



2050 Long-Range Transportation Plan

ADOT

Public Meeting Summary

Revised July 2023

Public Involvement Executive Summary

As part of ADOT's 2050 Long-Range Transportation Plan (LRTP) update, ADOT and the LRTP consultant team conducted significant public and key stakeholder outreach to seek input on the plan development and transportation priorities.

Outreach Conducted

The following outreach activities occurred from October 2022 through March 31, 2023.

- **An online survey** in English and Spanish using the MetroQuest platform, conducted from October 24, 2022 to January 4, 2023. The survey was linked on the plan website.
- **A series of in-person and virtual public meetings** throughout the state from Feb. 28 - March 31, 2023. In-person meetings were held in Phoenix, Flagstaff and Tucson. Virtual meetings included an online Zoom meeting, a Telephone Town Hall (targeted to those without high speed Internet or digital device access) and a self-guided, virtual meeting room on the study website. Meetings included Spanish interpretation.
- **Key Stakeholder Outreach:** The LRTP team conducted a key stakeholder survey to Councils of Government (COGs) / Metropolitan Planning Organizations (MPOs), tribes, other state agencies, community/industry organizations and other key stakeholders to seek input on their desires and concerns related to the LRTP update, as well as how they would like to be involved. The ADOT LRTP project team conducted 18 individual meetings with representatives from tribes, COGs/MPOs and other key stakeholders to seek their input during the plan development.
- **Long-Range Transportation Plan website:** A comprehensive website (adot2050plan.com) was launched in October 2022 and remains active through the LRTP update. The website includes information about the Plan, how to participate, a virtual meeting room and ways to provide input.
- **Commenting opportunities:** Multiple options for commenting on the Plan were provided including: the online survey, public meetings, email, phone and mail.
- **Notification:** ADOT used numerous methods to notify the public of opportunities to engage in the LRTP update including: digital and print ads, GovDelivery email alerts, news releases, social media, the website, newsletters and providing information to key stakeholders to share with their constituencies. Notices and materials were provided in English and Spanish.

Participation Results

- **7,862 online survey** responses.
- **693 attendees** at public meetings.
- **1,145 comments received** (588 survey comments, 152 LRTP virtual meeting room/website comments, 126 virtual public meeting comments, 64 in-person public

meeting comments, 44 email comments, 41 telephone town hall questions, 41 website comments, 1 phone comment and 1 mailed comment)

- **15,339 website views**, with approximately 12,000 unique users.

What We Heard

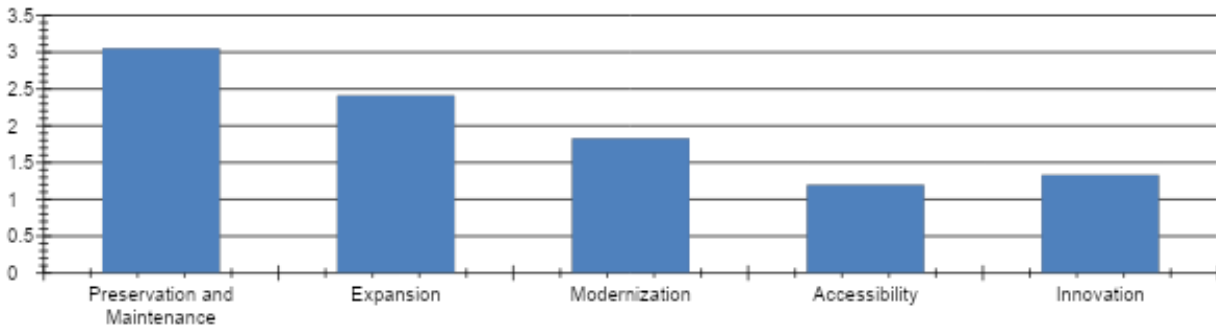
Common themes expressed by the public included:

- **The importance of maintaining existing ADOT roads and infrastructure.** System preservation and maintenance was consistently mentioned as one of the highest priorities. Pavement maintenance and repairs were the most commonly mentioned, followed by litter clean up.
- **Prioritizing projects that increase capacity on existing highways to address congestion or developing new highway corridors to address growth.** While LRTP educational materials emphasized that the plan isn't project specific but identifies overall priorities, many Arizonans requested specific projects for their communities.
- **Improving pedestrian and bicycle facilities and safety** on state highways.
- **Expanding transit** to provide multimodal transportation options.
- **The need for improving highways outside Maricopa County**, with a perception there is a lack of equity for improvements in rural areas.
- **The importance of extending the transportation tax in Maricopa County** to help fund improvements.

Survey Highlights

Survey participants were asked how they would allocate transportation spending among several budget categories, using a 10-point scale. The chart below shows how the public would allocate funding each category, with preservation and maintenance (~30%) and expansion (~24%) the highest priorities, followed by modernization, innovation and accessibility.

Average Budget Allocation of All Respondents



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 twenty-five years.

Public Meetings

Purpose

The project team held a series of public meetings and a 30-day comment period between February 28, 2023 – March 31, 2023, to provide the opportunity for the public to learn more about the Plan and give feedback before the draft Long Range Transportation Plan is finalized. The public meetings included information about the project background and timeline, and discussion of the vision, goals, needs, revenue and budget forecast for the draft LRTP. Public feedback was collected to inform the draft Long Range Transportation Plan, with a special focus on the needs and revenue portion.

Public meetings were held in-person at three locations (North, Central and South) across the state to maximize statewide participation. A virtual meeting was also held and advertised statewide, and a telephone town hall was promoted as an option for those with limited access to the internet, especially in rural areas. Finally, a virtual meeting room was provided on the website to give participants an easy way to access the meeting information if they were unable to attend the in-person, virtual or telephone town hall meetings. Question and answer sessions were conducted during or after all meetings to promote public engagement and encourage feedback.

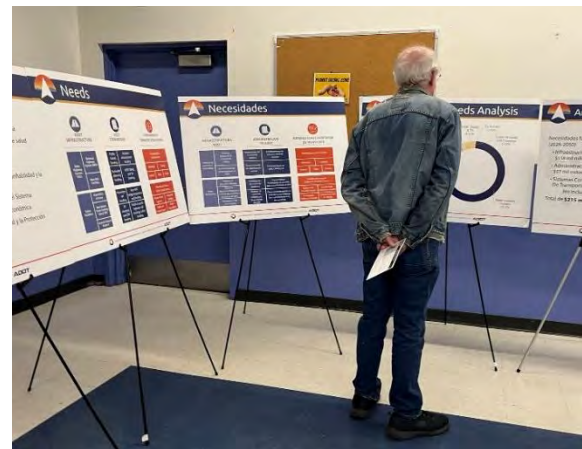


Image 1 - A member of the public at the South Region Public Meeting

Format

In-Person Public Meetings

The in-person public meetings began with an open-house with display boards on key components of the upcoming presentation, as seen in Appendix A. A formal presentation described the vision, goals, needs, revenue and budget forecast as well as public involvement and the results of a previous online survey (Appendix H).

After the presentation concluded, the speakers were available to answer questions and take comments. Participants were also invited to complete the comment card and the optional ADOT Self-ID survey to determine race demographics.

Central Region Meeting

The Central Region Meeting was held on February 28, 2023, at GateWay Community College in Phoenix. Approximately 17 people attended the meeting and left 18 comments (verbal and written.)

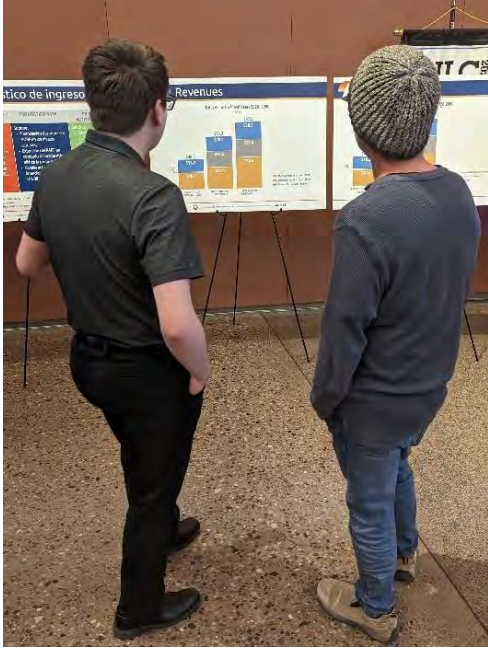


Image 2 - Central Region Open House

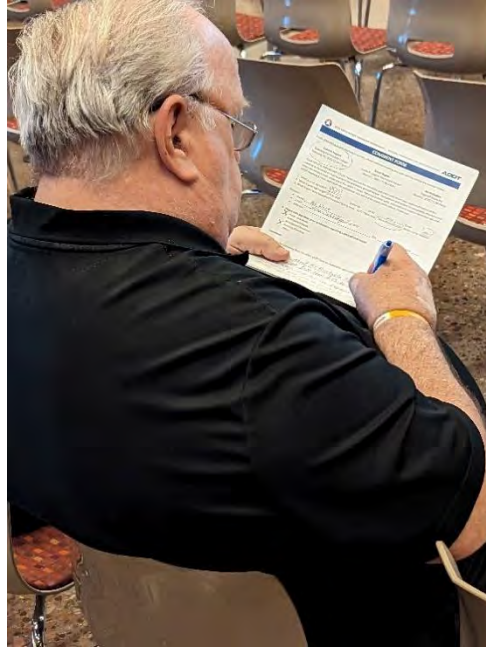


Image 2 - Central Region attendee fills out a comment form



Image 4 - Central Region Public Meeting Presentation

South Region Public Meeting

The South Region public meeting was held on Thursday, March 2, 2023, at the Donna R. Liggins Recreation Center in Tucson, AZ. Approximately 36 members of the public attended the meeting and 27 left comment cards or asked questions.



Image 3 - South Region Public Meeting Open House



Image 4 - South Region Public Meeting Open House



Image 5 - South Region Public Meeting Presentation

North Region Public Meeting

The North Region public meeting was held on Wednesday, March 8, 2023, at the Flagstaff Aquaplex Center. Approximately 19 participants attended the meeting and provided 19 comments (verbal and written.)



Image 6 - North Region Public Meeting Open House

Virtual Meeting

The virtual meeting was advertised with the in-person public meetings and consisted of a presentation and Q&A session at the end of the presentation. Approximately 307 attendees joined. 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 in the virtual meeting room after the presentation for those that were unable to participate. Approximately 126 comments were gathered via the Q&A function during the meeting.

Telephone Town Hall

The Telephone Town Hall was an audio-only telephone meeting and was advertised along with the other meeting options. Participants were given the option to sign up early to be called immediately prior to the meeting; the majority of participants joined by accepting marketing calls to mobile and landline numbers outside of the major cities of Flagstaff, Phoenix and Tucson. If dialed numbers were not picked up or declined, the telephone town hall coordinator automatically left a voicemail in the potential participant's voicemail. If the caller opted to join the event, they were placed into the conference and given the opportunity to make a verbal comment or leave a voicemail comment. The project voicemail hotline was also provided to those who wanted to leave a comment after the event.

During the course of the telephone town hall, 41 attendees requested to speak and were approved through the screening process. Six questions were answered live on-air and 35 additional attendees submitted questions. An additional 11 participants joined the speaker queue but were removed from the queue due to non-responsive or abusive answers.

Description	Contacts
Accepted calls (call recipients who listened to the prompt and joined the telephone town hall)	8,455
Declined calls (call recipients who hung up after hearing the call prompt)	3,891
Voicemails (call recipients who did not answer the phone and instead received a recorded voicemail prompt)	14,997
Accepted calls - 1 minute+ (call recipients who listened for at least 1 minute)	7,144
Accepted calls - 5 minute+ (call recipients who listened for at least 5 minutes)	1,686
Accepted calls - 15 minute+ (call recipients who listened for at least 5 minutes)	260

Table 2 - Telephone Town Hall Responses

The telephone town hall was provided in both English and Spanish. The event script has been added to this report as Appendix B.

Virtual Meeting Room

The virtual meeting room was hosted on the adot2050plan.com website and advertised via ADOT email blasts during the comment period. The virtual meeting room provided all materials in English, Spanish and accessible formats. It also featured an online form for comments. Additional comments were collected via the website through the general comment section. After the virtual meeting was conducted, a recording of the presentation was uploaded to the virtual room in English and Spanish.



Image 7 - Virtual Public Meeting Room Screenshot

Notification

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

- Printed ads in the Arizona Republic, Arizona Daily Star, Arizona Daily Sun and La Voz (see Appendix C 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 opportunities was distributed in various newspapers throughout the state. A Spanish ad was also listed in La Voz/TV Y mas, a prominent Spanish-language publication. A full list of publications and dates are provided below. Public meeting ad affidavits of publication are provided in Appendix C. Additional digital advertising was displayed on Tucson.com and AZDailySun.com. The web banners are available for review in Appendix D.

Publication	Arizona Republic	La Voz/TV Y Mas	Arizona Daily Star	Arizona Daily Sun
Digital Metric	None	None	33,333 impressions	114 link clicks
Print Dates	2/8/2023	2/10/23	2/8/2023	2/15/2023
Digital Dates	N/A	N/A	2/8/2023 – 2/20/2023	2/15/2023

Table 1 - Advertisements Information

Email Messages via GovDelivery

The table below lists email messages 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 to host public meeting Feb. 28 in Phoenix for the 2050 Long Range Transportation Plan	2/17/2023	11,907	39%	4,241
ADOT News: Feb 28 meeting to focus on Arizona Long Range Transportation Plan	2/22/2023	43,149	35%	755
Reminder: ADOT to host in-person public meeting tomorrow, Feb. 28 in Phoenix to receive input on the 2050 Long Range Transportation Plan	2/27/2023	11,883	35%	304
Public meeting March 2 in Tucson on the 2050 Long Range Transportation Plan	2/28/2023	25,002	34%	443
ADOT to host in-person public meeting March 8 in Flagstaff to receive input on the 2050 Long Range Transportation Plan	3/1/2023	15,532	33%	236
Reminder: ADOT to host in-person public meeting today, March 2 in Tucson to receive input on the 2050 Long Range Transportation Plan	3/2/2023	25,011	34%	378
ADOT to host in-person public meeting March 8 in Flagstaff to receive input on the 2050 Long Range Transportation Plan	3/7/2023	15,460	36%	278
ADOT News: ADOT to host virtual meetings about Long Range Transportation Plan	3/7/2023	43,280	36%	558
ADOT to host virtual meeting March 9 on the 2050	3/8/2023	81,926	40%	1,522

Long Range Transportation Plan				
ADOT to host Telephone Town Hall March 22 on the 2050 Long Range Transportation Plan	3/15/2023	11,804	36%	3,947
Reminder: ADOT to host Telephone Town Hall tomorrow, March 22 on the 2050 Long Range Transportation Plan	3/21/2023	11,800	33%	3,557
Missed our public meetings? Comments are being accepted on the Long Range Transportation Plan through March 31	3/23/2023	8,670	32%	277
Long Range Transportation commenting period closes tomorrow, March 31	3/30/2023	8,686	38%	387

Table 4 - Email Messages and Metrics

Overall, email notices were sent to a combined 314,110 recipients. The email notices had a median open rate of 35%, which is higher than the typical median open rate seen by other users of the same email platform (21%). The notices also generated 16,883 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.

Social Media

The project team developed social media posts and verbiage to advertise the public meeting, which ADOT distributed via their Facebook, LinkedIn and Twitter social media channels. Social media posts are listed in Appendix E.

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 F.

Earned Media

The LRTP public meetings received media coverage regarding the public meeting in Tucson and virtual meeting room. A list of media clips is included in Appendix M.

Text Message Notifications

Text messages were sent out as an additional notification for the telephone town hall. Approximately 20,000 cell phones from cities outside of Flagstaff, Phoenix or Tucson were sent a message to ask them to join the priority call list for the telephone town hall, or to provide comments on the LRTP via the website. Participants could also opt-out of being contacted and were not included in the telephone town hall dial out.

Meeting Materials

The ADOT 2050 Long Range Transportation Plan website was established as a primary communication tool, including project overview and purpose, Frequently Asked Questions and resource center that included completed documents and fact sheets. In-person meeting attendees were provided fact sheets, meeting boards and comment forms in English and Spanish. A virtual meeting room also provided digital copies of the fact sheets, meeting boards, comment forms and

presentation slides for virtual meeting attendees in English and Spanish. The recording of the presentation was also uploaded to the virtual meeting room in English and Spanish and linked to on the website. The fact sheets and comment forms have been included in this document under Appendix G.

Website

The ADOT 2050 Long Range Transportation Plan website was established at the beginning of the project and 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 contained recently completed public 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. User analytics during the public outreach period are provided in Appendix N.

Presentation

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

- Project purpose and timeline
- Project vision and goals
- Project needs and anticipated revenue
- Public involvement overview
- Future opportunities for public input

Meeting Boards

Meeting boards were created in English and in Spanish for the open house portion of the public meeting. The public were invited to review the boards and ask questions before and after the formal presentation. Copies of the meeting boards are included in Appendix A.

Fact Sheets

Fact sheets to help summarize the first two working papers (2050 LRTP Vision and Goals and the 2050 LRTP Current Conditions Report) were created in English and in Spanish and provided at the public meeting. They were also added to the website and virtual meeting room. They can be viewed in Appendix G.

Comment Cards

Online and printed comments were collected via digital and printed comment forms, as well as verbally in question and answer sessions during all five meetings. The public was encouraged to share their ideas and concerns. A virtual comment form, email address, mailing address and phone number were also provided as additional ways to provide comments. Scans of the blank comment form are available in Appendix G.

