs to be some investment into new widenings and roadway/rail sections.
Preservation	Stick with preservation strategy in urban areas, but modernization & expansion in outlying areas of Arizona (away from the I-17 corridor).
Preservation	mobility should be increased in the "preserve and upgrade" scenario to address systemic underfunding and begin to transition away from reliance on personal vehicles for commutes
Preservation	Preservation and expansion need to be prioritized, especially on main highways like I-10.
Preservation	The focus should be anything that prioritizes pavement and maintenance.
Preservation	ADOT should focus more on preserving existing infrastructure rather than expanding roads or freeway lanes. ADOT's focus is not just drivers - we need investment into alternative forms of transportation and better connectivity (over and underpasses). Studies show that more highway lanes don't decrease congestion in the long run.
Preservation	More focus on preservation than expansion. More cars/lanes/highways does not magically solve transportation problems
Preservation	Focus on preservation. little on expansion.
Preservation	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Preservation	Preservation should be the main place that funds are spent. NOT on expansion, or modernization.
Preservation	If I understand the recommendations it looks like \$0 in PAG for preservation. However, we have MANY miles of road that need to be repaved. Unless this is considered Modernization, we need to have allocations to cover road repavement.
Preservation	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Preservation	Just we need some of our major streets that is listed on Google maps to be repaired and paved . Example Buckeye Road and W Van Buren. And our sign corrected on Salome Highway, Buckeye Road goes to the right also, the sign looks like there is no road. What can you do if a road is a private road, like 387th Ave. Have any left over material you can dump and spread there???
Preservation	The state needs to widen the US 60 from Signal Butte all the way through Gold Canyon. The Renfaire needs to have a dedicated lane for turning into and out of the location. Also, stop adding more roads. You can't even maintain the segments you have. The 87 from Phoenix to Payson needs upgraded. Pavement is cracking and breaking apart, yet nothing is being done about it. The 260 from Payson to Forest Lakes needs to be repaired.

Comment Themes	Comment
	Tons of potholes, yet nothing being done. The Fish Creek hill section, you need to stop focusing on that or just tell everyone you are going to remove it from the Historic Road and just pave the darn thing.
Preservation	Interested in road repair.
Rural Needs	More traffic studies during peak seasons in Pinetop/Lakeside to add traffic lights on 260. Traffic at high speeds as no lights. Needed at Woodland - Beverage House mall. Needed outside Mountain Gate Trail.
Rural Needs	Don't forget Tonopah
Rural Needs	#1 ADOT Priority should be to widen I-10 #2 Finish 93 / I-11 Wickenburg to I-40 Thank you for considering this input,
Rural Needs	Any chance of extending the 303 north to the Beeline Hwy and possibly spring a route from the 303 from happy valley to Prescott?? It will eliminate more than half of the traffic using I 17 thanks in advance.
Rural Needs	Complete the projects that are needed in North Pinal County.
Rural Needs	I don't see anything about Interstate 11 in this plan.
Rural Needs	In terms of expansion any funds should be directed to underserved communities such as tribal areas rather than increasing the convenience of those already served.
Rural Needs	More needs do be done in rural Arizona. The highways in the white mountain are too congested.
Rural Needs	Most of the projects are focused on the area between tucson and Phoenix. The area from i10 Mile post 263 to 275 should be expanded to three lanes each direction. Maybe even stretch that out to Mile post 279 for the future. There are a lot of collisions that happen from 263 to 269. The on ramps at 263 and 264 are dangerous with the ramp lengths and only two lanes. The area at I10/Houghton is growing similar to I10/Cortaro and will be packed (businesses) before you know it.
Rural Needs	Move the focus away from urban centers.
Rural Needs	Not enough emphasis being put on the northwest valley. All the improvement and construction has been east valley and little to nothing from Surprise and going west. Time to get AHEAD of the power curve because the west valley is going to expand, as it is rapidly doing now, and we'll still be lacking. Let's think before we spend money, start plowing land and laying concrete so the job is done once and done right. The US 60 going west from the SR 303 is crowded, dangerous and under maintained. Shortly put, the roadway is in terrible shape, yet the east valley has newer 4 and up to 6 lane freeways and several routes to get somewhere. The interchange of the US 60 and SR 303 is heavily used by heavy truck traffic, overcrowded with people trying to go west to Wickenburg, poorly designed and executed.

Comment Themes	Comment
Rural Needs	Our community of Wickenburg would like to see representatives at least once a year to speak about the importance of major projects for Highways stated above.
Rural Needs	Please repave (not patch Hwy 260 through Heber to the New Mexico border.
Rural Needs	Please... WIDEN I-10 FROM AHWATUKEE TO CASA GRANDE!!!!!!!!!!
Rural Needs	Since I'm not sure which category this is, I'll comment here. Please put the widening of the 60 & extension of the 24 as a higher priority since there's going to be 1000 homes going into Superstition Vistas & all the new schools & businesses as well, these roads will not be able to handle all the upcoming traffic as they exist now.
Rural Needs	The Navajo Nation needs to be a major partner when it comes to these kinds of planning. Please include the Navajo Nation in the highway/ roads expansions and the EV charging station plans as well.
Rural Needs	THIS ISSUE WAS BROUGHT SEVERAL YEARS AGO AND IT WAS PROMISED THAT I-19 EXIT 12 WAS GOING TO HAVE A MAKEOVER TO ACCOMIDATE THE GROWTH AND NOTHING WAS DONE!! WTH!!! YOU GUY ARE A BUNCH ON LIAR'S!!
Rural Needs	To please consider an efficient way for residents of Pima County/Southern Arizona to visit Northern Arizona (Verde River Valley, Flagstaff, etc) without driving through Phoenix.
Rural Needs	we need more lanes on hwy-260 from rim road to hwy 277, more and more traffic combined with semi's and other larger vehicles is a recipe for disaster in which we see multiple times per year. on top of that a Payson bypass is desperately needed from hwy 87 bypassing Payson then a connection to hwy 260. the wait times going thru this city are getting out of control and gets worst every year. by the way the street light timing change does not appear to have changed anything. thanks for trying
Rural Needs	We need to invest in transportation in and out of the City of Maricopa. It's on an island with 75,000+ residents and only 2 lanes in and out of it. This impacts the ability to safely and efficiently move in and out of the city. If there's a crash on the 347, good luck getting home in under an hour.
Rural Needs	What is ADOT planning on doing in rural communities for VRUs to be able to cross the highway safely? This is to help prevent Yarnell tragedy in other similar communities. The goal of this plan should be to provide at least one controlled VRU strategically located crossing in each rural community within 10 years or less. Including roadway lighting in these areas. Another goal should be to stop building wide open road sections in these areas. Gaining and regaining access control medians has to be a priority. Median islands and adequate access control reduces crashes. Just say no to TWDLTs.
Rural Needs	SR87 for 11miles south of clints well is a mine field. have to slow to @ 35mph so not to get a blow out. it needs attention right now!!
Rural Needs	Is there a plan for quicker route to Maricopa to cut traffic down on 347?