Metrics

Self ID Survey

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

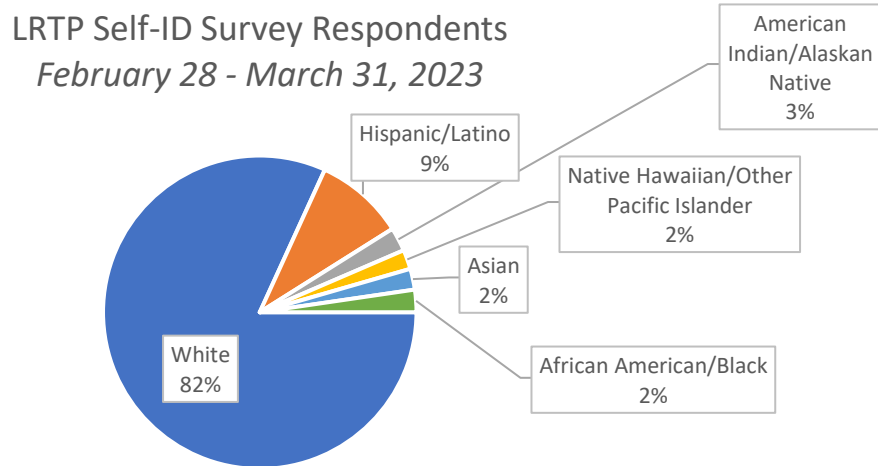


Figure 1 - Self-ID Survey Race and Ethnicity (February 28 – March 31, 2023)

Meeting Attendance

Meeting	Date	Number of Attendees	Number of Pre-Registrants	Number of Comments Collected	Comments List In:
Central Region	February 28, 2023	17	Not applicable	18	Appendix L
South Region	March 2, 2023	36	Not applicable	27	Appendix L
North Region	March 8, 2023	19	Not applicable	19	Appendix L
Virtual Meeting	March 9, 2023	307	659	126	Appendix K
Telephone Town Hall	March 22, 2023	260	95	41	Appendix K

Table 5 - Meeting Attendance Metrics

Prior registration was not required for the in-person meetings in the Central, South and North regions. Scans of the meeting sign-in sheets are in Appendix I.

For the purposes of the telephone town hall, the Number of the Attendees is defined as callers who accepted the call and listened for 15 minutes or more.

Feedback

Over 500 public comments were collected throughout the public meeting period via public meetings, the website, emails and social media.

Virtual Room Comment Form

General themes and trends are included in the table below in order of the most common sentiments received. Participants were given the opportunity to self-identify the area of interest on the comment forms for the public meetings and virtual meeting room.

Area of Interest	Comment Themes
Vision and Goals	<ol style="list-style-type: none"> 1. Promoting bicycle infrastructure and facilities 2. Expanding public transit 3. Increased modernization and safety measures 4. Maintaining the existing roadways 5. Increasing opportunities for electric and autonomous vehicles 6. Creating more transportation partnerships between cities
Anticipated Needs	<ol style="list-style-type: none"> 1. Fixing or maintaining roads in poor condition 2. Promoting bicycle infrastructure and facilities 3. Expanding public transit, including urban and high-speed rail 4. Prioritizing active projects or expediting current projects 5. Expanding transportation options throughout the state 6. Expanding active roads in rural parts of the state
Anticipated Revenues	<ol style="list-style-type: none"> 1. Extending the transportation tax to help fund road projects 2. Prioritizing active projects or expediting current projects 3. Expanding active roads in rural parts of the state
Funding Priorities	<ol style="list-style-type: none"> 1. Prioritizing active projects or expediting current projects 2. Promoting mobility, accessible and reliable transportation 3. Promoting bicycle infrastructure and facilities 4. Expanding public transit, including urban and high-speed rail 5. Expanding transportation options throughout the state 6. Fixing or maintaining roads in poor condition
Other	<ol style="list-style-type: none"> 1. Prioritizing active projects or expediting current projects 2. Increased safety measures for highways 3. Expanding public transit, including urban and high-speed rail 4. Expanding active roads in rural parts of the state 5. Reducing noise and environmental impact for trains and highways

Table 6 - Virtual Meeting Room Common Feedback Themes

Website Comments and Emails

Members of the public had the opportunity to email their comments and questions to the project email address or via the website comment form throughout the comment period. A list of comments and their responses are listed in Appendix K.

Public Meeting Comments

Comments were provided at the public meetings either by physical comment form or verbally. Comments were provided at the virtual meetings either by participants typing into the Q & A field or verbally. A list of comments is provided in Appendix L.

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Appendix A—Display Boards



2050 Long-Range Transportation Plan

ADOT

Public Meeting

Welcome! Please sign in.

- 5:30 p.m. Open House
- 6 p.m. Presentation and Q&A

How to comment:

- Return comment card at tonight's meeting.
- Online: adot2050plan.com
- Email: LRTP@azdot.gov

- Phone: 855.712.8530
 - Mail: Attn: ADOT LRTP,
1655 W. Jackson St., Room 179,
MD 126F, Phoenix, AZ 85007
- Comments accepted through March 31.

For more info and to sign up for future updates visit:

adot2050plan.com



Please see a staff member if you need Spanish interpretation assistance.
Consulte a un miembro del personal si necesita asistencia de interpretación en Español.



Vision & Goals



Goals

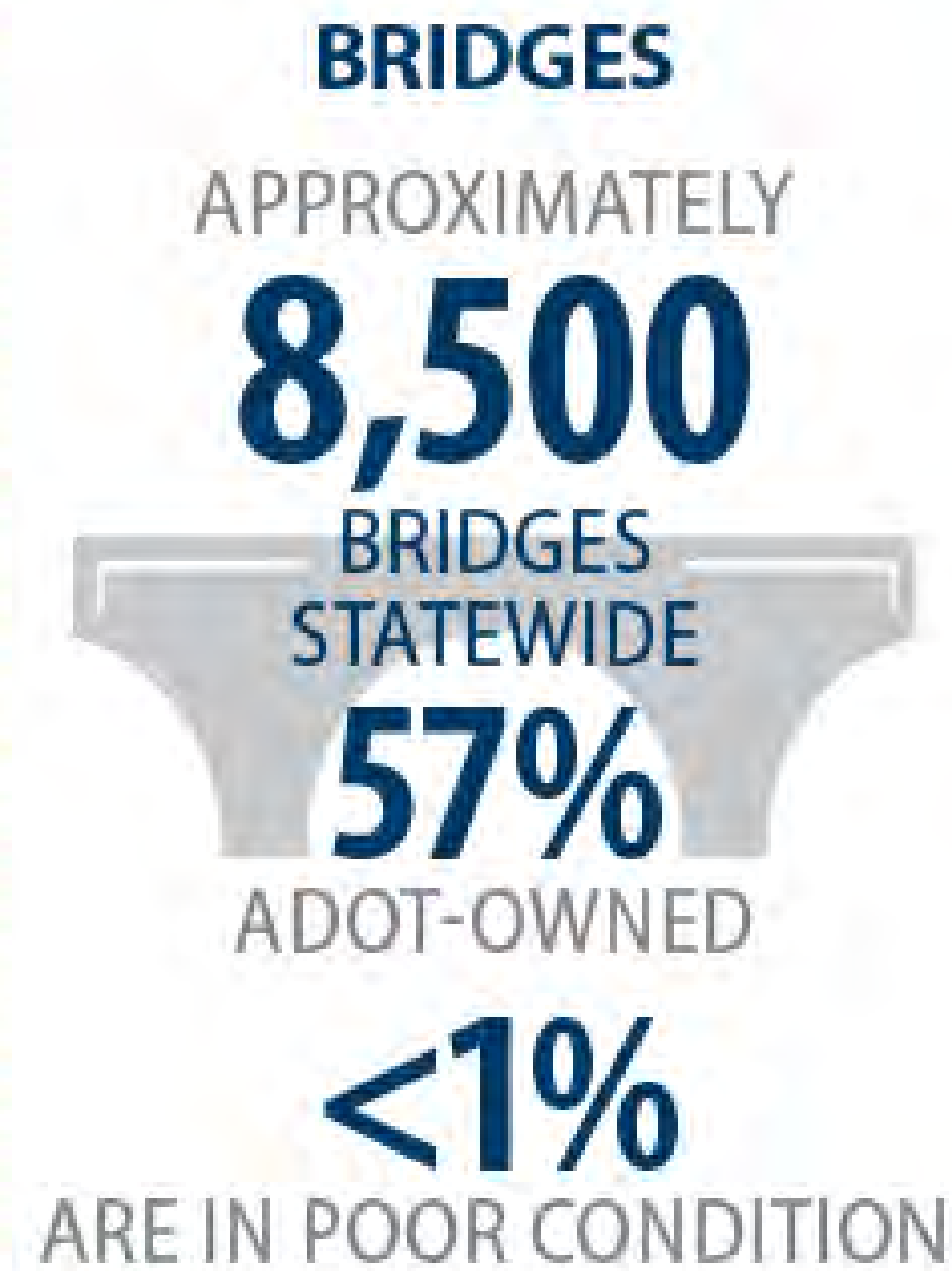
- Preserve and Maintain the System
- Enhance Safety and Security
- Improve Mobility, Reliability, and Accessibility
- Environmental and Health Stewardship
- Support Equitable Access to the State Highway System
- Strengthen Partnerships
- Support Economic Vitality





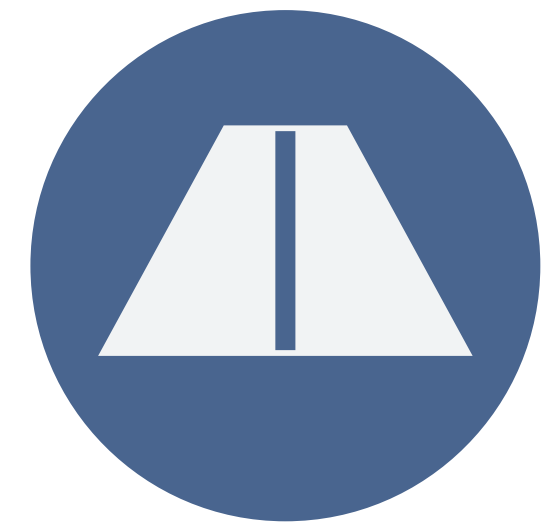
Snapshot of the State Transportation System

Arizona's transportation system encompasses:





Needs



ADOT INFRASTRUCTURE

State Highway System (SHS)	National Highway System (NHS)
	Non-NHS Facilities

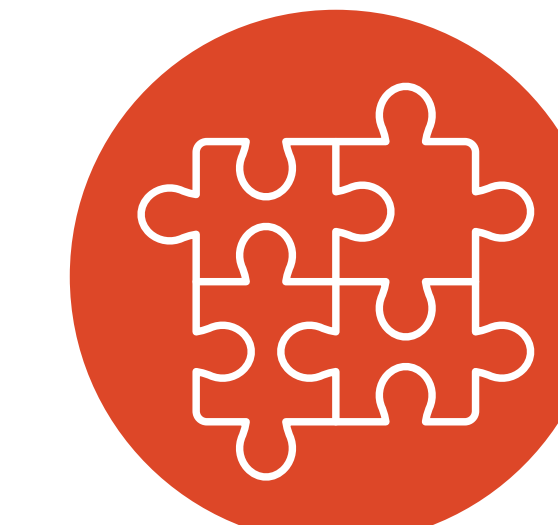
Other Facilities	State Ports of Entry
	Rest Areas/Truck Parking along SHS
	Grand Canyon Airport



ADOT STEWARDSHIP

Public transit funding	Aviation infrastructure funding
Statewide planning funding	HSIP, CMAQ, and TA funding

Passenger rail funding	Non-NHS bridge inspections and funding
EV charging and CRP funding	Public at-grade highway-rail crossings safety funding



COMPLEMENTARY TRANSPORTATION SYSTEMS

Transportation Infrastructure		
Municipal		County
Federal	Tribal	Private

Phoenix and Tucson Public Transit Systems	
Private Transit Systems	Private Rail Facilities
Public and Private Airports	Federal Ports of Entry





ADOT Stewardship

Needs Source	Total Needs (2026 Dollars in Millions)
Public Transit Funding	\$3,457
Aviation Infrastructure Funding	\$19,968
Passenger Rail Funding	\$17,504
Non-SHS Bridge Inspections and Funding	\$826
Statewide Planning Funding	\$1,748
HSIP, CMAQ, and TA Funding	\$13,147
EV Charging and CRP Funding	\$59
Public At-Grade Highway-Rail Crossings Safety Funding	\$306
Total	\$57,014





ADOT Infrastructure

Needs Source		Total Needs (2026 Dollars in Millions)
State Highway System (SHS)	Pavement	\$47,118
	Bridge	\$8,842
	Mobility	\$88,062
	Safety	\$5,892
	Freight	\$4,404
Other Facilities	State Ports of Entry	\$1,085
	Rest Areas/Truck Parking	\$2,785
	Grand Canyon Airport	\$34
Total		\$158,223



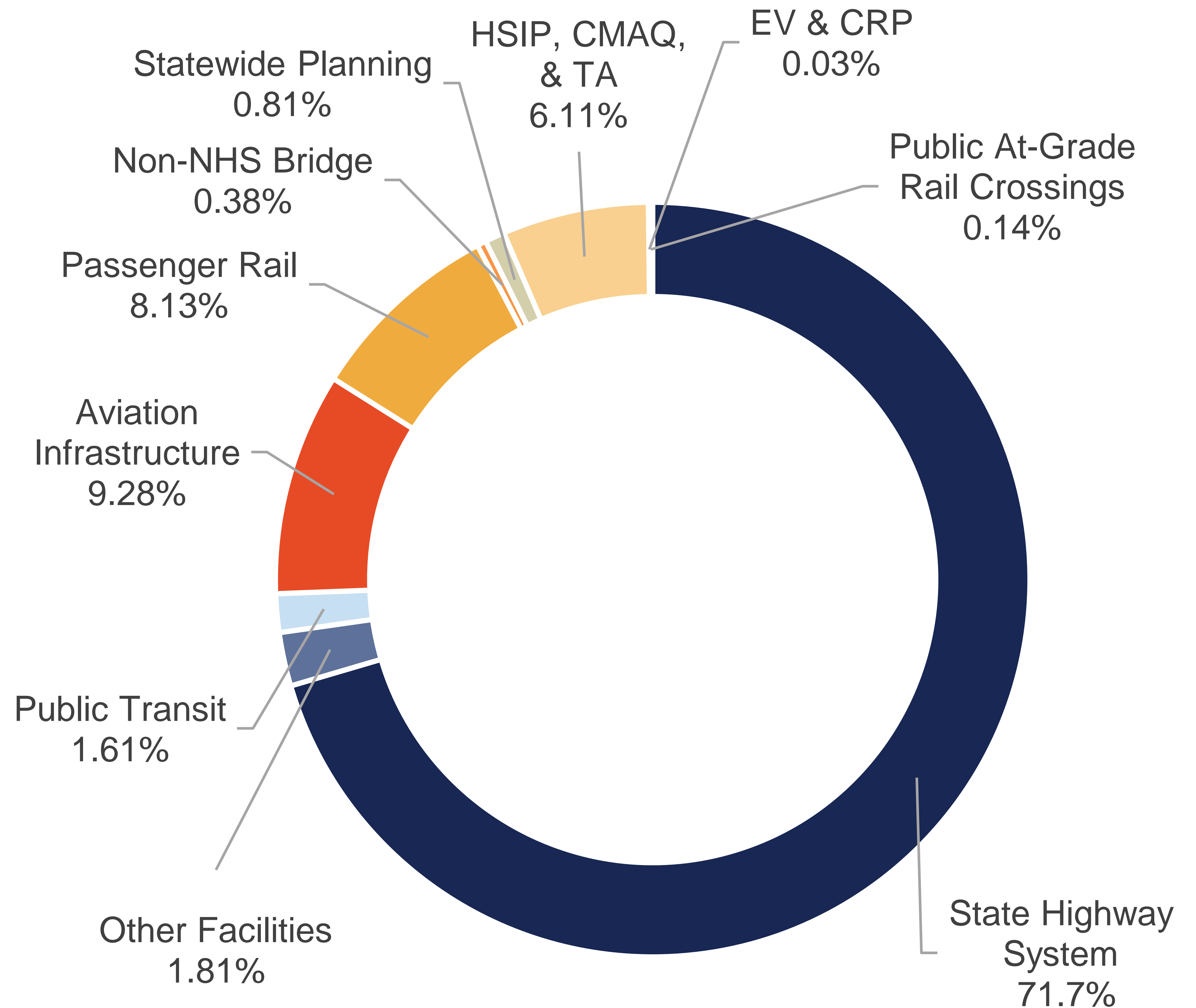


Multimodal Needs Analysis

Future Needs (2026-2050)

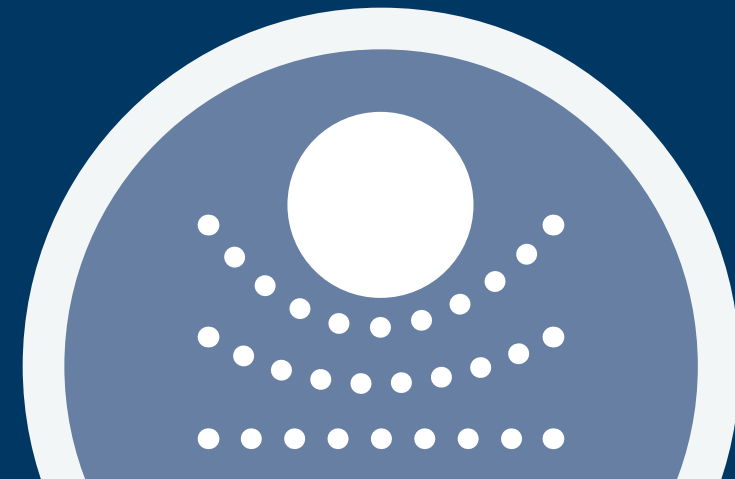
- ADOT Infrastructure: \$158 Billion
- ADOT Stewardship: \$57 Billion
- Complementary Transportation Systems: Not Included

Total of \$215 Billion





Revenue Forecast

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 IJA/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- Current federal authorization levels with the IJA/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 IJA/BIL federal funding

HURF: Highway User Revenue Fund

RARF: Regional Area Road Fund

IJA/BIL: Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Act

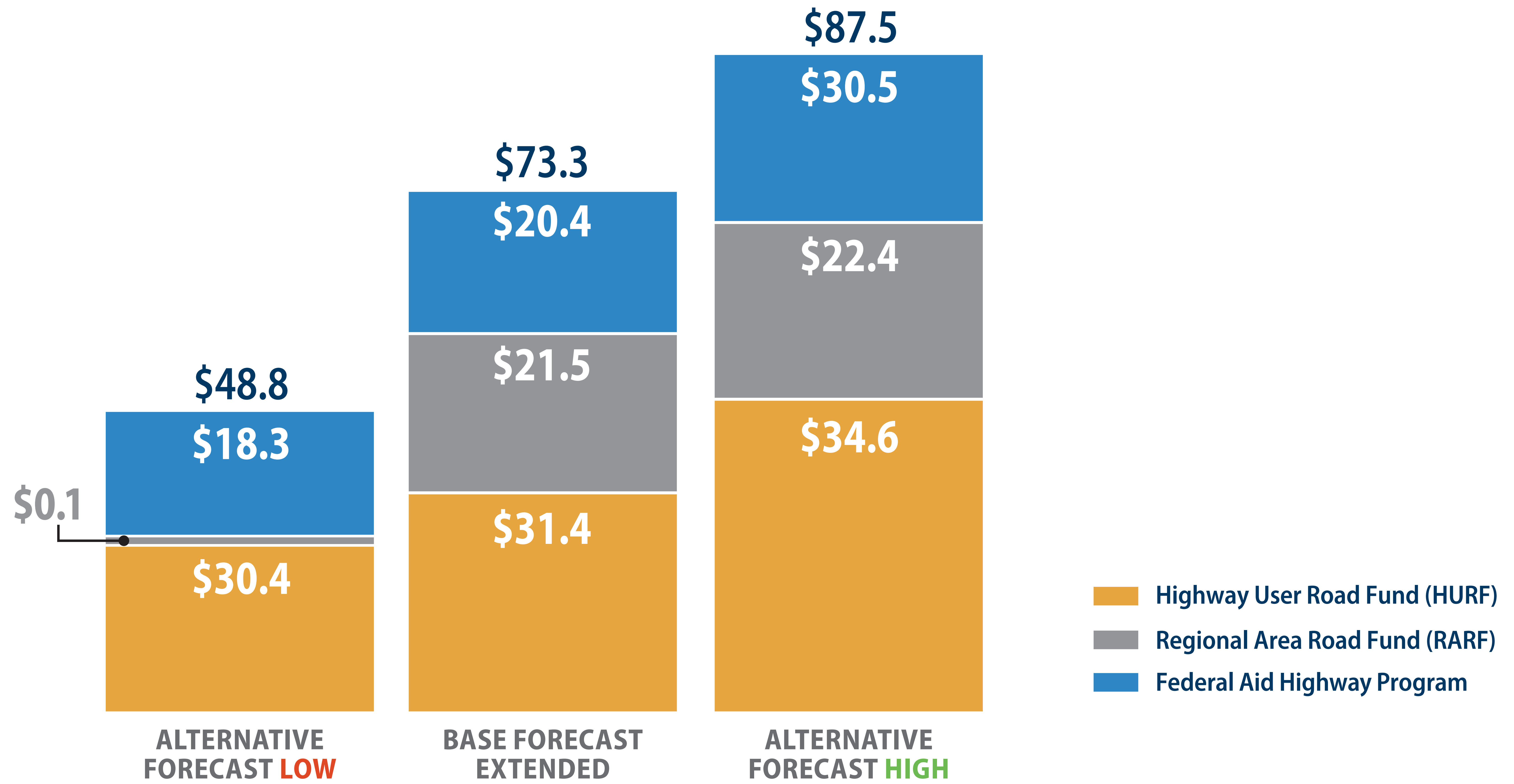




Revenues

Total Value for Fiscal Years 2026–2050

In Billions





Public Input Timeline

Fall 2022

**Plan
Visioning
Phase**

- Stakeholder engagement survey
- 2050 LRTP website launch

Winter 2022 - Spring 2023

**Planning
Phase**

- ADOT LRTP public survey (October 2022 - January 2023)
- Public meetings (February - March 2023)

Spring - Summer 2023

**Plan
Finalization
Phase**

- Draft LRTP document available for public comment in May 2023

**Final Report
available for
public comment
in July 2023**





ADOT



ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que esta agencia tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a través la información que aparece abajo:

KRYSTAL SMITH
ADA/TITLE VI
NONDISCRIMINATION
PROGRAM COORDINATOR
KSMITH2@AZDOT.GOV

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





ADOT



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 modifications 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.



SERVICIOS Y ASISTENCIA ADICIONAL

En cumplimiento con el Título II de la ley de ciudadanos Americanos con Discapacidades (ADA por sus siglas en ingles) y la Sección 504 de la Ley de Rehabilitación de 1973, el Departamento de Transporte del estado de Arizona no discrimina contra individuos con discapacidades en sus programas, servicios y actividades administrados por el departamento.

ADOT hará modificaciones razonables para asegurar que individuos con discapacidades tengan las mismas oportunidades de disfrutar y participar en todos los programas, servicios y actividades de ADOT.

Las personas que requieran asistencia o una adaptación razonable por discapacidad por favor infórmele a un empleado de ADOT.

Si tiene cualquier pregunta o desea más información sobre el programa de no discriminación de ADOT, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT al 602.712.8946.





2050 Long-Range Transportation Plan

ADOT

Reunión Pública Bienvenido!

- 5:30 p.m. Casa abierta
- 6 p.m. Presentación y preguntas y respuestas

Para comentar:

- Deje su encuesta completado al fin de esta reunión.
- En la red: adot2050plan.com
- Correo electrónico: LRTP@azdot.gov
- Teléfono: 855.712.8530 Sitio web: adot2050plan.com
- Correo postal: Attn: ADOT LRTP, 1655 W. Jackson St. MD126F, Phoenix, AZ 85007

Envíenos sus comentarios hasta el 31 de marzo.

Para más información y para recibir actualizaciones del plan:

adot2050plan.com

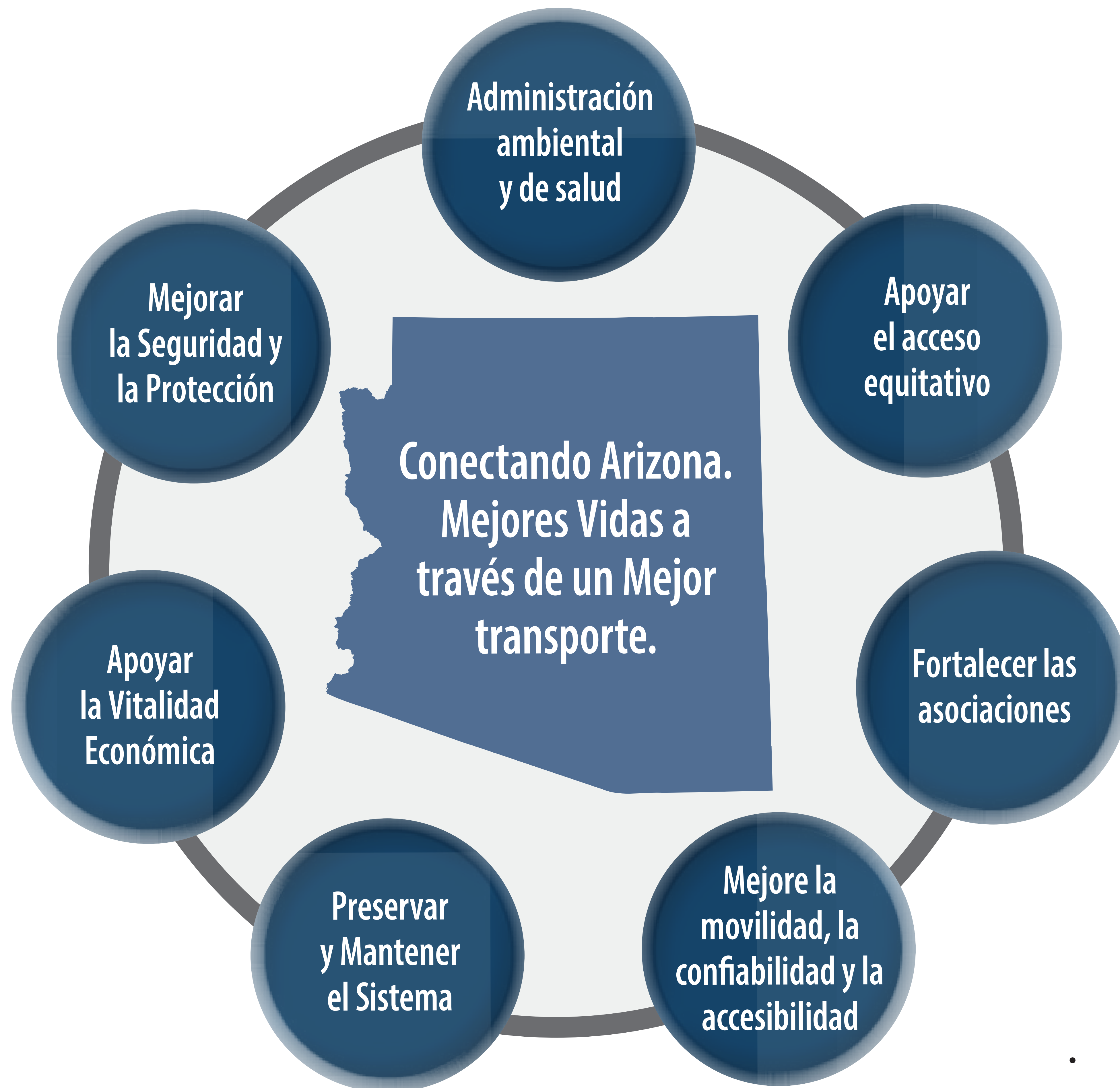


Please see a staff member if you need Spanish interpretation assistance.

Consulte a un miembro del personal si necesita asistencia de interpretación en Español.



Visión y metas



Metas de Transporte de Arizona

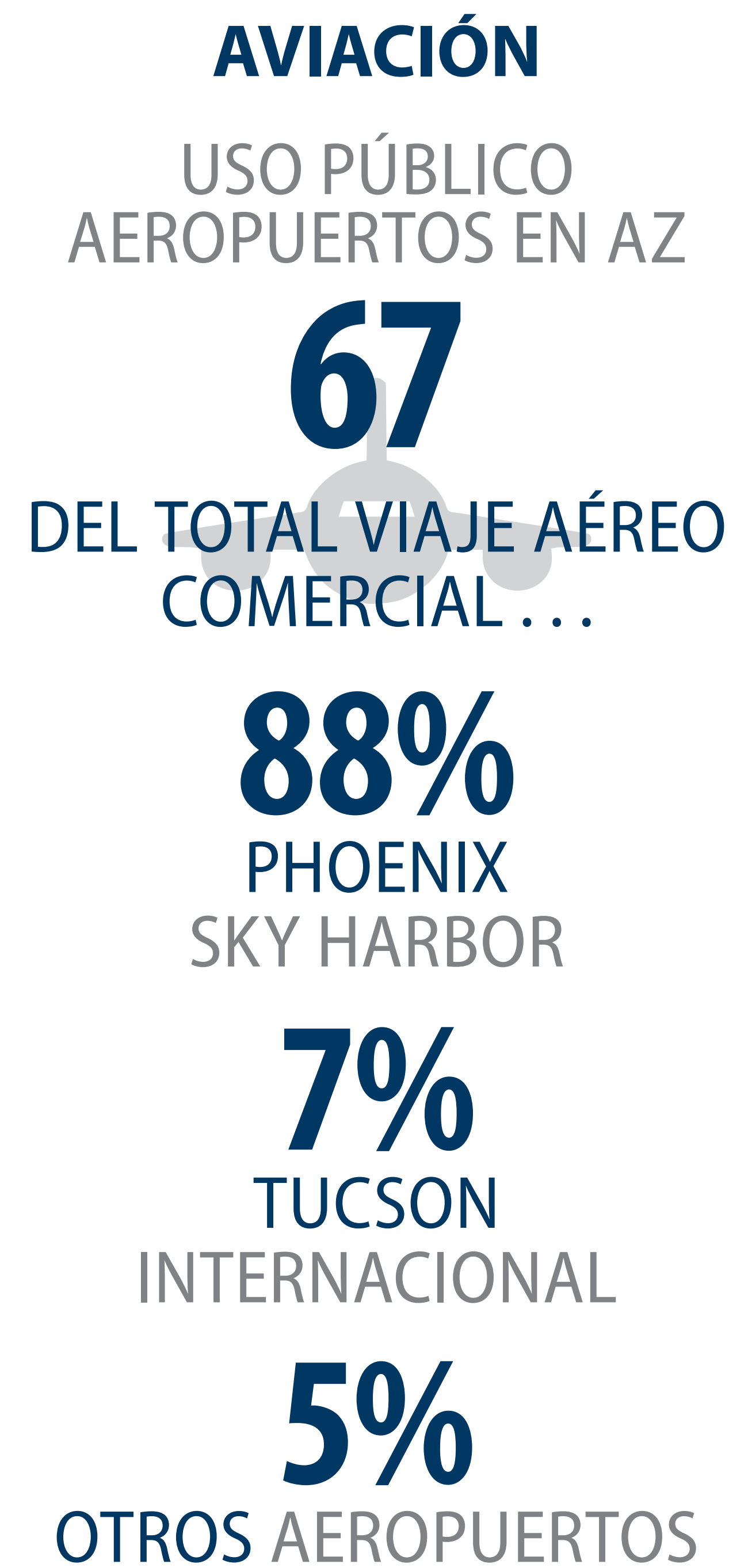
- Administración ambiental y de salud
- Apoyar el acceso equitativo
- Fortalecer las asociaciones
- Mejore la movilidad, la confiabilidad y la accesibilidad
- Preservar y Mantener el Sistema
- Apoyar la Vitalidad Económica
- Mejorar la Seguridad y la Protección





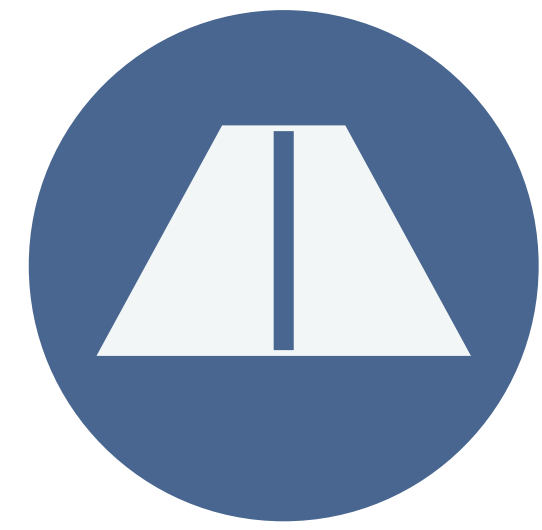
Descripción del sistema de carreteras del estado

El sistema de transporte de Arizona abarca:





Necesidades



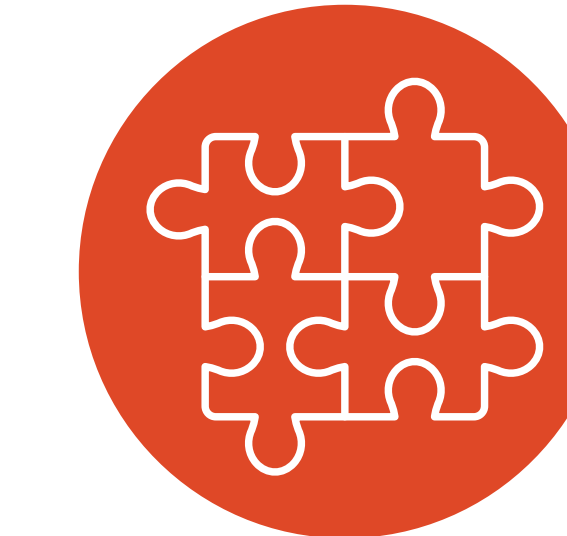
INFRAESTRUCTURA ADOT

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



ADMINISTRACIÓN DE ADOT

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



SISTEMAS COMPLEMENTARIOS DE TRANSPORTE

Infraestructura de transporte		
Municipal	Condado	
Federal	Tribal	Privado
Sistemas de transporte público de Phoenix y Tucson		
Sistemas de Tránsito Privado	Instalaciones ferroviarias privadas	
Aeropuertos Públicos y Privados	Puertos Federales de Entrada	