Comment Themes	Comment
Rural Needs	<p>HWY 87 / Star Valley -Payson When will the existing two lane be extended to four lane. Bottle neck, traffic congestion and accident prone hazard.</p> <p>HWY 260 1. Top of Rim to Heber-Overgaard When will the remaining two lane portions be extended to four lane? 2. With the recent issues (potholes) and resulting multiple accidents and damage to vehicles, what plans are being considered to maintain this heavily traveled highway in the future.</p>
Rural Needs	Especially interested in the Kingman area projects for 93N/I40 & the 2 new interchanges East of Kingman.
Rural Needs	Are you going to pave Warner and improve the west side freeway entrance and exit? Will this eventually put more subdivisions in imminent domain?
State Highway System	IF THE SAFETY IS A MAJOR CONCERN THEN GET THE ISSUE'S FROM SANTA CRUZ COUNTY ADDRESSED! START WITH I-19 EXIT 12!
State Highway System	I-11 Corridor project?
State Highway System	Funds for improvement and finishing roads in Tonopah. For example the dirt road of Buckeye Road east to west from S. Wiintersberg Road to Salome Highway be paved, and W Van Buren Rd from Wiintersberg Road to Salome highway to be paved.
State Highway System	The fact that the state highway system accounts for 73.68% of the funding required to maintain the system shows the primary issue with roadway dependency. Constant maintenance due to cracking, spalling, and other concrete surface maintenance issues will spiral as the system ages. This is not financial nor environmentally sustainable.
State Highway System	Improve Hwy95 and Hwy68.
State Highway System	Fed funds to expand & modernize again should be equally distributed. MAG/PHX 4.8m. PAG/TUS 1m. MAG has 10X more freeway miles with only 4.8X more population. We need funds down here. When you drive up in PHX it is noticeably different that more funds are being used up there than down in the ol Pueblo.
State Highway System	More roads through government land, public transportation, charging stations for EVs
State Highway System	More needs do be done in rural Arizona. The highways in the white mountain are too congested.
State Highway System	Highways are extremely expensive to build and maintain
State Highway System	Multimedia needs would increase if the systems were more connected, but would be used more.
State Highway System	Not a lot of detail, but please be sure SR-80 around the Lavender Pit in Bisbee, AZ get prioritized (as this section is very old).

Comment Themes	Comment
State Highway System	Joke. the I-17 had been the same two lanes for over 40 years and now you are going to blow through the mountain for one stupid lane???? that's pathetic.
State Highway System	ADOT should prioritize highways and pavement preservation/repair projects. We have a great system, but it is deteriorating faster than we are maintaining it.
State Highway System	I'm not going to be happy about anything until you repave 1/2 mile in every direction from the 90 92 intersection.
Statewide Planning	To achieve safety goals for all modes safety related improvements, need to be included in the 73% of what the state system needs are. This should include adding paved safety shoulder, upgrading guardrails and barriers and removing or mitigating immediate roadside hazards. This is especially important for the rural roads. I believe the Alabama DOT has a great example of what needs to be done on rural roads when pavement presentation is done. The goal is not simply to preserve the pavement that is there, but to try and add at least an additional width so a 2- or 4-foot paved safety shoulder can be gained. A follow up study by Auburn in 2016 found very positive safety benefits (reduced crashes by over 10%, see FHWA/ALDOT 930-827). The basic idea is some paved shoulder is better than no paved shoulder.
Statewide Planning	I see very little vision of multi-modal transportation being addressed by this content. Highway, highway, highway does not equate to multimodal. Care to expand on that perception?
Stewardship Needs	stewardship ? not sure I understand this expense Spending money on making sure who knows how you did it ?
Stewardship Needs	Need to anticipate impact of electric vehicles and autonomous trucks and cars. Greater urban density requires funding mass transit.
Stewardship Needs	Fast speed and public transport ought to be a #1 priority!
Stewardship Needs	Why is the stewardship % funding gap so disparate compared to % infrastructure funding/gap? Does revenue not get directed to supporting programs? Is that generally covered by federal funding?
Stewardship Needs	Apply for Federal funding for high speed rail to Vegas and or Los Angeles
Support Economic Vitality	A realization of the critical needs of all highways leaving and entering the ports of entry with Mexico, our largest trading partner. Logistics is everything in today's commercial markets. Remove bottlenecks at entry and exit points on the interstate system.
Support Economic Vitality	I am a trucker. I live in Vail (Tucson). Arizona needs more safe truck parking / truck stops particularly in Tucson and in Phoenix. Please address this otherwise we will have the problems other major cities have of trucks parking anywhere. The other issue I wish that would be addressed is the negative connotation truckers have. Back in the day maybe truckers were shady and shady things happened at truck stops. But this certainly is not and hasn't been the case for at least a decade. Many truckers now are women and family people. Truckers do

Comment Themes	Comment
	not tolerate shady stuff happening. However the negative image of truckers continues and everyone says not in my community.
Support Equitable Access	I am incredibly glad that there is a goal to "Support Equitable Access" -- however, that seems at odds with "Preserve and Maintain the system", since the system was intentionally designed to cut through low-income communities and communities of color. I would also like to see a goal of "Decentralizing our system away from personal vehicle"
Support Equitable Access	I believe as time goes by, the need for accessible transportation for people with mobility issues will grow. I'm employed with Sun Van to where I drive in a new pilot program called On Demand. On Sun trans web site their a link with more information. It's a safer alternative for public transportation with curb to curb or door to door service. Programs like this are much needed due to the fact for every bus load of passenger I have, it's an average of 2 to 3 less cars on the road. Our company uses a platform called spare labs inc, and recently the Dallas area rapid Transit, has had promising and positive feedback with program. I feel that Texas and the rest of our country have similar problems, and if there a glimpse of hope in another state, I hope someone could follow up to get more data on how program is working with them.
Traffic Congestion	Adding lanes isn't helping because i drive a supposed to be 20 min drive takes almost an hr
Traffic Congestion	I didn't hear anything about the congestion and the amount of big rigs on Grand Ave & the 303 in Surprise. I hope something is in the plan.
Traffic Congestion	No highway/interstate expansion in PAG. Expansion leads to induced demand and sprawl.
Traffic Congestion	The interchange on 303 Northbound and Grand gets backed up because traffic heading West on Grand bottlenecks under the 303 overpass due to the third lane merging I tot two lanes. There is too much traffic for that intersection and they are adding a light further down on Grand and Deer Valley Rd. This will cause further congestion. More people are moving into hr community daily and the roads can't handle the additional traffic. The solution to this problem would be three lanes on Grand Ave heading West and two right hand turn lanes on 163rd Ave.

Website Comments

Comment Themes	Comment
Enhance Safety & Security	Hello, I am checking to see if there are plans to widen the west-bound ramp off US 60 onto the ramp to access Baseline Road? Currently the speed on the curve is 45 down to 35 however, motorists drive at higher speeds and at that height it is very scary to drive on that ramp. I believe the ramp is 271, Tucson /Baseline exit. It's been such a scary experience for me that I get off US 60 at Exit 272, Priest Dr., then drive to Baseline on my route to Laveen. Thank you in advance. Also thank you ADOT for all you do to keep the Citizens of AZ safe on our roadways. Regards, Maria Urrutia
Environmental & Health Stewardship	If ADOT really means the environment is important in OUR FUTURE, then I-11 will be built on I-10 already-developed right-of way, and not through the Avra Valley. Thanks!
Environmental & Health Stewardship	NO TO INTERSTATE 11 THROUGH PIMA COUNTY AND ITS DELICATE DESERTS!!!
Funding Distribution	concerns with duplicate expenditures on Pinal parkway and north south corridor both seem to be one and the same(following identical routes) So why spend money and time on building the same thing twice ?
General	Would love to be included in all public forum related Adot future planing.
General	With the change of the development of mode of transportation (autonomous vehicles), what is Arizona plan to address this mode of transportation. As the stand-by vehicle (POV) are less required per vehicle per population will be reduce on public highways.
General	Why does nobody think 20 years ahead instead of 10?
General	Own land in Casa grande near proposed new highway
General	I look forward to seeing the information to make our state better! Thanks
General	I look forward to reviewing the 25 year transportation plan and provide my comments. I am a retired Civil Engineer and this issue interests me.
General	I