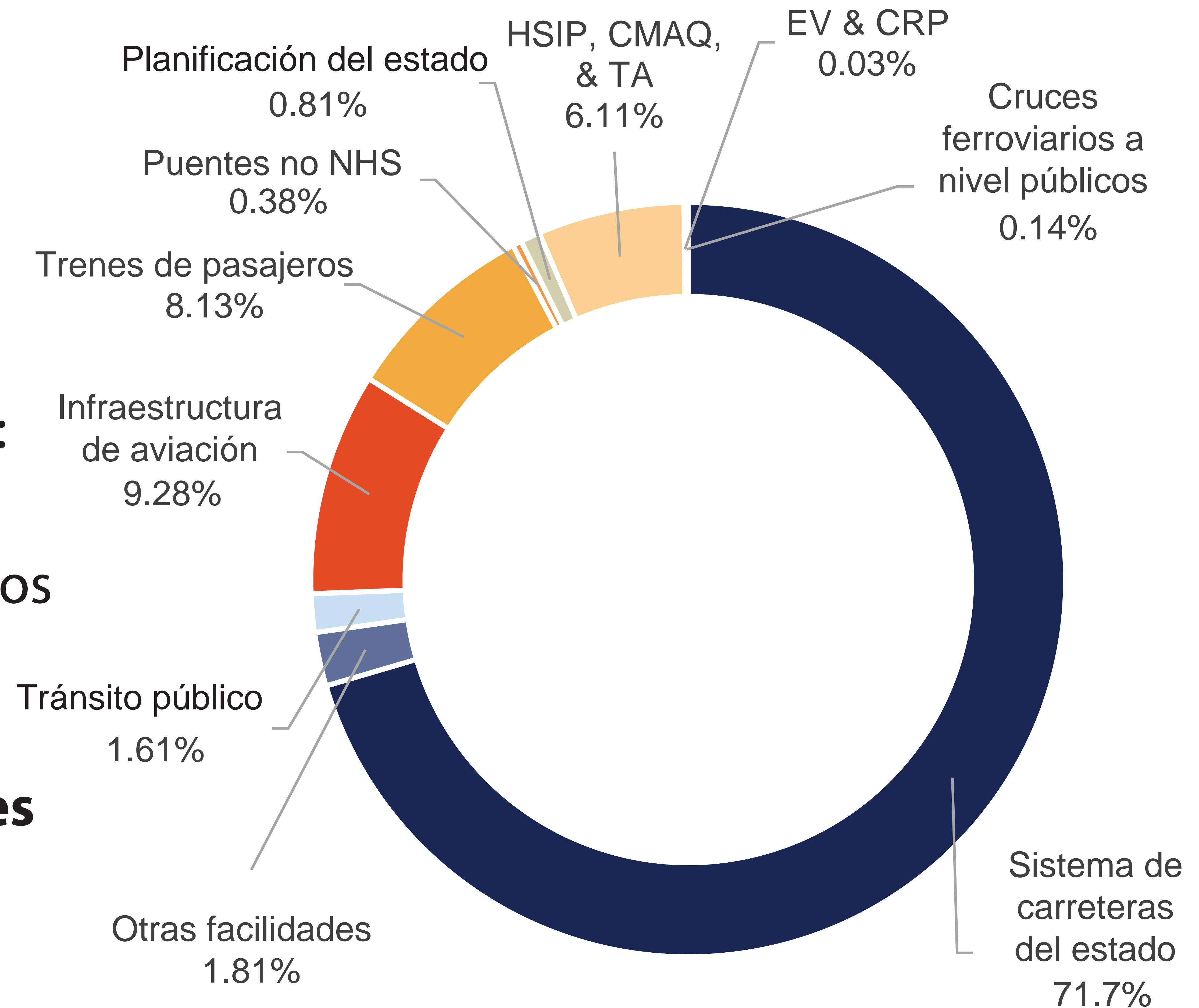


Análisis de Necesidades Multimodales

Necesidades futuras (2026-2050)

- Infraestructura ADOT: \$158 mil millones
- Administración De ADOT: \$57 mil millones
- Sistemas Complementarios De Transporte:
No incluido

Total de \$215 mil millones





Administración De ADOT

Necesidades	Necesidades totales (En millones)
Fondos por tránsito público	\$3,457
Fondos por infraestructura de aviación	\$19,968
Fondos por trenes de pasajeros	\$17,504
Fondos y inspecciones por puentes no NHS	\$826
Fondos por planificación del estado	\$1,748
Fondos por HSIP, CMAQ & TA	\$13,147
Fondos por cargando vehículos eléctricos y CRP	\$59
Financiamiento público a nivel de la seguridad de los cruces ferroviarios y de carreteras	\$306
Total	\$57,014





Infraestructura ADOT

Necesidades		Necesidades totales (En millones)
Sistema de carreteras del estado	Acera	\$47,118
	Puente	\$8,842
	Movilidad	\$88,062
	Seguridad	\$5,892
	Carga	\$4,404
Otras facilidades	Puerto de entrada del estado	\$1,085
	Zona de descanso/estacionamiento de camiones	\$2,785
	Aeropuerto Grand Canyon	\$34
Total		\$158,223





Pronóstico de ingresos

PREVISIÓN ALTERNATIVA DE INGRESOS	PRONÓSTICO BASE	PRONÓSTICO ALTERNATIVO ALTO
<p>Supone:</p> <ul style="list-style-type: none">• Financiación del impuesto HURF• En los niveles actuales,• Vencimiento del RARF en 2026, niveles anteriores de financiación federal más bajos después del vencimiento de IJJA/BIL	<p>Supone:</p> <ul style="list-style-type: none">• Financiación del impuesto HURF en los niveles actuales,• Extensión del RARF en condado Maricopa más allá de la proposición 400,• Niveles actuales de financiación federal con IJJA/BIL	<p>Supone:</p> <ul style="list-style-type: none">• Financiación del impuesto HURF• En los niveles actuales, extensión del RARF en condado Maricopa más allá de la proposición 400,• Incremento de \$200 millones de financiación federal con IJJA/BIL



HURF: Fondos de ingresos de usuarios de carreteras

RARF: Fondos de caminos en la región

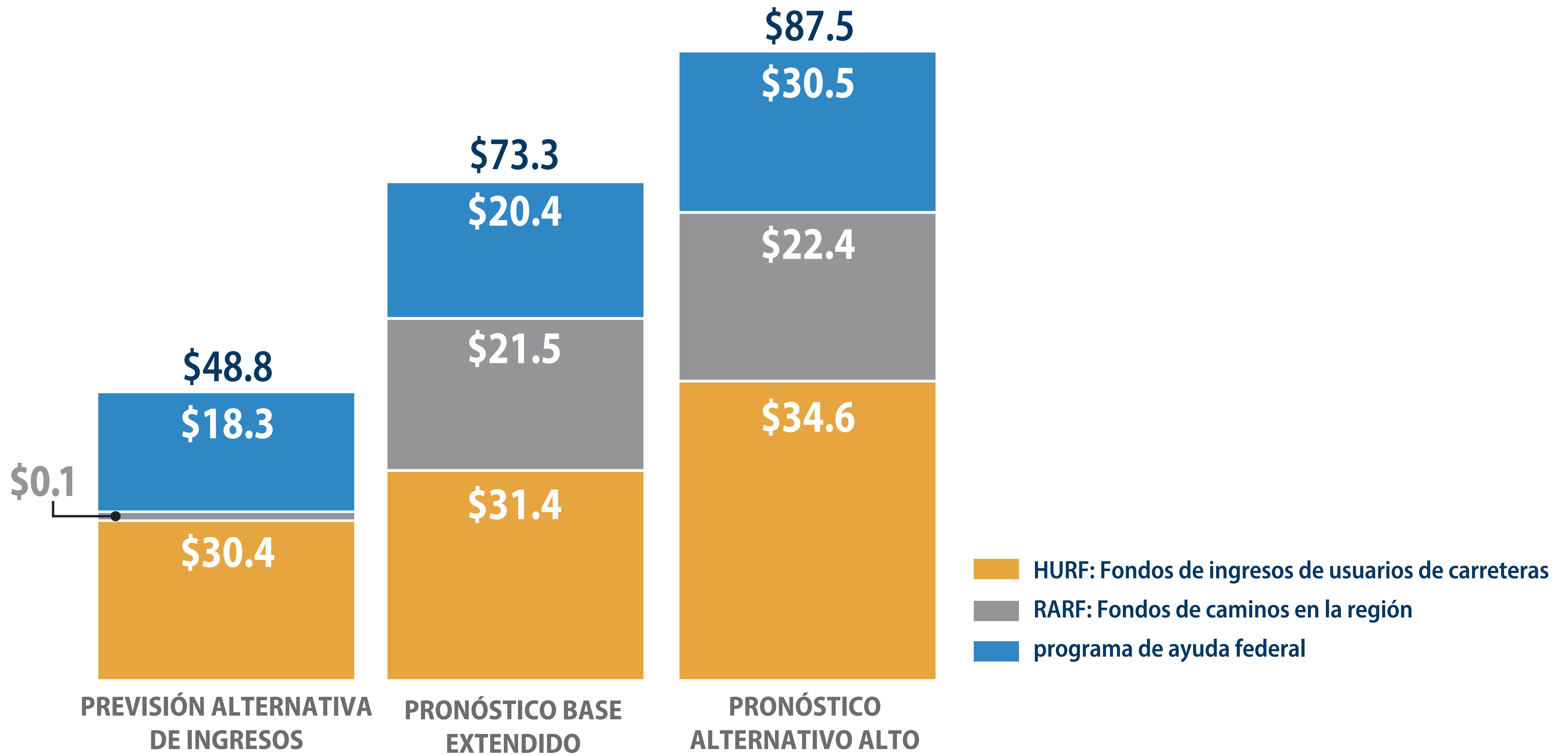
IJJA/BIL: Ley de inversión en infraestructura y empleo/ley de infraestructura bipartidista





Ingresos

Valor total por años fiscales 2026-2050
en miles de millones





Reunión Pública

Otoño 2022

Fase de
visualización
del plan

- Encuesta de participación de las partes interesadas
- Lanzamiento del sitio web LRTP 2050

Invierno 2022 - Primavera 2023

Fase de
planeamiento

- Encuesta pública ADOT LRTP
- Reuniones Públicas

Primavera - Verano 2023

Fase de
finalización
del plan

- Borrador del documento LRTP disponible para comentario público en mayo de 2023

Informe final disponible para comentario público en julio de 2023



Appendix B—Telephone Town Hall Event Script

ADOT LRTP Telephone Town Hall Script 3.22.23

TTH Roles:
Moderator – Telephone Town Hall Vendor
Speakers—Jason James, Scott Omer, Scott Beck
Q&A Decider—Jessica

Relevant Links to Know	Link
Project Website:	https://www.adot2050plan.com/
ADOT LRTP Self-ID Survey (English)	https://azdot.gov/LRTP-SelfID
ADOT LRTP Self-ID Survey (Spanish)	https://azdot.gov/LRTP-SelfIDSpanish
ADOT Tentative 5-Year Plan	https://azdot.gov/planning/transportation-programming/tentative-five-year-program

Event Setup Notes	
Speakers:	<ul style="list-style-type: none"> • Jason James, ADOT 2050 Long Range Transportation Plan Project Manager • Scott Omer, WSP Consulting Project Manager • Scott Beck, WSP Consulting Transportation Systems Manager
Project Voicemail:	855.712.8530
PSA (to be read by Moderator)	<p>Share your input on the ADOT 2050 Long Range Transportation Plan through March 31:</p> <ul style="list-style-type: none"> • Comment or ask a question tonight. • Online Comment Form: adot2050plan.com • Email: LRTP@azdot.gov • Phone: 855.712.8530 • Mail: Attn: ADOT LRTP, 1655 W. Jackson St., Room 179, MD 126F, Phoenix, AZ 85007
PSA (to be read by Moderator)	The 2050 The ADOT 2050 Long Range Transportation Plan Virtual Meeting Room is Now Available: Access all of our meeting materials, watch a recording of our virtual meeting and share your input at adot2050plan.com
PSA (to be read by	This isn't the last opportunity the public will have to comment on this plan. The draft LRTP will be available

Moderator)	for public comment in May 2023, so stay tuned.
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Script:

Time	Topic	Talking Points	Speaker
	Welcome	<ul style="list-style-type: none"> • Thank you and welcome to the Arizona Department of Transportation Live Telephone Town Hall! • My name is Jason James, the ADOT Project Manager. I'm here to talk about the vision, goals, priorities and needs for Arizona's transportation over the next 25 years. • We're going to be taking your calls tonight to answer your questions and take your comments on the Long Range Transportation Plan, or LRTP. • We'll also have some audience polling to get a sense of who we have on the line and what you want to talk about. • Before we get started we would like to provide the following notices to the public. 	Jason
	ADOT's Nondiscrimination Notice to the Public	ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities. Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at civilrightsoffice@azdot.gov within 180 days of the alleged violation.	Moderator
	Auxiliary Aids and Services Notice	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 contact Nancy Becerra at 855-712-8530 or NGBecerra@azdot.gov .	Moderator
	ADOT LRTP Introduction	I want to talk about what the Long Range Transportation Plan is:	Jason

Time	Topic	Talking Points	Speaker
		<ul style="list-style-type: none"> • The LRTP is a policy document to guide future transportation decisions for the next 25 years. • It identifies ADOT’s system needs, revenues and priorities. • It’s updated every 5 years to reflect new conditions. <p>Now, what it isn’t:</p> <ul style="list-style-type: none"> • The plan doesn’t identify specific projects. Rather, it’s a guide for where we want to go in the future. 	
	PSA	<p>In addition to asking a question or making a comment at our meeting tonight, you can share your input on the ADOT 2050 Long Range Transportation Plan through March 31 in the following ways</p> <ul style="list-style-type: none"> • Online Comment Form: adot2050plan.com • Email: LRTP@azdot.gov • Phone: 855.712.8530 • Mail: Attn: ADOT LRTP, 1655 W. Jackson St., Room 179, MD 126F, Phoenix, AZ 85007 	Moderator
6:10 p.m.	Additional Intro	<p>Now, to join me tonight, I want to bring on Scott Omer, a consulting Project Manager from WSP USA and Scott Beck, a Consulting Transportation Systems Manager from WSP.</p>	Jason
	Speaker Intro	<ul style="list-style-type: none"> • Thanks, Jason. • Scott Omer intro—discuss background and role with the project. 	Scott Omer/Scott Beck

Time	Topic	Talking Points	Speaker
		<ul style="list-style-type: none"> • Scott Beck intro—discuss background and role with the project. 	
	First Poll Intro	<ul style="list-style-type: none"> • Before we get started, I'd like to get a sense of how you joined us tonight. 	Moderator
	Poll 1 Launch	<p>How did you learn about the telephone town hall?</p> <ol style="list-style-type: none"> 1. Text Message 2. Phone call 3. Newspaper ad or news story 4. ADOT Email or Social Media 5. Word of Mouth 	
	Poll 1 Results / Schedule	<ul style="list-style-type: none"> • <i>Comment on poll 1 results</i> • Today we're finishing our fifth public meeting on the Long Range Transportation Plan! We're still accepting comments through March 31, so we're glad you're joining us tonight. • The comments and questions you make tonight will help us develop the draft plan to guide the future transportation system for the next 25 years. 	Jason
	Vision/Goals	<p>I'm going to go briefly over the Vision of the Long Range Transportation Plan, and our goals.</p> <p>The vision for the plan is Connecting Arizona. Better lives through better transportation.</p> <p>Our goals are:</p> <ul style="list-style-type: none"> • Preserve and Maintain the System • Enhance Safety and Security • Improve Mobility, Reliability and Accessibility • Support Economic Vitality • Environmental and Health Stewardship 	Jason

Time	Topic	Talking Points	Speaker
		<ul style="list-style-type: none"> • Support Equitable Access to the State Highway System and • Strengthen Partnerships 	
6:15 p.m.	Question Prompt	Do we have any questions about the goals for the LRTP? Participants can hit 0 on their phone dial pad to ask a question or press 7 to provide your email for future updates on the Long Range Transportation Plan and complete our Self-ID survey.	Moderator
	Q&A	Jessica will pull a question(s) from the FAQ or have a live caller ask a question.	Moderator
	Needs	<ul style="list-style-type: none"> • Now, I want to give us an opportunity to talk about the Multimodal Needs of the Long Range Transportation Plan. • ADOT future needs in 2026-2050 are estimated to be about \$215 billion. Of that, ADOT’s Infrastructure needs are \$158 billion. • That primarily covers the state highway system and the infrastructure involved, like the pavement, bridges, and safety improvements statewide. • It also includes other facilities like state ports of entry, rest areas and truck parking, and the Grand Canyon Airport. • An additional \$57 billion covers a category we call stewardship, which is for projects outside the state highway system that ADOT either administers or serves as the federal grant recipient for various projects on behalf of the local jurisdiction. These include things like rural transit systems, aviation infrastructure and bridges not on the state highway system. It is important to note that ADOT does not implement passenger rail, light rail, bus or other transit projects and the LRTP does not reflect all the funding that regional and local transit systems receive – only those that ADOT would be involved in some way. 	Scott Beck
6:25 p.m.	Poll 2 Set up	Now, we’re going to do something a bit different. We’re going to let the audience choose what they’re most interested in discussing.	Moderator