Comment Themes	Comment
General	<p>Evening I asked about the expansion of the 303 / El mirage connection part of the 2050 plan? Daina Mann answered at 06:50 PM This meeting is about the Long Range Transportation Plan, which establishes the vision for how the state's transportation system will develop over the next 25 years. The plan is not project-specific, but sets overall funding priorities for ADOT in the future. To learn more about potential projects, please visit ADOT's project web page at azdot.gov/projects or email projects@azdot.gov.</p> <p>At what point does the 2050 plan (provided the .005 tax get approved) go project specific? Is a grouping of specific projects created every five years? How will these projects be sent to the public?</p> <p>Thanks,</p>
Multimodal Planning	<p>Interested in any options for rail transport in the valley as well as expansion of protected bikes lanes from vehicles. Also interested in rural town/city transportation planning and the link between transportation and workforce development for economically disadvantaged people and homeless persons. Thank you.</p>
Preservation	<p>Interested in road repair.</p>
Rural Needs	<p>What is ADOT planning on doing in rural communities for VRUs to be able to cross the highway safely? This is to help prevent Yarnell tragedy in other similar communities. The goal of this plan should be to provide at least one controlled VRU strategically located crossing in each rural community within 10 years or less. Including roadway lighting in these areas. Another goal should be to stop building wide open road sections in these areas. Gaining and regaining access control medians has to be a priority. Median islands and adequate access control reduces crashes. Just say no to TWDLTs.</p>
Rural Needs	<p>SR87 for 11miles south of clints well is a mine field. have to slow to @ 35mph so not to get a blow out. it needs attention right now!!</p>
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Rural Needs	Especially interested in the Kingman area projects for 93N/140 & the 2 new interchanges East of Kingman.
Rural Needs	Are you going to pave Warner and improve the west side freeway entrance and exit? Will this eventually put more subdivisions in imminent domain?
Traffic Congestion	<p>The interchange on 303 Northbound and Grand gets backed up because traffic heading West on Grand bottlenecks under the 303 overpass due to the third lane merging I tot two lanes. There is too much traffic for that intersection and they are adding a light further down on Grand and Deer Valley Rd. This will cause further congestion. More people are moving into hr community daily and the roads can't handle the additional traffic. The solution to this problem would be three lanes on Grand Ave heading West and two right hand turn lanes on 163rd Ave.</p>

Public Meeting Comments

Comment Theme	Question	ADOT Response
General	Will a recording of this meeting be made available?	A recording of this meeting will be posted to the project website at https://adot2050plan.com/ in the following days
General	Greetings. Why is Race/Ethnicity the only metric being captured? Seems gathering additional data on the audience (e.g., reason for attending, expectations, professional affiliations, etc.) would be additionally beneficial. Thank You	We gather this data as part of ADOT's Civil Rights and Title VI compliance for federal reporting purposes.
General	Will the slides be made available after the meeting? Thank You.	A recording of this meeting will be posted to the project website at https://adot2050plan.com/ in the following days
General	Can we receive a copy of the slides?	Yes, please email us at LRTP@azdot.gov and we can send you a copy of the presentation. It will also be available on the LRTP website.
General	Thank you Diana. I'm glad ADOT captures this data. I just think additional data would be most beneficial to ADOT as the Plan progresses. Thanks Again	Thank you. As part of our online comment form we ask additional optional demographic data, such as zip code, age and household income, to determine if we reached a representative cross section of Arizonans.
General	Thanks again, Diana.	
Passenger Rail	Amtrak provides Auto Train experience. Take your Auto on the Train - this would work for travel between Flagstaff, Phoenix and Tucson. ALSO for travel from Arizona to locations in California. Does ADOT include Auto Train?? https://www.amtrak.com/auto-train-saver-fares?cmp=pdsrch-AT%7CBrand%7CPhrase-bing&gclid=fbcab7f4b7f7149d4dfad311ff85a8e9&gclid=c=3p.ds&msclkid=fbcab7f4b7f7149d4dfad311ff85a8e9	Amtrak is a private rail service. ADOT does not construct, maintain, or operate rail services. ADOT's rail involvement is limited to roadway safety at crossing locations and limited administrative services for some federal program funding.

Comment Theme	Question	ADOT Response
Enhance Safety & Security	Are the LRTP's recommendations based on existing strategic highway safety plans' countermeasures (e.g., 2019-2023 Strategic Traffic Safety Plan?	The system needs identified as part of the LRTP were based on prior ADOT planning studies. Many of those take into account the Strategic Traffic Safety Plan countermeasures.
General	How may I secure resources for a Traffic Impact Study to be done at US191, MP452, need safe turning lanes to an organization	This can be requested by contacting our Northeast District staff. I have pasted the NE District contacts here. We suggest you start by contacting the Community Relations Project Manager Ryan Harding. https://azdot.gov/contacts-northeast-district
General	Perfect. Thanks	
Modernization	What is ADOT doing today and with the LRTP to ensure cellular and internet service on all state highways so the public can successfully call 9-1-1 and First Responders have the voice, text, and data services they need when responding to calls for service?	The LRTP addresses investments in modernization like broadband service, which will help address this. ADOT has actively permitted cell phone towers across the state to help improve service along state highways.
Passenger Rail	environmental and health stewardship Reduce Auto Emissions by putting Vehicles on TRAINS !!! Amtrak provides Auto Train experience. Take your Auto on the Train - this would work for travel between Flagstaff, Phoenix and Tucson. ALSO for travel from Arizona to locations in California. Does ADOT include Auto Train?? https://www.amtrak.com/auto-train-saver-fares?cmp=pdsrch-AT%7CBrand%7CPhrase-bing&gclid=fbcab7f4b7f7149d4dfad311ff85a8e9&gclid=c=3p.ds&msclkid=fbcab7f4b7f7149d4dfad311ff85a8e9	
General	Great stuff! Very useful information - THANK YOU!	
General	Thank you Nancy.	
General	What does the "U" in HURF stand for?	It stands for User. Highway User Revenue Fund.
General	"U" = User	

Comment Theme	Question	ADOT Response
Funding Sources	I thought the Pinal County Transportation funding program FAILED at the polls!!!	You are correct, the Pinal County tax did not pass. ADOT's revenue projections for the Long Range Transportation Plan do not include funding from a Pinal County transportation tax, only from transportation taxes in Pima and Maricopa Counties.
General	this is VERY WELL DONE!! THANKS!!	Thank you for your positive feedback, we will share it with the project team.
General	How many members of the Public are currently signed on to this Zoom session.?	We currently have 64 attendees signed in to the meeting.
General	why does scott sound lilke a towel is coveing his microphone?	We will let him know to see if he can make an adjustment to his audio.
General	thank you for the information, much appreciated	Thank you for your positive feedback, we will share it with the project team.
Funding Distribution	<p>I understand that we have dedicated funding for roads, freeways, and the associated technology. Do we have funding allocated for personnel and Information Technology Service Management (ITSM) to include the defense of those system for cybersecurity.</p> <p>As we grow the infrastructure we should account for the needed personnel to maintain and those to secure the network. There literally hundreds of cabinets where the network is extended for service for cameras, dynamic message signs, flow detectors, connected vehicles, etc., but it seems we are not investing in IT and cybersecurity operations.</p>	The LRTP is a policy based plan that addresses how we invest future funding. ADOT addresses cybersecurity as part of the operating budget. The Arizona Dept of Administration also has a cybersecurity division. In the LRTP Vision document we indicate that cybersecurity will be a continued challenge to address, particularly with new vehicle technologies. That is something we would need to address in the future through additional studies.
General	I TOOK this survey - it was comprehensive - THANK YOU	Thank you for your time and feedback.
General	re: Audio - THANK YOU!!	
Enhance Safety & Security	Looks like we should start to use steel guardrail posts.	

Comment Theme	Question	ADOT Response
Passenger Rail	In terms of things like wildlife crossings and the "bullet train" that is I believe is in Tier 2 under the federal funding but has been delegated to ADOT, where are those comments I would have directed to? System	Comments regarding wildlife crossings can be included in the LRTP comments. ADOT did complete a wildlife crossing study a few years ago that identified recommended locations for wildlife crossings. Those are being prioritized as projects through our P2P process. That plan is available on the ADOT website. Regarding the Tier 2 study for a bullet train we do not have information about that study. There was an intercity rail study between Phoenix and Tucson.
Expansion	Enhancement? Expansion? Where are those comments appropriately directed to?	The online comment form on www.adot2050plan.com allows you to provide comments on the Recommended Investment Choice included in the draft LRTP.
General	Thank you!	
Environmental & Health Stewardship	You mention fires, floods, and earthquakes. . . In California – with extreme weather conditions but no mention of climate change, and how Arizona transportation both worsens climate change and is impacted by it. Even as I filed comments in March and other occasions, on the billions of dollars of climate damages over the next five years or so. But no response to my documented comments whatsoever. . . Curiosity compels. . .	live answered
General	Will you be answering our questions to all verbally on the webinar?	
Enhance Safety & Security	what about multiple escape routes from neighborhoods in case of fire. some folks in flg were noting that the Lahaina fatalities were caused in part by limited access, esp caused by accidents.	ADOT doesn't have direct responsibility regarding access from/into neighborhoods. While we coordinate the transportation network closely with local jurisdictions this would be an item to discuss with the City of Flagstaff.

Comment Theme	Question	ADOT Response
Funding Sources	What is the plan to try and fill the funding gap?	Unfortunately, the main revenue sources we use to fund transportation, such as the gas tax, are set and haven't been adjusted for inflation, which reduces our purchasing power. While ADOT does apply for certain federal discretionary grants for certain projects, it is not within ADOT's purview to seek new transportation funding methods; that is a policy decision by the Governor and legislature.
General	My questions will be included when I review the long range plan.	
General	I came in a little late. How will this impact the Salt River Pima Maricopa Indian Community?	live answered
Passenger Rail	RE: Amtrak - thanks for clarifying this	
Expansion	I've heard that Happy Valley Road between 163rd and vistanca will be 6 lanes - is this part of the 2050 plan?	Happy Valley Road is not an ADOT owned and maintained roadway. We suggest you contact the local jurisdiction regarding future improvements.
Expansion	Is the expansiob of the 303 / El mirage connection part of the 2050 plan?	This meeting is about the Long Range Transportation Plan, which establishes the vision for how the state's transportation system will develop over the next 25 years. The plan is not project-specific, but sets overall funding priorities for ADOT in the future. To learn more about potential projects, please visit ADOT's project web page at azdot.gov/projects or email projects@azdot.gov .
Rural Needs	speaking as a person who drives a lot in rural areas - WE APPRECIATE ADOT and their workers for keeping these roads SAFE and AVAILABLE	
General	Very informative presentation...Thank you for putting this together!	Thank you for your positive feedback, we will share it with the project team.

Comment Theme	Question	ADOT Response
Funding Sources	The 69.1 billion for HURF FAHP etc., is that needed or does ADOT have that now from the feds and state? Thanks-very interesting.	The \$69.1 billion is the total anticipated future ADOT revenue from all federal, state and local sources for the next 25 years.
General	Will ADOT use AI technology to help reduce costs in planning and construction projects?	ADOT is always looking at new technologies to improve how it does business and we will be exploring the use of AI technology.
General	have a DONATION 55-Gallon Drum at all FLAGMAN stops - it works for Churches!	
Preservation	how will the aging bridges be checked and modified? Is this this part of the annual adot budget (as well)?	Bridges are checked on an annual basis. ADOT has a bridge inspection program with a plan to inspect every bridge as part of the regular operating budget. If there are issues found, they are addressed appropriately.
General	Thank you for the presentation. Very informative with factual data and visual details. Great job ADOT!!	Thank you for your positive feedback, we will share it with the project team.
Rural Needs	When roads such as Hwy 89 north of Flagstaff, are closed due to various reasons. How are you going to assist Tribes to improve their roads because many times traffic is routed through Hopi and Navajo?	We will put you in touch with our Northeast District Engineer Ed Wilson and our tribal liaison to discuss this.
General	Jason and the moderator had BROADCAST QUALITY audio but poor Scott's microphone just is not cutting it!	
Environmental & Health Stewardship	With appreciation for your acknowledgement, but as the UN suggests, we are in Code Red for Climate, so we may need to act in much more agile fashion and more quickly than suggested. . .	
General	HAH!! I've been suffering with 3 Mb/s "broadband" out here in rural Kearny since 1998 - RURAL BROADBAND sucks!	
General	I worked with ADOT, I am familiar with the infrastructure.	

Comment Theme	Question	ADOT Response
Enhance Safety & Security	Would recommend that consideration be given to making safety the number one goal. Especially for rural roads. Shift preservation and maintenance to Goal #2. Also, this safety goal should embrace FHWA Safe System approach.	We will document your comment for the study record. ADOT is also in the process of updating the Strategic Safety for the State. These items will be addressed in that plan.
General	Thank you, Jason!	
Modernization	Are future EV charging stations a part of LRTP?	The Long Range Transportation Plan is not project specific. It is a policy document that helps ADOT set overall priorities for the next 25 years based on the stated Goals, Objectives, Strategies, and the Planning to Programming Process (P2P). For details on the EV Plan please visit azdot.gov/EVPlan
General	Oracle Arizona has a WORLD CLASS Wildfire management plan - I think it's called FIREWISE - check it out	
ADOT Infrastructure	I used to commute to work a lot in California, but find that AZ streets and bike lanes are too dangerous. I live in Mesa and we have major streets here. What is the planning around bike safety? I know Mesa did a survey for the residents, but don't have a statewide viewpoint except that Pima County has a lot of bike infrastructure, 100 miles of bike lanes, etc. This would also help by allowing commuters/recreational bike riders better health etc. Thanks	As part of ADOT's Strategic Highway Safety Plan we will be addressing bicycle safety.

Comment Theme	Question	ADOT Response
ADOT Infrastructure	I used to commute to work a lot in California, but find that AZ streets and bike lanes are too dangerous. I live in Mesa and we have major streets here. What is the planning around bike safety? I know Mesa did a survey for the residents, but don't have a statewide viewpoint except that Pima County has a lot of bike infrastructure, 100 miles of bike lanes, etc. This would also help by allowing commuters/recreational bike riders better health etc. Thanks	Additionally MAG has an Active Transportation Committee, and MAG considers such bike and ped needs in its planning. Also, ADOT is incorporating statewide bicycle safety considerations in its new Strategic Highway Safety Plan, which is now underway.
General	WaYouvella@hopi.nsn.us - Wallace Youvella Jr. (Vice Chair of the Hopi Transportation Team). HIR 60 from Polacca, Az. to Low Mountain, Az.	
Modernization	Will ADOT implement strobe light technology for wrong way drivers with the general purpose lane project from Shea to Princess?	The LRTP is not project specific so we can't address this question at tonight's meeting. ADOT is planning to use wrong way technology on the Loop 101 Princess to Shea widening project. You can find more information on that project at: https://azdot.gov/projects/central-district-projects/loop-101-pima-freeway-princess-drive-shea-boulevard-improvements
Funding Sources	My MPO Board members have expressed concern about the changing vehicle fleet (electric vehicles) accelerating the loss of gas tax revenues. Will ADOT be able to use this plan to talk to the Governors office and State Legislators about the need to figure out how to maintain roads in the future?	
Environmental & Health Stewardship	I'm glad to hear that our climate impact is being considered when making these decisions. I hope we can see more progress in low emission public transportation and passenger rail. Thank you!	