Time	Topic	Talking Points	Speaker
	Poll 2	<ol style="list-style-type: none"> 1. What ADOT infrastructure needs would you like to know more about? <ol style="list-style-type: none"> a. Pavement and Bridge Needs b. Mobility and Safety Needs c. Freight and Commerce Needs d. Other Facilities like state ports of entry and the Grand Canyon Airport 	Moderator
	Poll 2 Results	<i>Comment on poll results (first two categories)</i>	Jason / Scott O. / Scott B.
6:30 p.m.	Q&A	Jessica will pull a question(s) from the FAQ or have a live caller ask a question.	Moderator
	Poll 3 Set Up.	Let's do another audience poll. We're still talking about the needs of the state transportation plan. This time, we want to talk about ADOT's stewardship responsibilities, which are projects that ADOT administers and/or serves as the federal grant recipient. So let us know:	Moderator
.	Poll 3	<ol style="list-style-type: none"> 1. What ADOT stewardship needs would you like to know more about? <ol style="list-style-type: none"> a. Public transit needs. b. Aviation Infrastructure needs. c. Passenger rail needs. d. Statewide planning funding e. Environmental funding 	Moderator
	Q&A	Jessica will pull a question(s) from the FAQ or have a live caller ask a question.	Moderator
6:40 p.m.	Revenue	<p>Now, let's talk about the Revenue that ADOT needs for the state transportation plan.</p> <p>ADOT funding sources come from a few different places:</p> <ul style="list-style-type: none"> • The Highway User Revenue Fund – or HURF – includes gas use taxes, motor carrier taxes and MVD registration/fees. • The Federal Highway program 	Scott Omer

Time	Topic	Talking Points	Speaker
		<ul style="list-style-type: none"> • The Regional Area Road Fund, which is the voter-approved sales tax in Maricopa County for transportation and expires 12/31/25 • Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Act (IIJA/BIL) 	
	Question Prompt	<p>We know that ADOT funding is complex. Are there any questions about these funding sources?</p> <p>Participants can hit 0 on their phone dial pad to ask a question or press 7 to provide your email for future updates on the Long Range Transportation Plan and complete our Self-ID survey.</p>	Moderator
	Q&A	Jessica will pull a question(s) from the FAQ or have a live caller ask a question.	Moderator
6:45 p.m.	Revenue Analysis	<ul style="list-style-type: none"> • Now, let's discuss the revenue analysis for the Long Range Transportation Plan. • We developed three forecasts for future ADOT funding, to project the low, medium and high-end of possible future funding scenarios. • The Alternative Low Forecast assumes that the gas tax will stay the same. It assumes the Regional Area Road Fund will expire in 2025 and not be renewed, and that federal funding levels will return to lower levels after the expiration of the Infrastructure Investment and Jobs Act. • The Base Forecast assumes funding of the gas tax at current levels, extension of the Regional Area Road Fund in Maricopa County beyond 2025 and assumes current federal authorization levels with the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Act. • The Alternative High Forecast assumes funding of the gas tax at current levels, extension of the Regional Area Road Fund in Maricopa County beyond 2025 and 	Scott Omer

Time	Topic	Talking Points	Speaker
		assumes a \$200 million increase per year with the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Act.	
	Q&A	Jessica will pull a question(s) from the FAQ or have a live caller ask a question.	Moderator
	PSA	The 2050 The ADOT 2050 Long Range Transportation Plan Virtual Meeting Room is Now Available: Access all of our meeting materials, watch a recording of our virtual meeting and share your input at adot2050plan.com	Moderator
6:50 p.m.	Public Involvement	<ul style="list-style-type: none"> • Lastly, I want to share what we’ve heard so far from the public on your priorities for Arizona’s transportation future. • We conducted an online survey with more than 7,000 responses from Arizonans who told us that safety and security, improving mobility, reliability and accessibility, and preserving and maintaining the system are all very important to them. • Since we are conducting this meeting for those who may not have been able to participate in other ways, we’d like to have you weigh in on your priorities. 	Scott Omer
	Poll 4	<p>What’s the most important priority for future transportation investment?</p> <ol style="list-style-type: none"> 1. Preservation and Maintenance 2. Expansion 3. Safety and modernization 4. Accessibility 5. Innovation 	Moderator
	Poll 4 Results	Comment on poll results – give top 3 priorities	Scott Omer
6:55 p.m.	Q&A	Jessica will pull a question(s) from the FAQ or have a live caller ask a question.	Moderator

Time	Topic	Talking Points	Speaker
	PSA (to be read by Moderator)	This isn't the last opportunity the public will have to comment on this plan. The draft LRTP will be available for public comment in May 2023, so stay tuned.	Moderator
6:59 p.m.	Close	<p>I want to thank everyone for their time and attendance tonight.</p> <p>As a final reminder, the 2050 The ADOT 2050 Long Range Transportation Plan Virtual Meeting Room is Now Available: you can access all of our meeting materials, watch a recording of our virtual meeting and share your input at adot2050plan.com.</p> <p>For those of you who have provided an email address, we will send you a confidential, one question survey following the meeting to help us determine who attended the meeting.</p> <p>Thank you for attending!</p>	Moderator

Appendix C—Public Meeting Ad Tear Sheets

Arizona Republic, February 8, 2023

EA | WEDNESDAY, FEBRUARY 8, 2023 | THE ARIZONA REPUBLIC

13 police officers may face discipline in Nichols case

Adrian Sainz
ARIZONA REPUBLIC

MEMPHIS, Tenn. — Thirteen Memphis police officers could end up being disciplined in connection with the violent arrest of Tyre Nichols, officials said Tuesday, as city council members expressed frustration with the police and his death during a meeting that set moving quickly on policy reforms following the brutal beating.

The officers already have been fired and one more has been reassigned to duty after Nichols was pulled over for an illegal traffic violation and beaten by Memphis police.

Prosecutors say the Jan. 7 arrest, which was captured on police video cameras, led to Nichols' death three days later.

Chief Legal Officer Jennifer Sisk told the council that the number of officers disciplined for policy violations could rise to 13. Police spokeswoman Karen Rasmussen said the officers whose involvement has not been disclosed could face administrative change.

Rasmussen stressed an internal police investigation remains ongoing, and the number of officers disciplined could change.

Of those who have been fired, five have been charged with second-degree murder and other criminal offenses in the case of Nichols, a Black man who died Jan. 6 and is set for public return to Memphis and around the country.

Memphis Police Director Coryn "CJ" Coote said during the council meeting that besides the internal investigation, there is also an ongoing assessment of the department's operational police units. The chief said officers were part of the description that a crime apprehension team that has been disbanded.

Sisk said the city could release more information about officer discipline by the end of next week, following administrative hearings. More video of the arrest also will be released, Sisk said.

Video already made public showed officers searching, kicking, pepper spraying and using a baton against



Memphis, Tenn., Chief Legal Officer Jennifer Sisk told the city council that the number of officers disciplined for policy violations related to the death of Tyre Nichols could rise to 13.

Nichols, who had died after being hit with a stun gun at a traffic stop. After work, multiple officers stood around and chatted as he sat limply against a car.

"We will be prepared to upload onto a website all of the footage, all of the decisions, the activity of the file," Sisk said.

Sisko and the chief Gen. Sowell were called before the council to discuss policy changes or reforms put in place since Nichols' arrest and death, but prosecutors had procedures that were planned or in place previously.

Sisko cited past reviews of police procedures; changes in training, and oversight, recruitment and career development; data collection, adding more supervisors; and policy reforms including duty to intervene and medical aid, which were enacted after the death of George Floyd.

That did not satisfy council members who were expecting to hear about changes since Nichols' arrest.

"I believed in the prosecution as a partner as I could, and I heard a lot about discussions and conversations," council member JB Bentley Jr. said.

"We're 30 days out and I haven't heard anything specifically in addition to policy changes," Bentley said.



A black plume rises over East Palestine, Ohio, following a controlled demolition of a portion of the derailed train Monday.

Residents kept out as air checked near derailment

RESIDENTS KEPT OUT OF EAST PALMISTO, Ohio, from areas where evacuated residents might be able to return home to the area where officials released and burned toxic chemicals from the wreckage of a derailed train, Ohio Gov. Mike DeWine said Tuesday.

Residents near the site in East Palestine, Ohio, in the Pennsylvania that were ordered beforehand to leave because of the risk of death or serious injury from toxic fumes, DeWine said.

DeWine said on Tuesday that officials are slowly monitoring the air quality outside the immediate area and that it's "a lot better" than National Guard members were warning protesters just as expected to be sent into the zone closer to the site with orders to check the air, he said.

Residents just outside the evacuation zone in East Palestine and in nearby Beaver County, Pennsylvania, were urged to stay indoors as a precaution.

Audhuri believed most, if not all, residents in the danger zone had left. They went through the area three times trying to get people out before releasing the toxic chemicals, DeWine said.

Officials warned the controlled burn would send plumes and byproducts directly into the air. Phosgene is a highly toxic gas that can cause vomiting and breathing trouble and was used on a weapon in World War I.

During the release during the daybreak allowed the fumes to disperse more quickly and prevented the rail cars from slipping, and sending steam and other debris flying through the neighborhood, said Scott Swartz, of rail operator Norfolk Southern Railway.

The process involves using a small charge to blow a hole in the cars, allowing the material to go into a trench and having it off before it's released in the air, Swartz said. The cover handling the controlled release had done this safely before, Swartz said.

About three hours into the process, Norfolk Southern issued a statement saying that experts and first responders had breached the rail cars, chemicals were burning off and the area was expected to clear for several more hours.

The site is very close to the state line, and the evacuation area extends into a densely populated area of Pennsylvania. About half of the 4,000 residents of East Palestine had been warned to leave over the weekend before officials decided Monday to use the controlled release.

Pennsylvania Gov. Josh Shapiro said that the evacuation zone included about 20 Pennsylvania residents, and that he was told residents within a mile of the controlled burn had left.

About 50 cars, including 10 carrying hazardous materials, derailed in a fiery crash Friday night while traveling through Madison, Ohio, to Corning, Pennsylvania, according to Norfolk Southern and the National Transportation Safety Board. No injuries to crew members, residents or first responders were reported. Federal investigators say a mechanical issue with a rail car led to the derailment.

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602-607-3442

2023 Long-Range Transportation Plan

ADOT

Learn More at Our Public Meetings

Review the LRTT update with your staff and provide your input.

<p>Central Region Catalina Community College 1330 N. 40th St., Phoenix 5:00 - 7 pm February 26, 2023 North Region Flagstaff Aquatics 1702 N. Fourth St., Flagstaff 5:00 - 7 pm March 8, 2023</p> <p>Telephone Town Hall 6 - 7 pm March 22, 2023 https://bit.ly/ADOTLRTT</p>	<p>South Region Dennis K. Egan Recreation Center 7100 N. 16th Ave., Tucson 5:00 - 7 pm March 2, 2023</p> <p>Virtual Meeting 6 - 7:30 pm March 8, 2023 https://bit.ly/ADOTLRTT</p>
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More Details

• Scan the QR code
• Visit adot.gov/lrtt

Can't attend?

Provide comments through March 31:
Email: LRTT@adot.gov Phone: 602.712.8530
Website: adot.gov/lrtt
Mail: Attn: ADOT LRTT, 1655 W. Jackson St., MD1265 Phoenix, AZ 85007

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Newborn saved from rubble in Syria

GHAITH ALSAYED AND BASSEM MROUE
Associated Press

JINDERIS, Syria — Residents digging through a collapsed building in a northwest Syrian town discovered a crying infant whose mother appeared to have given birth to her while buried underneath rubble from this week's devastating earthquake, relatives and a doctor said Tuesday.

The newborn girl's umbilical cord was still connected to her mother, Afraa Abu Hadiya, who was dead, they said. The baby was the only member of her immediate family to survive a building collapse Monday in the small town of Jindires, next to the Turkish border, Ramadan Sleiman, a relative, told The Associated Press.

Monday's pre-dawn 7.8 magnitude earthquake and aftershocks caused widespread destruction across southern Turkey and northern Syria. Thousands have



GHAITH ALSAYED, ASSOCIATED PRESS

A baby girl who was born under rubble caused by an earthquake that hit Syria and Turkey receives treatment Tuesday inside an incubator at a children's hospital in the town of Afrin, Aleppo province, Syria.

been killed but dramatic rescues also have occurred. Elsewhere in Jindires, a young girl was found alive, buried in concrete under the wreckage of her home.

The newborn baby was rescued Monday afternoon, more than 10 hours after the quake struck. After rescuers dug her out, a female neighbor cut the cord, and she and others rushed with the baby

to a children's hospital in the nearby town of Afrin, where she has been kept in an incubator, said Dr. Hani Maarouf, who is treating the baby.

Video of the rescue circulated on social media. The baby's body temperature fell to 95 degrees Fahrenheit and she had bruises, including a large one on her back, but she is in stable condition, Maarouf said.

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Annual Percentage Yield (APY)
*APY is accurate as of 1/17/2023. Minimum deposit required is \$500 & penalty fees may be charged for early withdrawal. Fees could reduce account earnings.
 **\$25 minimum opening deposit. APY is accurate as of 1/17/2023. Promotional rate with \$10,000 minimum new deposit effective for 90 days from opening date of new Premier Money Market account. For existing Money Market accounts to receive introductory rate, a minimum new deposit of \$10,000 is required that cannot be transferred from an existing account. Minimum deposit required for promotional rate is \$1,000.00. The following balance sheet and corresponding APY are effective as of 1/17/2023. Balance \$0.00-\$99,999 APY = 0.10%. Balance \$10,000-\$24,999 APY = 0.10%. Balance \$25,000-\$49,999 APY = 0.20%. Balance \$50,000-\$99,999 APY = 0.40%. Balance \$100,000-\$249,999 APY = 0.60%. Balance \$250,000-\$499,999 APY = 0.80%. Balance \$500,000-\$999,999 APY = 1.00%. Balance \$1,000,000-\$2,499,999 APY = 1.20%. Rate may change after account is opened. Fees charged to account could reduce earnings on account.
 *Member FDIC.

2050 Long-Range Transportation Plan

ADOT

Don't miss it!

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 Public Meetings

Review the LRTP update with plan staff and provide your input.

<p>Central Region GateWay Community College 108 N 40th St, Phoenix 5:30 – 7 p.m. February 28, 2023</p> <p>North Region Flagstaff Aquaplex 1702 N Fourth St, Flagstaff 5:30 – 7 p.m. March 8, 2023</p> <p>Telephone Town Hall 6 – 7 p.m. March 22, 2023 https://bit.ly/ADOTLRTPth</p>	<p>South Region Donna R. Liggins Recreation Center 2160 N 6th Ave, Tucson 5:30 – 7 p.m. March 2, 2023</p> <p>Virtual Meeting 6 – 7:30 p.m. March 9, 2023 https://bit.ly/ADOTLRTPVirtual</p>
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More Details
 • Scan the QR code
 • Visit adot2050plan.com

Can't attend?

Provide comments through March 31:

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

ADOT

¡No te lo pierdas!

Al Departamento de Transporte de Arizona (ADOT) le gustaría obtener su opinión sobre las prioridades de transporte para el Plan de Transporte a Largo Plazo 2050 (2050 Long Range Transportation Plan, LRTP), el plan estatal que proporciona una hoja de ruta y visión para el futuro sistema de transporte del estado en los próximos 25 años.

Conozca más en nuestras reuniones públicas

Revise la actualización del LRTP con el personal del plan y denos su opinión. Para más información, visite nuestro sitio web.

Región central GateWay Community College 108 N 40th St, Phoenix 5:30 – 7 p.m. 28 de febrero de 2023	Región del sur Donna R. Liggins Recreation Center 2160 N 6th Ave, Tucson 5:30 – 7 p.m. 2 de marzo de 2023
Región del norte Flagstaff Aquaplex 1702 N Fourth St, Flagstaff 5:30 – 7 p.m. 8 de marzo de 2023	Reunión virtual Seminario web por Zoom 6 – 7:30 p.m. 9 de marzo de 2023 https://bit.ly/ADOTLRTPVirtual

Reunión pública por vía telefónica
6 – 7 p.m.
22 de marzo de 2023
<https://bit.ly/ADOTLRTPth>



Más información:
• Escanee el código QR
• Visite adot2050plan.com

¿No puede asistir?

Envíenos sus comentarios hasta el 31 de marzo:
Correo electrónico: LRTP@azdot.gov **Teléfono:** 855.712.8530
Sitio web: adot2050plan.com
Correo postal: Attn: ADOT LRTP, 1655 W. Jackson St. MD126F, Phoenix, AZ 85007

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TV Y MÁS



Marco Antonio Solís anunció su espectacular El Buki World Tour 2023 desde la cubierta de un lujoso yate anclado en Miami, Florida. PRENSA DANNA/CORTESIA

Marco Antonio Solís anuncia su gira El Buki World Tour 2023

Diana García
Corresponsal en la Cd. de México

El cantante Marco Antonio Solís anunció su gira El Buki World Tour 2023 con la cual recorrerá 40 ciudades de Estados Unidos, Latinoamérica y Europa, iniciando el 3 de marzo en el SAP Center en San José, CA, para seguir por toda la Unión Americana en grandes recintos de Los Ángeles, Denver, Houston, Miami y Nueva Jersey, entre muchos más, en Phoenix se presentará el sábado 19 de agosto en el Footprint Center.

Los tickets estarán a la venta al público el Viernes 3 de febrero 10 am hora local en: marcoantoniosolis.com.