Comment Theme	Question	ADOT Response
Preservation	I don't have a question just a comment. I live in the SCC area and would just like to say thank you for the improvements made to Mariposa Road in Nogales which I know belongs to ADOT. Very user friendly now.	
General	Do people have to PAY for using EV Charging stations - or are they provided for FREE?	A fee will be charged to use the EV charging stations. No state funding will be used to develop the EV charging station network. The charging stations will be built with 80% federal funding and a 20% private match. ADOT will administer the contracting process.
General	Thanks so much	
General	There ought to be an APP for people driving EVs that provides them with real time information about where charging stations are using GPS to match the drivers' EV location and the nearest - WORKING and AVAILABLE EV charging station - what is ADOT doing to provide this EV Charging station "sniffer" app?	If you would like to comment on the EV plan please visit azdot.gov/EVPlan
Multimodal Planning	Do highway-adjacent multi-use paths fall under ADOT's administration? If so, are these multi-use paths included in the vision for highway improvements? For example, there are multi-use paths beside the 202 near the 24 interchange.	The multi-use pathways are not under ADOT's jurisdiction, they are maintained by the local municipalities.
Funding Sources	In reference to HURF funding, the Tohono O'odham Nation and Pascua Yaqui Tribe are not eligible, they are a part of PAG. Are you able to provide some information as to why not?	We would suggest that tribal officials follow up with the Pima Association of Governments regarding this.

Comment Theme	Question	ADOT Response
Modernization	Suggest adding a technology plank to the plan that would encourage the development and implementation of technology based low capital cost techniques that will help improve safety and better utilize available capacity especially in areas of chronic congestion. Potential ideas for this plank might include variable speed limits, speed management, and red light running management.	Thank you for your comment, we will include it for the study record.
General	HELP! I can SEE the CHAT text - I can use SELECT ALL to highlight it - but I CANNOT PASTE IT into my notepad file! that means all these URLs are not available to me can somebody please SEND me the CHAT TEXT to gkkearny@gmail.com THANK YOU!	No problem, we will send you the links directly via email.
General	I CAN copy and Paste the text fromm the Q&A just fine	
General	if you can COPY the CHAT text and PASTE IT into the Q&A thing I CAN COPY THAT!	
General	RE Links - THANKS!	
General	I tell people that Kearny,Arizona is the BERMUDA TRIANGLE of modern technology - NONE OF IT WORKS !!	
General	Thank you!	
General	THANK YOU!	
General	thank you!	

ADOT Email Comments

Email	ADOT Response
<p>One quick question, will the Long-Range Transportation Plan (LTRP) include Electric Vehicle (EV) Charging Station? And is there a date as to when the Bid will be released?</p>	<p>Thank you for contacting the Arizona Department of Transportation. The Long Range Transportation Plan is not project specific. It is a policy document that helps ADOT set overall priorities for the next 25 years based. To learn more about the EV Plan please visit www.azdot.gov/EVPlan. On the EV website you will find the Request for Information (RFI) for the plan that will remain open through July 28, 2023. For more specific contracting questions please contact P3Office@azdot.gov.</p>
<p>Having just driven to and from Las Vegas for the airport I would like someone to please fix this hwy outside of Kingman to Lake Mead. How sad that state of AZ thinks driving through a por hole a minute is acceptable. It is embarrassing. Also I 40 between Kingman and Seligman is a disgrace.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Please look into making it a 4 lane split highway between Star Valley and the split highway on the 260.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>We are very pleased here in the Pinetop/Show Low area at the road repairs that are currently being completed. The constant pot hole filling and re-filling wasn'</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

Email	ADOT Response
<p>Without actually viewing the plan, I hope some serious time will be spent on the route 40 Interstate. Parts of it are like a washboard. Example: between Kingman and the California border. In both directions. Signs are posted "Rough Road" That's a clue that it needs repair.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Hire immigrants and unskilled labor, including those lacking papers, who speak little English, to fill in pot holes using shovels, eliminating the need for repaving roads using very expensive equipment. Please dramatically change the budget as follows:</p> <ol style="list-style-type: none"> 1) Maintenance 15% 2) safety improvements 10%. It's too expensive to try to build massive guardrails capable of holding back very heavily-loaded trucks, which constitute less than 10% of traffic. Americans can't afford it, put the money into electric vehicle charging stations. 3) Widening highways 75%. Don't waste resources adding just one lane, add at least 2 lanes in each direction. Where necessary, widen bridge spans to accommodate traffic needs fir the next 100 years, not 10 years. This way, widening is built all at once, not 2, 3 or 4 times. 	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

Email	ADOT Response
<p>First, thank you for this huge planning effort and for inviting public comment. A large part of my career involved project planning, so I recognize the vital importance of requirements gathering and applaud your dedication to doing so.</p> <p>I offer a few comments.</p> <ul style="list-style-type: none"> - Goals #4 through #6 seem irrelevant, or at least insignificant. I suggest that, if included at all, they be given very little weight. - There is too much focus on Maricopa and Pima Counties; people in all the counties will be funding these projects and their needs must also be addressed. <p>May I also offer an observation on a different transportation-improvement matter? I have been told that the long stretch of I-10 between Casa Grande and Phoenix is limited to only 2 lanes in both directions because acquiring more land involves excessive cost. If that is indeed the problem (of course, I may be misinformed), I suggest the solution used along California's I-5. There the center median land was re-purposed into additional lanes, with a sturdy central barrier dividing the north-bound and south-bound lanes. California often isn't a good model, but I think that idea may merit consideration.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Remove I-11 from any plan.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our</p>

Email	ADOT Response
	team. We will share more information on the LRTP as it becomes available.
<p>Please do not proceed with plans for 1-11. It is a very bad idea. I am totally against it. Thank you for your time.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Stop I 11 Devastation!! The route thru Tucson Mountain Park and surrounding areas would be a tragedy AND far more expensive that the alternate plans!</p> <p>Just Say NO!</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>To those it may concern, let it be known that I am steadfastly opposed to construction of the I-11 corridor. This project is unnecessary and would destroy private and public lands. The proposed project would further disrupt an already threatened ecosystem that is fragile in this age of global warming. Why can't the same amount of planning and resources be applied to more eco- friendly transportation alternatives. We need fewer roads. Not more roads.</p> <p>Thank you.</p> <p>Kathleen Wiest</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

Email	ADOT Response
<p>No!!! No!!! No!!! to the I-11 project!! Sent from my iPhone</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>The Desert Tortoise Council (Council) is a non-profit organization comprised of hundreds of professionals and laypersons who share a common concern for wild desert tortoises and a commitment to advancing the public’s understanding of the three desert tortoise species. Established in 1975 to promote conservation of tortoises in the deserts of the southwestern United States and Mexico, the Council routinely provides information and other forms of assistance to individuals, organizations, and regulatory agencies on matters potentially affecting desert tortoises within their geographic ranges. Both our physical and email addresses are provided above in our letterhead for your use when providing future correspondence to us. When given a choice, we prefer to receive emails for future correspondence, as mail delivered via the U.S. Postal Service may take several days to be delivered. Email is an “environmentally friendlier way” of receiving correspondence and documents rather than “snail mail.” We appreciate this opportunity to provide comments on the Arizona Department of Transportation’s (ADOT) draft 2050 Long-Range Transportation Plan (LRTP). Given that most of the proposed projects occur in habitats likely occupied by Sonoran desert tortoise (Gopherus morafkai) (synonymous with Morafka’s desert tortoise) and that some of the projects to the west (Black Hills area) and north (Beaver Dam Slope/Littlefield areas) support Mojave desert tortoises</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

Email	ADOT Response
<p>(Gopherus agassizii), our comments pertain to enhancing protection of these species during activities proposed in the future under this plan and subsequent specific transportation development plans. Please accept, carefully review, and include in the relevant file the Council's following comments and attachments for the proposed plan.</p> <p>The Sonoran desert tortoise is not currently listed under the Federal Endangered Species Act (FESA), although it has been proposed for federal listing and was formerly designated as warranted but precluded from listing. We understand that efforts are underway to reevaluate the recent decision not to list this species. Currently, in Arizona, Morafka's desert tortoise is a state protected species, and Arizona Game and Fish Commission Order 43 has prohibited the removal of Sonoran desert tortoises from the wild since 1988. Under Arizona Revised Statute (ARS) 17-306, it is unlawful to release wildlife (including Morafka's desert tortoise) in Arizona without prior approval from the Commission/Arizona Game and Fish Department. ARS 17-309 establishes the penalty for a violation. Per Arizona Administrative Code R12-4-402, it is unlawful to import, export, or offer to sell live wildlife, including Morafka's desert tortoise. It is unlawful to propagate captive Morafka's desert tortoises or export them from Arizona.</p> <p>Since 2018, the Council has commented on three different ADOT projects, which we feel are all relevant to the current planning exercise. Therefore, we are resubmitting those three documents as attachments to this letter with the expectation that ADOT will consider (or reconsider) the points made with regards to ADOT's 2019-2023 Five-Year Transportation Facilities Construction</p>	

Email	ADOT Response
<p>Program (Desert Tortoise Council 2018a), ADOT’s Application for Assumption of Federal Highway Administration’s National Environmental Policy Act Responsibilities (Desert Tortoise Council 2018b), and ADOT’s Statewide Rest Area Study (Desert Tortoise Council 2023). We note that ADOT is a signatory to the Candidate Conservation Agreement for the Sonoran Desert Tortoise (CCA) (USFWS et al. 2015). As such, ADOT is a member of the Arizona Interagency Desert Tortoise Team, which is the primary channel for interagency coordination on Sonoran desert tortoise management and research activities in Arizona. The purpose of this CCA is to complement existing conservation and management plans that are designed to conserve Sonoran desert tortoise populations and habitats in Arizona. A goal of the CCA is to implement range-wide conservation and management of the Sonoran desert tortoise by assessing and directing lasting conservation measures in Arizona. Please be sure that final environmental document(s) describe this relationship and define ADOT’s responsibilities as they pertain to implementing the LRTP over the next 27 years and fulfilling the goals of the CCA. CCA’s goals include: (1) range-wide conservation and management of the Sonoran desert tortoise by assessing and directing lasting conservation measures in Arizona; (2) facilitating and directing effective tortoise conservation actions across multiple agencies to achieve an organized conservation approach with coordinated actions and uniform reporting, integrated management, monitoring, and research efforts; and (3) facilitating a cooperative conservation effort among identified state and federal agencies and non-federal landowners in Sonoran desert tortoise</p>	

Email	ADOT Response
<p>conservation in Arizona</p> <p>Our primary concern is that the LRTP does not address an obvious need for each specific, future transportation plan to address environmental concerns about those species that are at risk, whatever their official federal status may be. As such, we propose that for future projects resulting in improvement, expansion, or creation of roads and related facilities in suitable or occupied tortoise habitats, or habitats needed for connectivity between tortoise populations, that specific and correctly performed surveys (USFWS 2019) of the area be conducted and reported as part of that specific development plan. ADOT should commit to providing appropriate mitigation that fully offsets the direct, indirect, synergistic, interactive, and cumulative impacts that will result from any project facilitated by the LRTP, and implement effective measures to protect tortoises and tortoise habitat both during and following project development such that long-term viability and conservation is assured.</p> <p>It is clear to the Council that development that diminishes either tortoise populations or their habitats would undermine recent federal decisions that the Sonoran desert tortoise not be listed. Responsible action requires that ADOT considers desert tortoises at all levels of planning for future developments. ADOT should identify protective measures during project planning, implement those measures during construction to avoid loss of habitat and individual tortoises, and treat tortoises in a conscientious manner during operations and maintenance.</p> <p>The Council understands that the LRTP focuses on overall financing for road improvements</p>	

Email	ADOT Response
<p>and that detailed and specific plans will be prepared on a project-by-project basis. The Recommended Investment Choice (RIC) breakdown of spending in the draft LRTP for greater Arizona (excluding Maricopa and Pima counties) is:</p> <ul style="list-style-type: none"> • 78% (\$25.2 billion) for system preservation. • 15% (\$5 billion) for system modernization for new technologies and safety improvements. • 7% (\$2.2 billion) for system expansion to widen and add new highways. <ul style="list-style-type: none"> o The percentage of system expansion is lower in greater Arizona and higher in Maricopa and Pima counties, which have dedicated transportation sales taxes and a higher percentage of funding dedicated toward expansion projects. <p>We are disappointed that the draft plan does not address, even in a general sense, the need for environmental reviews, onsite species studies, or specific mitigation proposals for future projects. Because this is a funding document, it would be appropriate in the final iteration to indicate how funding will be spent to provide for environmental protection and conservation enhancement especially for Mojave and Sonoran desert tortoises. We also urge that all plans for new roads take into account specific information on the location of species, identify risks, and prioritize routes that avoid adding to that risk.</p> <p>We appreciate this opportunity to provide comments on this project and trust they will help protect tortoises during any resulting authorized activities. The Desert Tortoise Council asks to be identified as an Affected Interest for this and all other projects funded, authorized, or carried out under this LRTP that may affect the Sonoran desert tortoise, and that any subsequent</p>	

Email	ADOT Response
<p>environmental documentation for this project is provided to us at the contact information listed above. Additionally, we ask that you respond in an email that you have received this comment letter so we can be sure our concerns have been registered with the appropriate personnel and office for this project. Respectfully,</p>	
<p>Why did they stop paving SR260 in pinetop/ lakeside? The area from the High School to the Den has several areas unpaved/ repaired just waiting to be torn up bef</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>We need more passenger rail. Flagstaff to Tucson via Phoenix. Phoenix to Los Angeles and Phoenix to Tucson.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>* ADOT must focus on something besides highways, and the main focus must be on high speed rail from Phoenix to Los Angeles.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

Email	ADOT Response
<p>I-40 & Rt 93, both sections north and south of Kingman are 2 of the worst roads in the U.S., I have over 5 million accident free miles in big rigs so I know what I am talking about.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Thank you for reaching out and being sure we engaged in reviewing the LRP. As you know, the end of July was indeed busy, but we're thrilled with the outcome of getting enabling legislation across the finish line this year and the swift signature of Governor Hobbs on 8/1. I know you've recognized how much work this has been for our agency and staff, and while there's more work ahead, this is indeed a tremendous victory for the region and state.</p> <p>You can access pdf icon our comments in the LRP here; this link should be good through the week, so please be sure to download at your convenience. Let us know if you have any questions.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Thank you for the invitation to join the recent ADOT virtual public meeting seeking public input on the Draft 2050 LRTP. The Tucson–Pima County Historical Commission (TPCHC) unanimously passed a motion to submit comment on ADOT future plans affecting the City of Tucson, City of South Tucson, and Pima County. The TPCHC usually supports safety improvements and multimodality projects implemented with the existing right of way. Our main concern is threats to historic and potentially historic/cultural resources. Therefore, our comments only apply to the relatively low percentage of ADOT projects consisting of system expansion/widening/new highway construction. We realize the 2050 LRTP is not project specific but hope that our comments and</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