Los tarjetahabientes de Citi tendrán acceso a boletos de preventa en Estados Unidos, a partir de este martes 31 de enero a las 10 a. m. ET hasta el 3 de febrero a las 9:00 am hora local a través del programa Citi Entertainment. Para obtener detalles completos de la preventa, visite [www.citi.com/entertainment.com](https://www.citi.com/entertainment).

Con una carrera musical de casi 50 años, Marco Antonio Solís ha logrado ser reconocido en todo el mundo, como uno de los máximos exponentes de la música mexicana, no solo como intérprete, sino también como arreglista, productor, músico, director artístico y por supuesto como compositor de un enorme catálogo de canciones profundas y románticas.



Members of Flagstaff Christian School steps up to the mic to spell her word Saturday morning during the Coconino County Spelling Bee in Flagstaff High School's auditorium.



From left to right, James Lewis, Amber Adams, and Callie Hill stand with Superintendent Cheryl Margo-Tegart and their ribbons Saturday morning after the 2023 Coconino County Spelling Bee in Flagstaff High School's auditorium. Hill finished in first place to move on to the state bee.

Spelling

It'll be competing in the state spelling bee by Phoenix on Saturday, March 18. The winner of the Phoenix competition will qualify to enter the national spelling bee to take place later this year. Saturday's bee was put on by Coconino County's Education Service Agency, Flagstaff, WS-11 and Grand Canyon Rotary Club provided the event. Judges and prizes — \$100 for first place, \$50 for second place and \$20 for third place.

Adding the event alongside pronunciation Stephen's Starnwood were Mitch Crabb of Flagstaff, Tracy Christie and Troy Troutman of Williams, and Clayton Cook of the Grand Canyon.

Other contestants in Coconino County's bee this year were: Isabella Abraham of Madera Consolidated School, Coen Aylor of Pinal de Hualpa Elementary, Liam and Robert of Flagstaff Junior Academy, Amelia Boone of Flagstaff Home Education, Joseph Harrison of Kinross Elementary, Eli Miller of Leading Edge Academy, Flagstaff, Aidan Morgan of Kinross Inquiry and Discovery School, Oliver Wilson of DelMiguel Elementary, Zoey Smith of Pinal de Hualpa Elementary. When asked how

she felt about this year's event, Wright said "I did better than the prior year. She said she had practiced the list of words with her parents — Sarah and Andy Wright — every night and wrote some of them down to study in preparation. "Sweetest meat," the word that looked her out of competition, was kind of surprising, she said. "I'm very proud of her." "She's gone two years in a row now and she worked really hard. We're very proud of her."

A recording of the Coconino County Spelling Bee can be found at facebook.com/CCCSA. Callie Hill of the Mendocino School of Flagstaff examines her first-place ribbon after winning the 2023 Coconino County Spelling Bee Saturday morning at Flagstaff High School's auditorium.

US inflation slows to 6.4%

WASHINGTON — The pace of consumer price increases eased again in January compared with a year earlier, the latest data that the high inflation that has gripped Americans for nearly two years is slowly easing.

At the same time, Tuesday's consumer price report from the government showed that inflation in the U.S. economy remains stubborn and is likely to keep prices elevated well into this year. Rising costs will also keep pressure on the Federal Reserve to raise its benchmark interest rate further and to keep it there through next year's end.

Consumer prices climbed 0.4% in January from a year earlier, down from 0.9% in December. It was the seventh straight year-over-year slowdown and well below a recent peak of 1.6% in June. On a monthly basis, consumer prices increased 0.5% from December to January, much higher than the 0.3% rise from November to December. More expensive gas, food and clothing drove up last month's figure.

The data show that while inflation is fading, it is likely to do so slowly and unevenly. The government also incorporated annual revisions of its methods into January's inflation report, which caused monthly increases to the final figure to be inflated to be higher than originally reported.

Excluding volatile food and energy costs, so-called core inflation rose 0.4% last month, up from 0.3% in December. Core prices rose 0.6% from a year ago, down just a tick from December's 0.7%.

In the past three months, core prices rose at a 4.6% annual rate, which is below the year-over-year number and suggests that

more declines are coming, but that figure is up from 4.1% in December.

The Fed's move happens in a straight line, said Timothy Winding, an economist at BMO, an asset management firm. "That I think the overall balance of evidence suggests that we are starting to see inflation move in the right direction."

But Chair Jerome Powell said last week that the "process of getting inflation down is longer."

But "the process is likely to take quite a bit of time," he added. "It's not going to be, we don't think, smooth. It's probably going to be bumpy."

The Fed aggressively raised its benchmark interest rate in the past year to its highest level in 41 years in its drive to get rampant inflation under control. The Fed's goal is to slow borrowing and spending, and to raise the price of hiring and release the pressure many businesses feel to raise wages to find or keep workers. Businesses typically pass their higher labor costs on to their customers in the form of higher prices, thereby helping fuel inflation.

So far, most of the slowdown in inflation reflects their slow-to-gain supply chains and earlier declines in gas prices. Those costs sharply reduced inflation in goods, including cars, furniture and toys. Overall, core goods prices ticked up just 0.2% in January, after declining for three months.

January's price rise was included in January for a second straight month and are up just 1.3% from a year ago. Average new car prices rose just 0.3% last month, though they're still 1.9% more than last January. Used car prices, which soared in 2021 and early last year, said widely, are still high. They've dropped 1.9% last month, the seventh straight decline. They're now 0.6% lower than they were a year ago. Gas prices rose 2.4% in January, the government said, with prices averaging \$3.10 a gallon nation-wide by the end of last month. Prices at the pump have since dropped back to \$3.41 as of Tuesday, according to AAA. Food prices jumped 1% from December to January, despite hopes for a smaller increase. Cattle and beef prices became outliers. Egg prices jumped 0.9% last in January and grew 17% in the past year. Those prices have been driven up by more expensive feed and an avian flu epidemic that devastated chicken flocks. Though goods prices across the economy have come down, services costs, including housing, remain chronically high. Rental costs jumped again in January, up 0.7%, and are 8.6% more than a year ago. The unemployment rate has dropped to 3.9%, the lowest level in 51 years, and job openings remain high. The strength of the job market has, in turn, helped support consumer spending, which underpins the bulk of the U.S. economy. With unemployment at a low, average wages are rising at a hot pace of about 5% from a year ago. Many economists expect inflation to fall to roughly 4% later this year, but it could be as low as 2% as long as hiring and wage gains remain vigorous. The Fed might then be compelled to keep borrowing rates high well into 2024 or even raise them further this year.

A key question for the economy this year is whether unemployment will be low enough to achieve a slowdown in wage growth. Powell and other Fed officials have said that cutting high inflation would require some "pain" for workers.

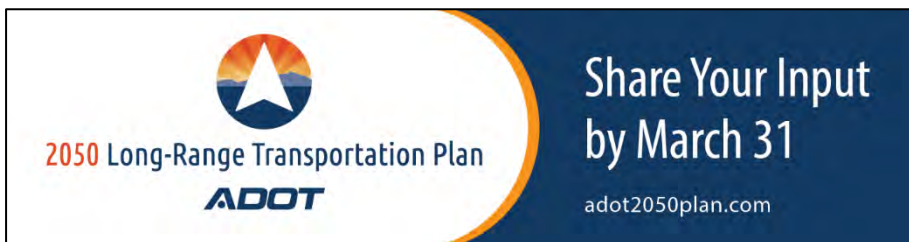
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Appendix D—Web Banners




2050 Long-Range Transportation Plan
ADOT

Share Your Input by March 31
adot2050plan.com




2050 Long-Range Transportation Plan
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Share Your Input
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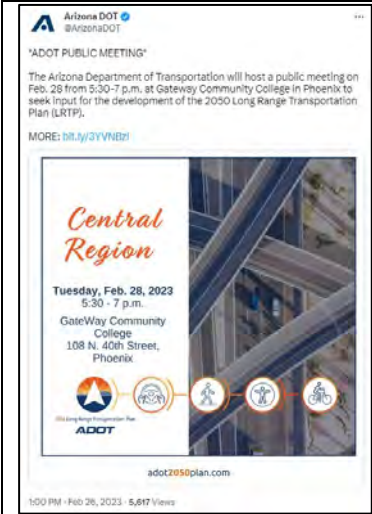
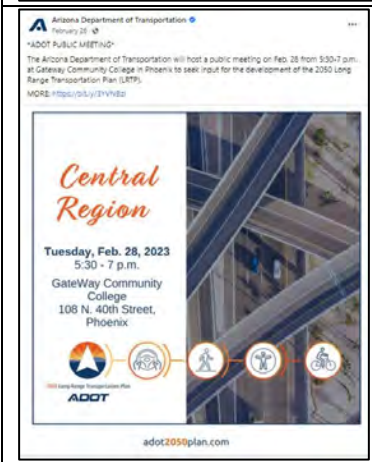
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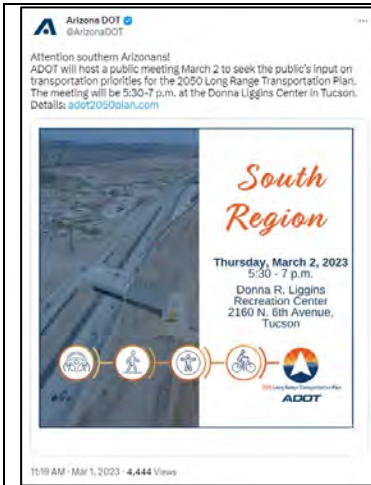



2050 Long-Range Transportation Plan
ADOT

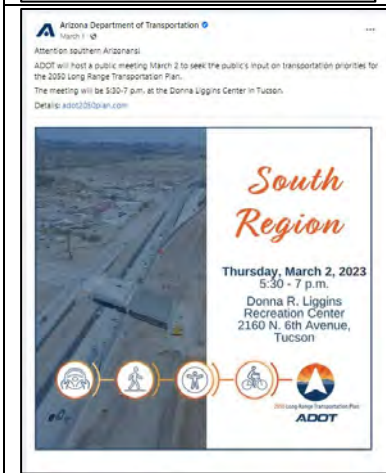
Share Your Input by March 31
adot2050plan.com

Appendix E—ADOT Social Media Posts

	<p>Date: February 26, 2023 Platform: Twitter Impressions: 5,617 Engagements: 37 Comments: None</p>
	<p>Date: February 26, 2023 Platform: Facebook Impressions: 9,864 Engagements: 9 Comments: None</p>

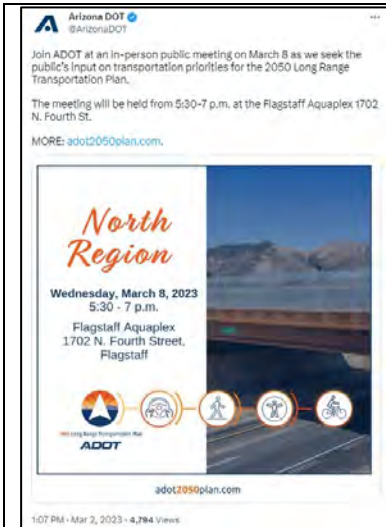


Date: March 1, 2023
 Platform: Twitter
 Impressions: 4,444
 Engagements: 22
 Comments: None



Date: March 1, 2023
 Platform: Facebook
 Impressions: 8,705
 Engagements: 9
 Comments: 1

- Car-Free Tucson



Date: March 2, 2023

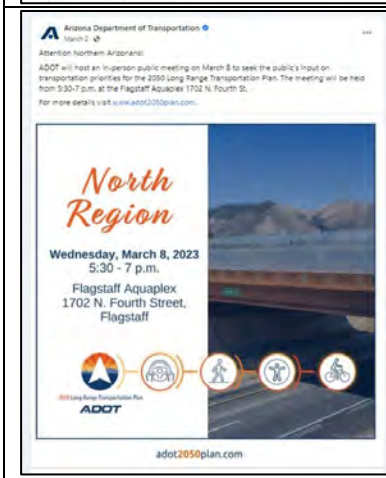
Platform: Twitter

Impressions: 4,794

Engagements: 62

Comments: 2

- Time for high speed trains. Not extra freeway lanes.
- Do you know that #EV's like the little pod car below can be built locally by small shops and have heat and air conditioning and be used on protected bike paths? It's a great #climate and #economy solution that helps reduce traffic and emissions.



Date: March 2, 2023

Platform: Facebook

Impressions: 11,066

Engagements: 118

Comments: 6

- Thank you #ADOT for working so hard to clear the roads. I finally made it home.
- Hey, whatever happened to the I-11 freeway project going to Vegas!! 😞
- need environmental study to be completed and find ROW between US 93 and I-8.
- it took 20 years for Nevada to build their 16 miles from Henderson around Boulder City.
- Too bad that these "studies" take as long as they do 😞 As far as RoW north of I-8 goes, one would think that redesignating AZ 85 between Gila Bend and Buckeye as I-11 would be a logical choice. Granted, a full interchange at I-8 would need... See more
- Sure is taking a LONG time though!!

Arizona DOT
@ArizonaDOT

Reminder to join us in Flagstaff tomorrow, March 8 to learn about and provide input on the 2050 Long Range Transportation Plan, the blueprint for Arizona's transportation future.

Get more details at adot2050plan.com.

North Region

Wednesday, March 8, 2023
5:30 - 7 p.m.
Flagstaff Aquaplex
1702 N. Fourth Street,
Flagstaff

ADOT

adot2050plan.com

7:08 PM · Mar 7, 2023 · 4,089 Views

Date: March 7, 2023
 Platform: Twitter
 Impressions: 4,089
 Engagements: 20
 Comments: None

Arizona Department of Transportation
March 7

Reminder to join us in Flagstaff tomorrow, March 8, to learn about and provide input on the 2050 Long Range Transportation Plan, the blueprint for Arizona's transportation future.

Get more details at adot2050plan.com.

North Region

Wednesday, March 8, 2023
5:30 - 7 p.m.
Flagstaff Aquaplex
1702 N. Fourth Street,
Flagstaff

ADOT

adot2050plan.com

Date: March 7, 2023
 Platform: Facebook
 Impressions: 9,258
 Engagements: 4
 Comments: None



Date: March 8, 2023

Platform: Twitter

Impressions: 3,389

Engagements: 23

Comments: 1

- Build the 303



Date: March 8, 2023

Platform: Facebook

Impressions: 11,041

Engagements: 13

Comments: 1

- <https://www.facebook.com/groups/951633179169667/?ref=share&mibextid=NSMWBT>



Date: March 15, 2023
 Platform: Twitter
 Impressions: 3,782
 Engagements: 21
 Comments: None



Date: March 15, 2023
 Platform: Facebook
 Impressions: 10,789
 Engagements: 12
 Comments: 3

- How about finish widening hwy 260 between Payson and ShowLow and opening the closed rest stops
- How about spending some time and money cleaning the 1-10 corridor from Casa Grande to Sierra Vista. Its filthy and an embarrassment when out of town guest come to town. I hate driving back into Tucson because it is so nasty. We went to an event in P... See more
- Start enforcement on the bicycles violating traffic laws non stop and making the roads more dangerous for everyone

Appendix F—Tribal Partner Advertisements

Ak-Chin Indian Community Notification



2050 Long-Range Transportation Plan

ADOT

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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX
GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 50 minutes



Drive Distance: 35 miles



Driving Directions:
From Maricopa, take SR 347 North to I-10 West
Take Exit 153A for SR 143 North
Take Exit 4 for Washington St, turn left
Turn right onto 40th St, turn left onto Van Buren St
The destination is on the left

OTHER MEETING OPTIONS:

TUCSON
Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF
Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING
March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL
March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

- Scan the QR code
- Visit adot2050plan.com

CAN'T ATTEND?

Provide comments through March 31, 2023:
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



Cocopah Indian Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 3.5 hours



Drive Distance: 200 miles



Driving Directions:

From Somerton, take US 95 North, turn right onto County 14th St
Turn left onto SR 195 to I-8 East, take Exit 115 for Gila Bend
Turn left onto SR 85 North, take I-10 East
Take Exit 147A for SR 202 East, take Exit 2 for 40th St, turn right
Turn right onto Van Buren St, the destination is on the left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggans Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

- Scan the QR code
- Visit adot2050plan.com

CAN'T ATTEND?

Provide comments through March 31:

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



Colorado River Indian Tribes

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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 3.25 hours



Drive Distance: 159 miles



Driving Directions:

From Parker, take SR 95 South, turn right onto Kelles Ave
Continue to I-10 East, take Exit 147A for SR 202 East
Take Exit 2 for 40th St, turn right
Turn right on Van Buren St, the destination is on the left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggans Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



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2050 Long-Range Transportation Plan



Fort McDowell Yavapai Nation

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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 45 minutes



Drive Distance: 28 miles



Driving Directions:

From Fort McDowell, take SR 87 South to SR 202 West
Take Exit 4 for Van Buren St/52nd St, turn left onto Van Buren St
The destination is on your left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



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2050 Long-Range Transportation Plan



Fort Mojave Indian Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 4 hours



Drive Distance: 200 miles



Driving Directions:

From Mojave Valley, take SR 95 North to SR 68 East
Take I-40 East to Exit 198 for Butler Ave, turn right
Turn left onto Fourth Ave
The destination will be on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



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2050 Long-Range Transportation Plan



Fort Yuma Quechan Tribe

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NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 3.5 hours



Drive Distance: 191 miles



Driving Directions:

From Yuma, take I-8 East
Take Exit 115 for Gila Bend to SR 85 North, take I-10 East
Take Exit 147A for SR 202 East, take Exit 2 for 40th St, turn right
Turn right onto Van Buren St, the destination is on the left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



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2050 Long-Range Transportation Plan



Gila River 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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 45 minutes



Drive Distance: 33 miles



Driving Directions:

From Sacaton, take Casa Blanca Rd West to I-10 West
Take Exit 153A for SR 143 North
Take Exit 4 for Washington St, turn left, turn right onto 40th St
Turn left onto Van Buren St, the destination is on the left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

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CAN'T ATTEND?