Email	ADOT Response
<p>recommendations are considered during the earliest phases of new project selection and planning. We are submitting our comments in the form of general Historic Preservation Best Practices that can and should be applied to any transportation project.</p> <p>Historic Preservation Best Practices for Transportation Projects</p> <p>Public Outreach</p> <ul style="list-style-type: none"> • Notify nearest Historical Commission(s)/Preservation Commission(s) of public outreach. • Perform preliminary historical/archaeological/cultural resource inventory before public outreach and before approval of project. <p>Transparency</p> <ul style="list-style-type: none"> • Create large, easy-to-understand maps of the project areas. • Clearly show all historic buildings and cultural resources that could potentially be demolished, even if the alignment is not finalized. • Create an objective, digital mock-up of a representative section of roadway, and/or conduct a public site visit. • When conducting opinion surveys, offer a “no-build” or “just fix potholes” option. <p>Planning and Construction</p> <ul style="list-style-type: none"> • Notify nearest Historical Commission(s)/Preservation Commission(s) early in the planning process. • Use design flexibility recommended by AASHTO Green Book, 7th edition, 2018, subchapters 1.1, 1.9, 2.4.5, 8.2.3, 9.2.4, etc., to design projects with a goal of zero demolitions of historic and potentially historic buildings. • Allow, encourage, publicly advertise, and facilitate moving of historic or potentially historic structures that are slated for demolition. • Do not demolish buildings until construction is fully funded and imminent. • For large, long-term projects, divide projects into phases. The most historically sensitive phase should be built last. • Transportation needs can change unexpectedly due to unforeseen factors (climate change, energy costs, pandemics, etc.), therefore projects should sunset and be reviewed every five years. • An even higher level of care is required if the roadway itself is historic or potentially 	

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<p>historic. Discuss preservation of historic features such as guard rails, lighting fixtures, etc. with the State Historic Preservation Officer (SHPO) and nearest Historical Commission(s)/Preservation Commission(s).</p> <p>Please do not hesitate to reach out to me if you have any questions about this letter. My e-mail address is tmajewski@srcrm.com, and my telephone is (520) 907-9677. We respectfully request that the ADOT 2050 LRTP incorporate these Historic Preservation Best Practices for Transportation Projects</p>	
<p>Thank you for this opportunity to comment on the next 25-year plan for Arizona transportation.</p> <p>The most important comment I can make is to electrify and decarbonize the state transportation system and network. The next 25 years will be the most challenging environment the state will have ever experienced due to the unfolding climate crisis, if we do not zero our carbon emissions. Therefore, all priorities must include these 2 imperatives — electrify and decarbonize. Arizona has a unique opportunity to unify the state by building a Nogales to Flagstaff electric rail system powered by solar and wind resources and link to growing microgrids throughout the north-south line.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>
<p>Thank you for the opportunity to provide comments on the Arizona Department of Transportation's (ADOT) draft Long-Range Transportation Plan (LRTP). Please accept these comments on behalf of Sierra Club's Grand Canyon Chapter and our more than 35,000 members and supporters in Arizona.</p> <p>The Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). Your comments are important to us and will be shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

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<p>practice and promote the responsible use of the earth’s ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environments.” Sierra Club has long been committed to protecting public lands, wildlife habitat, and public health and to ensuring that transportation and development accommodate ecological considerations and communities’ best interests. We have worked for many years to help address climate change, limit urban sprawl and habitat fragmentation associated with freeways and other roads, to minimize air pollution and other negative aspects of transportation, and to promote alternative modes of transportation, including rail. Our members have a significant interest in this plan as they live and work in and use areas that will be affected.</p> <p>General Comments on Draft Long-Range Plan</p> <p>Overall, we are pleased to see more emphasis on pedestrian and bicycle safety under Goal XX and the provisions of Goal 4 on Environmental health and Stewardship, but this plan still overemphasizes roads and freeways and provides much less emphasis on rail, mass transit, and other transportation alternatives. Please consider focusing the roads portion on maintenance and safety improvements and elevating the other transportation forms that are part of multi-modal – rail, buses, trollies, bicycles, and pedestrian travel. Doing so is especially important in light of the climate crisis and the need to do everything we can to clean up our air, especially in those areas that are failing to attain public health standards for criteria pollutants.</p>	

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<p>Transit spending has a much better return on investment than highway and other roadway spending and can help improve our air quality and reduce greenhouse gas emissions. Planning and policies that increase alternate modes of transportation result in increased economic productivity, whereas increased spending on roadways leads to a decrease in per-capital gross domestic product and increasing external costs.^{1,2}</p> <p>We understand the need to relieve congestion on existing roadways and to connect growing population areas, but roads are only temporary solutions. In order to accommodate transportation within and between growing cities and towns, these roads have been consistently widened and manipulated with only short-term congestion relief. Providing alternative transportation choices to people can dramatically reduce vehicle use, lessening traffic congestion and impacts to human health and the environment.^{3,4} This will help ADOT better meet the goals relative to Environmental health and Stewardship and to Enhance Construction and use of roadways have long-term negative impacts on our environment and our communities. ADOT needs to consider these effects and ways to avoid them, such as through alternative transportation options that reduce the number of vehicles on the road, thus reducing construction and maintenance needs, pollution, greenhouse gas emissions, and more. Key concerns relative to a road-focused effort are the negative effects on air quality. Both construction of and the induced travel associated with more and more roads considerably degrade air quality in surrounding areas. Dust and other air pollutants are major factors during the construction process as well as during road usage. Cars and trucks contribute to particulate</p>	

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<p>and ozone pollution and are significant sources of hazardous air pollutants, which can have a negative impact on human health as well as the environment.⁵ With many of our urban areas – and some less urban areas, as well – struggling to meet the health-based standards for particulates and ozone, it is not rational to continue to plan a transportation system that effectively continues the status quo. Transportation is the largest source of greenhouse gas pollutants in the United States. ⁶ With the threat of global climate change, we need to be working to reduce greenhouse gases, rather than designing new transportation routes that will further exacerbate the problem. Another primary concern is the impact of additional and wider roads on wildlife and wildlife habitat. Numerous studies have shown that roadways act as major threats to a variety of wildlife populations.^{7,8,9} Where it is determined that new roads or alteration of existing roads or fences is necessary, ADOT must design these routes to minimize impacts on wildlife and their habitats. Funding should be allocated that allows for incorporation of suitable wildlife crossing structures and appropriate fencing structures, which will not only minimize habitat fragmentation but will also reduce vehicle-wildlife collisions, which is a concern for not only the animal but also for driver safety thus helping to address Goal 2 to Enhance Safety and Security. We encourage ADOT to focus more attention on these projects and to work closely with the Arizona Game and Fish Department to implement them. Related to habitat, we are also concerned about the spread of invasive species.</p>	

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<p>Construction, use, and maintenance of roads disturb soil and existing vegetation, allowing invasive plant species to take hold. These invasive species displace native plants, altering habitat and also potentially altering the fire regime, which poses a threat to both people and wildlife.¹⁰ Long-range plan should focus on minimizing disturbance and the spread of invasive plant species.</p> <p>Regarding Goal 5 on Equitable Access to the State Highway System, shouldn't that goal be "Equitable Access to Transportation" and include transit plans, rail, and safe biking and walking paths and sidewalks? Why is supporting accessibility to roads the focus? To serve communities with a large number of people with low incomes or other underserved communities, shouldn't accessibility include transportation that is affordable, such as transit?</p> <p>We appreciate ADOT including a Resilience Improvement Plan as part of its Long-Range Transportation Plan as it is clear we will see more and more extreme weather events and other impacts from the climate crisis. We should be doing all we can to ensure resiliency.</p> <p>Long-range plans for Grand Canyon Airport</p> <p>The Grand Canyon National Park Airport (GCN), bordering the historic "Heart of the Park" (Grand Canyon National Park) was constructed in 1965-67 as a State Airport. This project--barely pre-NEPA-- was quickly completed therefore, without sufficient environmental analysis/review under NEPA (which would be required as of 1970.)</p> <p>Decades-long environmental noise degradation/derogation resulted, and has since continued, over broad swaths of the Grand Canyon National Park, from the noise pollution GCN Airport daily facilitates--- via channeling its continually, heavily trafficked, Dragon and Zuni Air Tour Corridors</p>	