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2050 Long-Range Transportation Plan

ADOT

Havasupai Tribe

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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 3 hours



Drive Distance: 170 miles



Driving Directions:

From Havasupai Trailhead, take Indian Rd 18
Turn left onto SR 66 East
Take I-40 East to Exit 198 for Butler Ave, turn right
Turn left onto Fourth St, the destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



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2050 Long-Range Transportation Plan

ADOT

Hopi Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 1.5 hours



Drive Distance: 90 miles

Driving Directions:

From Kykotsmovi Village, take Indian Rd 2 South
Turn right on Indian Rd 15, turn right on Townsend-Winona Rd
Turn left onto Cosnino Rd, take I-40 West
Take Exit 201 for US 180 West, turn right, take US 89 South
Turn left onto Fourth St, the destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggans Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
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2050 Long-Range Transportation Plan

ADOT

Hualapai Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 2 hours



Drive Distance: 117 miles



Driving Directions:

From Peach Springs, take SR 66 East, take I-40 East
Take Exit 198 for Butler Ave, turn right
Turn left onto Fourth St
The destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPth>



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2050 Long-Range Transportation Plan

ADOT

Kaibab Band of Paiute Indians

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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 3.5 hours



Drive Distance: 208 miles



Driving Directions:

From Kaibab, take Pipe Spring Rd South, turn left on SR 389 East
Turn right onto Main St, turn right onto US 89 South
Turn left onto Fourth St
The destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
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Mail: Attn: ADOT LRTP, 1655 W. Jackson St. MD126F, Phoenix, AZ 85007

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2050 Long-Range Transportation Plan

ADOT

Navajo Nation

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 3.5 hours



Drive Distance: 185 miles



Driving Directions:

From Window Rock, take SR 264 West, turn left on Indian Rd 12
Take I-40 West to Exit 201 for US 180 West, turn right
Turn left onto US 89 South, turn left onto Fourth St
The destination is on the left

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

- Scan the QR code
- Visit adot2050plan.com

CAN'T ATTEND?

Provide comments through March 31:

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



Pascua Yaqui Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



TUCSON

Donna R. Liggans Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.



Drive Time: 40 minutes



Drive Distance: 15 miles



Driving Directions:

From Valencia Rd/Camino De Oeste, take Valencia Rd East, Take I-19 North and merge onto I-10 West
Take Exit 257 for Speedway Blvd and turn right
Turn left onto 6th Ave, the destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

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CAN'T ATTEND?

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2050 Long-Range Transportation Plan



Pueblo of Zuni

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 3.5 hours



Drive Distance: 176 miles



Driving Directions:

From Zuni, take NM 53 West, turn right onto Northwell Rd
Turn right onto US 191 North, turn left onto Indian Rd 2030
Turn right onto Indian Rte 2015, turn left onto Navajo Rd
Take I-40 West, take Exit 201 for US 180 West, turn right
Turn right onto US 89 South, turn left onto Fourth St
The destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

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2050 Long-Range Transportation Plan

ADOT

San Carlos Apache Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 2.25 hours



Drive Distance: 105 miles



Driving Directions:

From San Carlos, use Aravaipa Rd East, turn left onto San Carlos Ave
Turn left onto Indian Rd 6, turn right onto US 70 West
Take Exit 176B for SR 101 North, take Exit 51A for SR 202 West
Take Exit 4 for Van Buren/52nd St, turn left onto Van Buren St
The destination is on the left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

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2050 Long-Range Transportation Plan



San Juan Southern Paiute Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 1.75 hours



Drive Distance: 76 miles



Driving Directions:

From Tuba City, take US 160 West, turn left onto US 89 South
Turn left onto Fourth St
The destination will be on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPth>



MORE DETAILS

- Scan the QR code
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CAN'T ATTEND?

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2050 Long-Range Transportation Plan

ADOT

Salt River Pima-Maricopa Indian Community

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.



Drive Time: 30 minutes



Drive Distance: 7 miles



Driving Directions:

From the Two Waters facility, take Longmore Rd South
Turn right onto Thomas Rd, take SR 101 South
Take Exit 51 for SR 202 West
Take Exit 4 for Van Buren St/52nd St, turn left onto Van Buren St
The destination is on the right

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

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- Visit adot2050plan.com

CAN'T ATTEND?

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2050 Long-Range Transportation Plan

ADOT

Tohono O'odham Nation

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



TUCSON

Donna R. Liggans Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.



Drive Time: 1.5 hours



Drive Distance: 63 miles



Driving Directions:

From Sells, take SR 86 East to I-19 North
Merge onto I-10 West, take Exit 257 for Speedway Blvd, turn right
Turn left onto 6th Ave
The destination will be on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
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2050 Long-Range Transportation Plan



Tonto Apache Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m



Drive Time: 1.5 hours



Drive Distance: 83 miles



Driving Directions:

From Payson, take SR 87 South to SR 202 West
Take Exit 4 for Van Buren St/52nd St, turn left onto Van Buren St
The destination is on the left

OTHER MEETING OPTIONS:

TUCSON

Donna R. Liggans Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



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2050 Long-Range Transportation Plan

ADOT

White Mountain Apache Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 3 hours



Drive Distance: 168 miles



Driving Directions:

From Whiteriver, take SR 73 North
Turn left onto SR 260 West, turn right onto Porter Mountain Rd
Turn left onto Hopi Dr to I-40 West
Take Exit 201 for US 180 West, turn right
Turn left onto US 89 South, turn left onto Fourth St
The destination will be on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

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CAN'T ATTEND?

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2050 Long-Range Transportation Plan

ADOT

Yavapai-Apache Tribe

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LEARN MORE AT OUR PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 1 hour



Drive Distance: 58 miles



Driving Directions:

From Camp Verde, take Montezuma Castle Hwy North to I-17 North. Take Exit 340A for I-40 East, take Exit 198 for Butler Ave, turn right. Turn left onto Fourth St, the destination is on the right.

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m.

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

March 9, 2023, 6 – 7:30 p.m.
<https://bit.ly/ADOTLRTPVirtual>

TELEPHONE TOWN HALL

March 22, 2023, 6 – 7 p.m.
<https://bit.ly/ADOTLRTPtth>



MORE DETAILS

- Scan the QR code
- Visit adot2050plan.com

CAN'T ATTEND?

Provide comments through March 31:

Email: LRTP@azdot.gov | Phone: 855.712.8530 | Website: adot2050plan.com

Mail: 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 623.693.7411 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 623.693.7411 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.



2050 Long-Range Transportation Plan



Yavapai-Prescott Indian Tribe

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 PUBLIC MEETINGS

Review the LRTP update with plan staff and provide your input.

NEAREST IN-PERSON MEETING:



FLAGSTAFF

Flagstaff Aquaplex
1702 N Fourth St, Flagstaff
March 8, 2023, 5:30 – 7 p.m.



Drive Time: 2 hours



Drive Distance: 98 miles



Driving Directions:

From Prescott, take SR 69 South, turn left onto SR 169 North
Take I-17 North, take Exit 340A to I-40 East
Take Exit 198 to Butler Ave, turn right, turn left onto Fourth St
The destination is on the right

OTHER MEETING OPTIONS:

PHOENIX

GateWay Community College
108 N 40th St, Phoenix
February 28, 2023, 5:30 – 7 p.m

TUCSON

Donna R. Liggins Recreation Center
2160 N 6th Ave, Tucson
March 2, 2023, 5:30 – 7 p.m.

VIRTUAL MEETING

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Appendix G—Fact Sheets and Comment Forms

Fact Sheets

L RTP Vision Report Fact Sheet

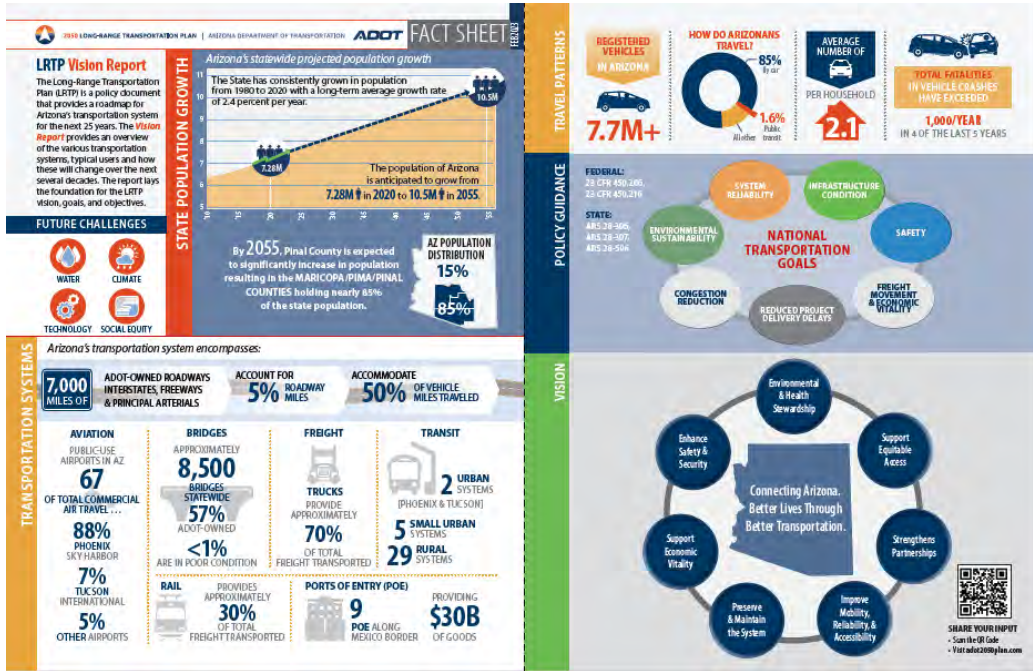


Image 2 - L RTP Vision Report English-Language Fact Sheet

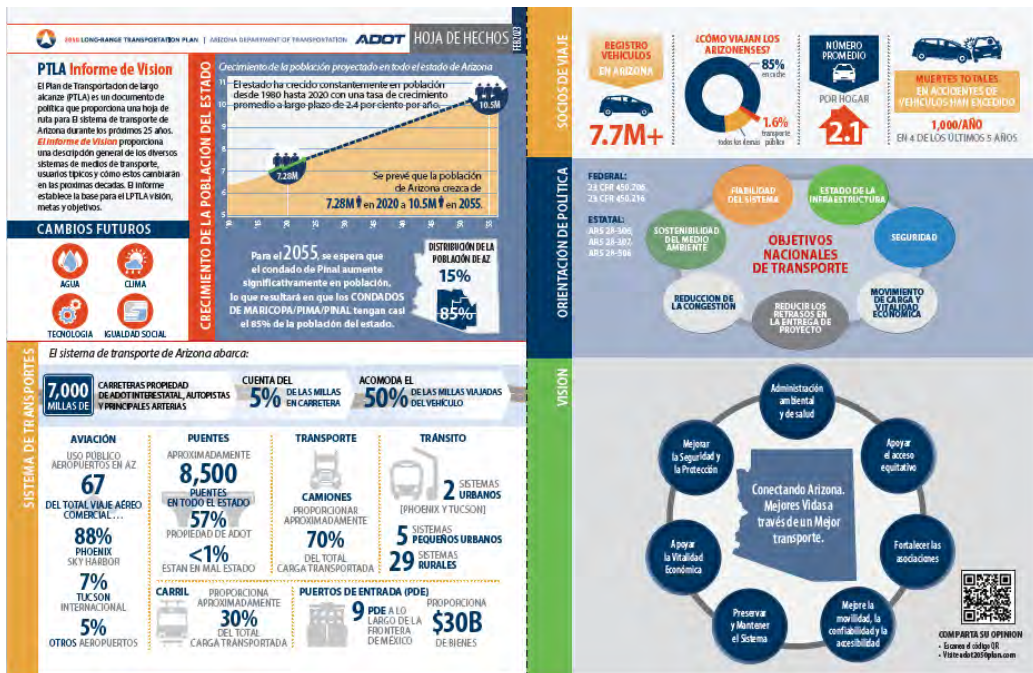


Image 1 - L RTP Vision Report Spanish-Language Fact Sheet

MAG/PAG Current Conditions



Image 3 - MAG/PAG Current Conditions English-Language Fact Sheet



Image 4 - MAG/PAG Current Conditions Spanish-Language Fact Sheet

IJA/BIL Funding Analysis

2050 LONG-RANGE TRANSPORTATION PLAN | ARIZONA DEPARTMENT OF TRANSPORTATION **ADOT** **FACT SHEET** FEB 2021

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 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 (NIPAA)	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 NHTS ACT SIBs 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 FUNDING
FHWA The **FEDERAL AID HIGHWAY PROGRAM (FAHP)** is a primary source of funding for ADOT infrastructure projects.

The core FAHP programs include the:

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

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

FINANCING OPTIONS

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	50.5%	19%	30.5%
	STATE HIGHWAY FUND	COUNTIES	CITIES & TOWNS

\$1.6B

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).

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

1/2 CENT

MARICOPA ASSOCIATION OF GOVERNMENTS

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

PAG

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.

LOCAL/REGIONAL FUNDING

INCREASED COSTS (upward arrow)
DECREASED TAX REVENUE (downward arrow)

HIGHWAY USER REVENUE FUND is generated from fuel tax, vehicle registrations, and other sources that may decrease due to **reduced travel (COVID, remote work), more efficient vehicles, or quicker transition to electric vehicles.**

THE REGIONAL AREA ROAD FUND is generated from sales tax that may decrease if overall economic activity were to decrease. RARF currently expires at the end of 2025 and would need to be renewed to continue the funding.

INFLATION & RISING CONSTRUCTION COSTS can also increase the cost of projects. ADOT has seen a **56% increase in construction cost over the past five years.** The same amount of funding does not go as far as it did.

SHARE YOUR INPUT—Scan the QR Code and visit adot2050plan.com

Image 5 - IJA/BIL Funding Analysis English-Language Fact Sheet

2050 LONG-RANGE TRANSPORTATION PLAN | ARIZONA DEPARTMENT OF TRANSPORTATION **ADOT** **FICHA TÉCNICA** FEB 2021

Análisis del financiamiento de IJA/BIL
La **LEY DE INVERSIONES Y EMPLEOS EN INFRAESTRUCTURAS (IIJA)**, 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 **IIJA/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 en 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.

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 (NIPAA)	Reconstrucción de las infraestructuras estadounidenses Sostenibilidad y Programa de Subvenciones de Infraestructuras (RAISE)	Programa de Inversión en Puentes Competitivos
Programa de subvenciones Infraestructuras para reconstruir América (INFRA)		Programa de Transporte Rural de Superficie (Rural)

Las opciones de financiamiento más habituales son:

LEY DE FINANCIAMIENTO E INNOVACIÓN DE LAS INFRAESTRUCTURAS DE TRANSPORTE (TIFIA)	BANCOS ESTATALES DE INFRAESTRUCTURAS (SIB)	GRANT ANTICIPATION REVENUE VEHICLES (GARVEE)
Proporciona ayuda federal en forma de préstamos directos, garantías de préstamos y líneas de crédito contingente para financiar proyectos de transporte de superficies de importancia nacional y regional. El programa permite el reembolso en un plazo de hasta 35 años tras la finalización sustancial del proyecto.	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 NHTS en 1996 y 1997, con un total de \$46 millones en el programa.	Tipo de valor (instrumento de deuda) emitido para adelantar el financiamiento anticipado de monedas 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.

FINANCIAMIENTO FEDERAL
FHWA 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:

NHPF 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

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

Otros programas son el nuevo **Programa de Reducción de Emisiones de Carbono y 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.

OPCIONES DE FINANCIAMIENTO

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 INGRESOS SUPERARON LOS	50.5%	19%	30.5%
	FONDO ESTATAL DE CARRETERAS	CONDADOS Y CIUDADES	CIDADES Y PUEBLOS

\$1.6B

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

1/2 CENT

MARICOPA ASSOCIATION OF GOVERNMENTS

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.

56% SISTEMA ESTATAL DE CARRETERAS
33% FONDO DE TRANSPORTE PÚBLICO
11% PRINCIPALES ARTERIAS

PAG

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.

RIESGOS FUTUROS

DISMINUCIÓN DE LOS INGRESOS FISCALES (downward arrow)
AUMENTO DE LOS COSTOS (upward arrow)


EL FONDO DE INGRESOS DE USUARIOS DE AUTOPISTAS se genera a partir del impuesto sobre el combustible, las matriculaciones de vehículos y otras fuentes que pueden disminuir debido a la **reducción de los desplazamientos (COVID, trabajo remoto), vehículos más eficientes o una transición más rápida a los vehículos eléctricos.**

EL FONDO REGIONAL DE CARRETERAS se genera a partir del impuesto sobre las ventas, que puede disminuir la actividad económica general. Actualmente, el RARF expira a finales de 2025 y sería necesario renovarlo para mantener el financiamiento.

LA INFLACIÓN Y EL AUMENTO DE LOS COSTOS DE LA CONSTRUCCIÓN también pueden aumentar el costo de los proyectos. ADOT ha registrado un **aumento del 56% en el costo de la construcción en los últimos cinco años.** Con la misma cantidad de financiamiento no se consigue tanto como antes.