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<p>above and through the East End “Heart of the Park since the early 1990s. Over four million “air taxi”(air tour) operations have been documented over the East End of the Canyon , from GCN airport, 1990 to 2015; at least a million more were likely flown from Tusayan in preceding decades. Most of these now are continuous, day-long helicopter streams intruding upon Park backcountry, the noise spreading miles in all directions from each and every tour aircraft flown.</p> <p>This GCN-airport-facilitated, significant adverse Park-noise-pollution and derogation—since the past two decades thoroughly documented--- has continued substantially unabated, continuing to cause major adverse noise impacts throughout “the Heart of the Park” aka “East End,” Grand Canyon National Park). This is analyzed in the recent NPS DEIS (2011), in conformance attempts with the 1975 Grand Canyon Expansion Act, and the 1987 National Parks Overflights Act.</p> <p>There has been myriad continuing, or subsequent supporting noise analyses, surveys, maps and Environmental Impact statements, all posted online by NPS. The East End aircraft noise out of GCN unacceptably impacts hundreds of thousands of acres including favored backcountry trails, camping areas, and River trip stretches, and Park historic areas/locations. It has triggered Tribal, repeated complaints, re aircraft Noise impacting cultural sites and activities, such as periodic pilgrimages to their revered Tribal origin sites.</p> <p>Therefore, the Sierra Club asserts that any Long-Range Transportation Plan—such as this one now introducing the 2026–2050-time frame—should, in turn, assert urgency/intent to reassess the</p>	

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<p>resultant, seasonally resurgent noise damage to the Park’s wilderness character and visitor experience. This is consistent with Goal 4: Environmental Health and Stewardship. ADOT should as soon as possible reconsider the original Purpose and Need for Grand Canyon National Park Airport; and (increasingly focus on its re-designation or removal), in the next successive 5-year iterations of the ADOT Long Term Plan. Furthermore, we note that this State Airport (GCN, at the very edge of the Grand Canyon National Park) has recently become likewise tightly sandwiched between the present National Park and the corresponding, adjacent northern boundary (of the “Red Butte” sector) of the newly proclaimed Baaj Nwaavjo I’tah Kukveni - Ancestral Footprints of the Grand Canyon National Monument. The Presidential Proclamation specifically identifies the need to protect the natural quiet within the Monument's Bureau of Land Management and Forest Service lands near the Canyon as well. GCN Heli-pad 50-year leases expire near the middle of this draft Long-Range Plan, around 2040. So, we signal now to ADOT, that the current 50-year Tour Operator Leases should not be renewed; certainly not for anything remotely like levels of air tour operations that expanded rapidly post-1970, escalating even more heavily, post-1990 at GCN. Subsequent five-year iterations of this Plan, beginning with this 2030-2055 Plan, then for 2035-2060, et seq. should specifically, increasingly, require major re-focusing and redirection of Purpose and Need for Grand Canyon National Park Airport operations, in each of those planning revisioncycles, as they come up One long-term outcome for GCN may be as a reduced size airport for general aviation. Another outcome would be its de-commissioning, or removal to other legacy locations. Once the FAA determines that land is not needed for aeronautical purposes, it always has the option of</p>	

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<p>withdrawing that land-portion from the current airport boundaries, (current example being the Dayton – Wright Brothers Memorial Airport outside Dayton Ohio. See FAA: Federal Register, 08/23/2023: “Notice of Intent of Waiver With Respect to Land; Dayton-Wright Brothers Airport, Dayton, Ohio (Federal Register Document 2023-18078), 64 FR 7696: Docket (FAA-2023-0259) Filed 8-22-23, Comments Due 9/23/2023.)</p> <p>Summary</p> <p>In summary, we encourage ADOT to consider a different approach to long-range planning, one that de-emphasizes more and wider roads and freeways and puts more focus on transit, rail, bicycles, and pedestrian travel. The imperatives to do this are many, including safety, stewardship, environmental protection, air quality, climate, and a truly equitable transportation system. Doing so will help ADOT meet its goals and tweaking at least one of the goals will ensure more access to transportation to more people from underserved communities. We offer comments on Grand Canyon Airport in order for ADOT to begin to consider a smaller size airport or eliminating it altogether as part of long-range planning.</p> <p>Thank you for the opportunity to comment.</p>	

Key Stakeholder and Partner Comments

September 12, 2023

Attn: Jason James
1655 W. Jackson St.
Room 179, MD 126F
Phoenix, AZ 85007

RE: Draft 2050 Arizona Long-Range Transportation Plan

Thank you for the opportunity to provide comments on ADOT's draft *2050 Arizona Long-Range Transportation Plan*. ADOT has included the statewide COGs and MPOs throughout the planning process. This shows a commitment to reflecting the individual needs of our respective regions. Overall, the plan shows a balance between preservation, modernization, and expansion statewide, while reflecting the needs of each individual region. On behalf of the Pima Association of Governments (PAG), comments are provided below.

- On page 6 for the public engagement process, it would be helpful to have a breakdown of the geographic areas where respondents were from throughout the state. This information would tie into the graphics on page 17.
- On page 6, aside from tribal outreach, what outreach efforts are used to target disadvantaged communities such as those identified by USDOT's Climate and Economic Justice Screening tool or the USDOT Equitable Transportation Community Explorer?
- On page 7, clarify the intent of the "environmental and health stewardship" goal in the graphic. Is this to improve and/or support environmental and health stewardship?
- On page 8, the transit graphic is confusing. Does each system represent a jurisdiction? Provide more clarification. Clarify the difference between urban transit and small urban transit (is it service miles? Ridership?)
- On page 8, the graphic used for "freight transported by rail" is a commuter train and should be swapped out for a graphic that looks like a freight train.
- On page 10 there are 5 transit centers in Tucson (counting Amtrak and Greyhound).

- What is the difference between MAG's "Annual Transit Boardings" and PAG's "Transit Trips/Month?" These should be expressed the same way using the same graphic, ie. 52M annual transit trips for MAG and 12M annual transit trips for PAG.
- On page 10, provide bicycle and pedestrian infrastructure statistics. There are bike routes and sidewalks on some ADOT owned facilities along state routes such as SR77 in Tucson. Consider a statistic showing the number of ADOT facility miles adjacent to and/or carrying bike lanes, bike routes, shared use paths and sidewalks.
- On page 11, rename the "2045 RMAP" to the "2045 RMAP Update" as that is the official name of the plan approved in 2020.
- On page 14, make a mention of RTA funding in the PAG region. RTA Funds contribute to many ADOT projects. Please mention the RTA Next effort currently under development.
- On page 16, provide a legend/key for what E, M, and P mean similar to page 17.
- For all the goals and associated objectives/strategies, Justice40 should outline how the strategies will serve disadvantaged communities as appropriate. For example, the "pursue community-supportive transportation outcomes" on page 21 under Goal 4 could better address disadvantaged communities in the associated strategy.
- Consider including a brief performance measure report that shows targets and progress towards meeting them as they relate to the National Transportation Goals. Or provide a brief description of the performance measures and link to the ADOT performance measures dashboard.
- On page 21, the following objectives do not seem to directly relate to Goal 4. Provide additional clarification for how the objectives support Goal 4.
 - *Create opportunities for safe physical activity, equitable transportation choice, and community engagement.*
 - *Pursue community-supportive transportation outcomes.*
- On page 22, consider expanding the following strategy to go above and beyond the standard NEPA process to engage and involve underprivileged populations in the transportation planning decision making process. As NEPA is a requirement, this essentially says the strategy is to meet the federal requirements and implies

that NEPA has not been followed in the past. Suggest leaving this out or rewording it.

- *Through project development, ensure that the NEPA process is followed. As NEPA is a requirement, this says the strategy is to meet the federal requirements and implies that NEPA has not been followed in the past. Suggest leaving this out or rewording it.*