COMPARTA SU OPINIÓN—Escanee el código QR y visite adot2050plan.com

Image 6 - IJA/BIL Funding Analysis Spanish-Language Fact Sheet



COMMENT FORM

If you attended a public meeting in-person, please indicate meeting you attended by circling the location below.

Central Region GateWay Community College February 28, 2023 5:30-7 p.m.	South Region Donna R. Liggins Recreation Center March 2, 2023 5:30-7 p.m.	North Region Flagstaff Aquaplex March 8, 2023 5:30-7 p.m.
---	--	--

YOUR INPUT IS IMPORTANT TO US! Please answer the following questions and return your comment form in at the meeting or by email or mail to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team understand the public’s views. Personal demographic information is used to determine whether ADOT reached a cross-section of the population and will not be shared with others. Thank you.

1. What is your zip code? _____
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: _____
- Email: _____
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding *(check all that apply)*

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ____ Yes ____ No

ADOT2020Plan.com
 ADOT Communications 1655 W. Jackson St., MD 126F Phoenix, AZ 85007

Image 7 - English-language Comment Form



FORMULARIO DE COMENTARIO

Si asistió una reunión pública en persona, indique la reunión a la que asistió haciendo un círculo en el lugar a continuación.

Región Central
GateWay Community College
February 28, 2023 | 5:30-7 p.m.

Región Sur
Donna R. Liggins Recreation Center
March 2, 2023 | 5:30-7 p.m.

Región Norte
Flagstaff Aquaplex
March 8, 2023 | 5:30-7 p.m.

¡SUS SUGERENCIAS SON IMPORTANTES PARA NOSOTROS! Responda las siguientes preguntas y devuelva su formulario de comentarios en la reunión, por correo electrónico o postal a una de las direcciones impresas a continuación. Completar este formulario es completamente voluntario y ayuda al equipo del proyecto a comprender las opiniones del público. La información demográfica personal se usa para determinar si ADOT llegó a una muestra representativa de la población y no se compartirá con otros. Gracias.

1. ¿Cuál es su código postal? _____
2. ¿Cuál es su rango de edad? (Circula una opción) Abajo de 18 18-33 34-54 55-64 65+
3. ¿Cuál es el ingreso total de su hogar? (Circula una opción) Menos que \$27,750 Mas que \$27,750 Prefiero no revelar

Opcional:

- Nombre: _____
- Dirección Electronica: _____
- Dirección: _____ Ciudad _____ Estado _____

4. Indique a qué se refiere su comentario (*marque todo lo que se aplique*)

- Vision y Metas
- Necesidades anticipadas
- Ingresos previstos
- Prioridades de financiación
- Otro

Comentarios:

¿Le gustaría que alguien del equipo del proyecto ADOT LRTP respondiera a su comentario? Si ____ No ____

Image 8 – Spanish-language Comment Form



2050 Long-Range Transportation Plan

ADOT

Public Meeting Presentation

February 28 – March 31

ARIZONA DEPARTMENT OF TRANSPORTATION

Slide 1 - Presentation Introduction

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 comenzará en breve.

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.

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

Slide 2 - Presentation Standby Message



ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

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



2050 LONG-RANGE TRANSPORTATION PLAN | ARIZONA DEPARTMENT OF TRANSPORTATION



Slide 3 - ADOT Nondiscrimination Notice (English)



AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que la agencia tiene como regla asegurar el cumplimiento de el Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT con la información que aparece abajo:

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



2050 LONG-RANGE TRANSPORTATION PLAN | ARIZONA DEPARTMENT OF TRANSPORTATION



Slide 4 - ADOT Nondiscrimination Notice (Spanish)

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.



Agenda

- Purpose and Timeline
- Vision and Goals
- Needs and Revenue
- Public Involvement
- Comments and Questions



Tonight's Presenters

- Jason James, ADOT LRTP Project Manager
- Scott Omer, Consulting Project Manager, WSP USA
- Scott Beck, Consulting Transportation Systems Manager, WSP USA
- Jessica Parks, Consulting Public Involvement Coordinator, WSP USA



Slide 7 - Panel of Speakers

Overview



Slide 8 - Overview Title

What is the Long-Range Transportation Plan (LRTP)?

- A policy document to guide future transportation decisions for the next 25 years.
- Identifies anticipated system needs, revenues and priorities.
- *Does not* identify specific projects.
- Updated every 5 years to reflect new conditions.

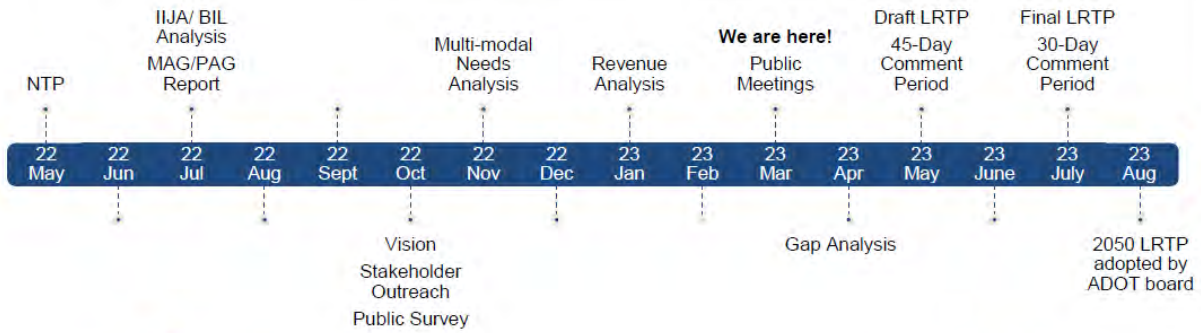


Purpose of Tonight's Meeting

- Provide overview of the 2050 Long Range Transportation Plan vision, goals, needs and potential revenue.
- Provide opportunity for public to ask questions and make comments.



Project Schedule



Slide 11 - Project Schedule

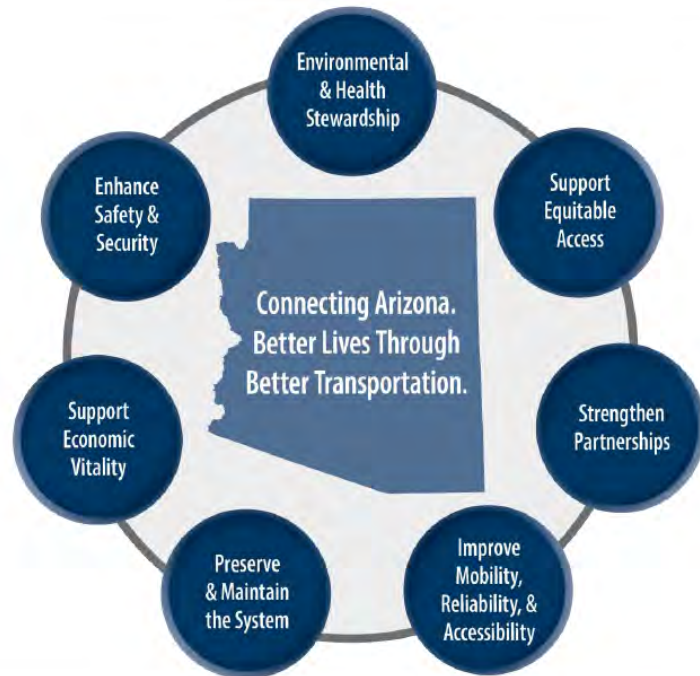
Vision and Goals



Slide 12 - Vision and Goals Title

Vision

Connecting Arizona.
Better Lives Through
Better Transportation.



Slide 13 - LRTP Vision

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 to the State Highway System
- Strengthen Partnerships



Slide 14 - LRTP Goals

Needs and Revenue



Slide 15 - Needs and Revenue Title



ADOT INFRASTRUCTURE

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



ADOT STEWARDSHIP

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



COMPLEMENTARY TRANSPORTATION SYSTEMS

Transportation Infrastructure		
Municipal	County	
Federal	Tribal	Private
Phoenix and Tucson Public Transit Systems		
Private Transit Systems	Private Rail Facilities	
Public and Private Airports	Federal Ports of Entry	



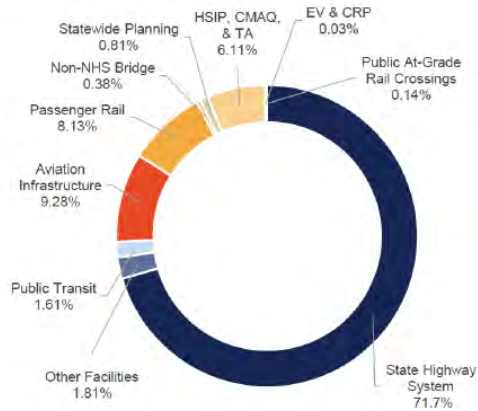
Slide 16 - ADOT Needs Graphics

Multimodal Needs Analysis

Future Needs (2026-2050)

- ADOT Infrastructure: \$158 Billion
- ADOT Stewardship: \$57 Billion
- Complementary Transportation Systems: Not Included

Total of \$215 Billion



Slide 17 - Multimodal Needs Analysis

ADOT Infrastructure

Needs Source		Total Needs (2026 Dollars in Millions)
State Highway System (SHS)	Pavement	\$47,118
	Bridge	\$8,842
	Mobility	\$88,062
	Safety	\$5,892
	Freight	\$4,404
Other Facilities	State Ports of Entry	\$1,085
	Rest Areas/Truck Parking	\$2,785
	Grand Canyon Airport	\$34
Total		\$158,223



Slide 18 - ADOT Infrastructure

ADOT Stewardship

Needs Source	Total Needs (2026 Dollars in Millions)
Public Transit Funding	\$3,457
Aviation Infrastructure Funding	\$19,968
Passenger Rail Funding	\$17,504
Non-SHS Bridge Inspections and Funding	\$826
Statewide Planning Funding	\$1,748
HSIP, CMAQ, and TA Funding	\$13,147
EV Charging and CRP Funding	\$59
Public At-Grade Highway-Rail Crossings Safety Funding	\$306
Total	\$57,014



Slide 19 - ADOT Stewardship

Revenue Analysis



Slide 20 - Revenue Analysis Title

ADOT Funding Sources

- Highway Revenue Fund (HURF)
 - Gas use taxes
 - Motor carrier taxes
 - MVD registration and other fees
- Federal Aid Highway Program
- Regional Area Road Fund (RARF)
 - Voter-approved sales tax in Maricopa County for transportation – expires 12/31/25
- Infrastructure Investment & Jobs Act/Bipartisan Infrastructure Act (IIJA/BIL)



Slide 21 - ADOT Funding Sources

Revenue Analysis

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 IIJA/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 IIJA/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 IIJA/BIL federal funding



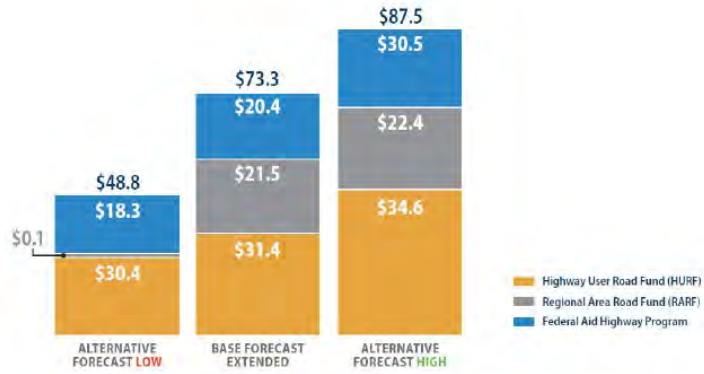
HURF: Highway User Revenue Fund
 RARF: Regional Area Road Fund
 IIJA/BIL: Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Act



Slide 22 - Revenue Analysis Explanation Graphic

Revenue Analysis

Total Value for Fiscal Years 2026–2050
In Billions



Slide 23 - Revenue Analysis Forecast Breakdown

Public Involvement



Slide 24 - Public Involvement Title

Public Involvement

- ADOT seeking public and key stakeholder input in the development of the LRTP.
 - Stakeholder meetings (i.e. COG/MPO TAC meetings, 1:1 meetings with tribal partners, collaboration with MAG/PAG planning divisions)
 - Public survey
 - Public meetings
- Formal public comment period for draft and final LRTP document.

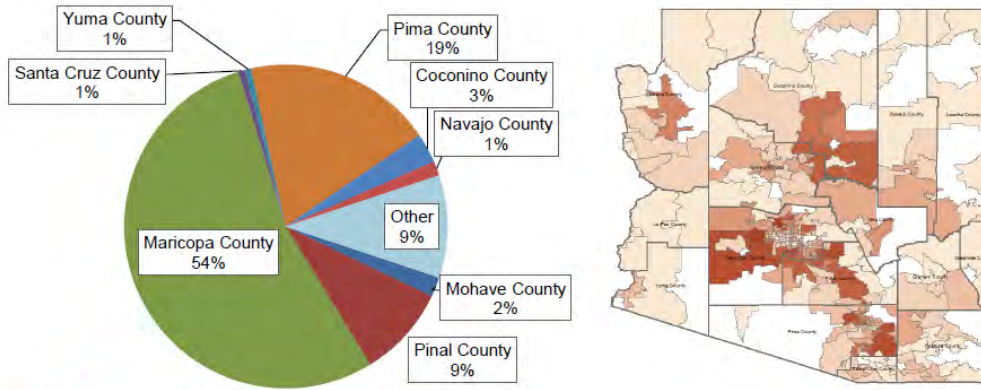


Public Survey

- Conducted Oct. 2022-Jan. 2023
- Sought the public's input on transportation goals and funding priorities
- English and Spanish versions
- Approximately 8k responses from a representative cross-section of Arizonans

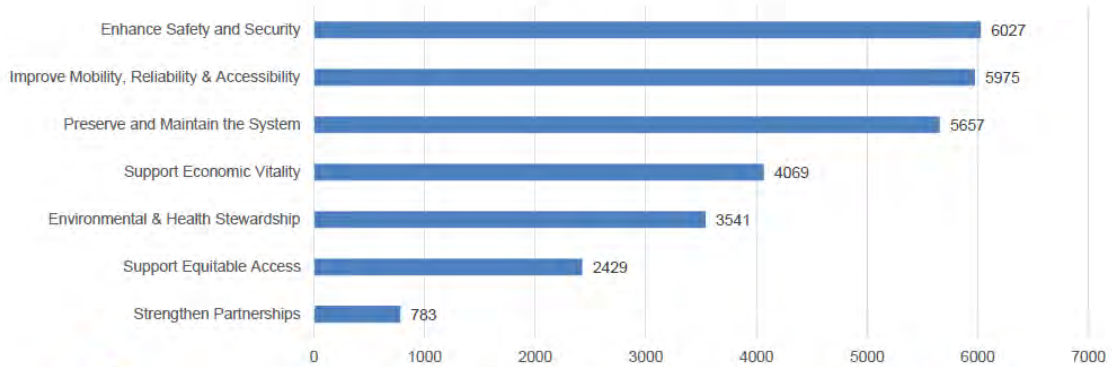


Survey Coverage



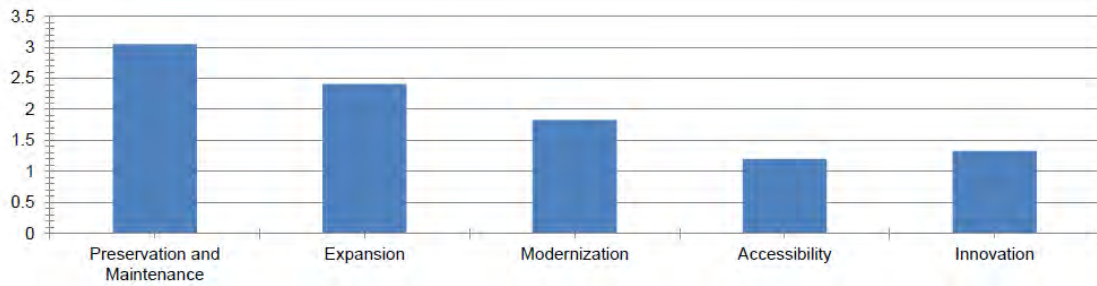
Slide 27 - Public Survey Coverage

What We Heard from the Public Funding Priorities



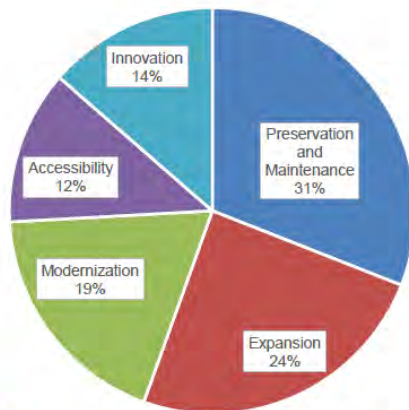
Slide 28 - Public Survey Funding Priorities

Transportation Spending Average Budget Allocation of All Respondents

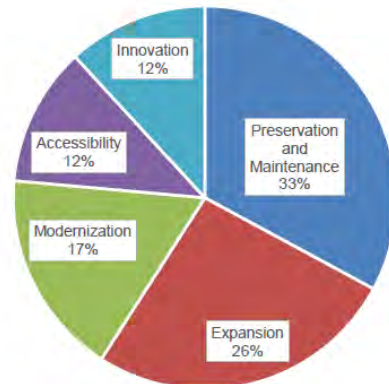


Slide 29 - Public Survey Transportation Spending

Transportation Spending All Respondents

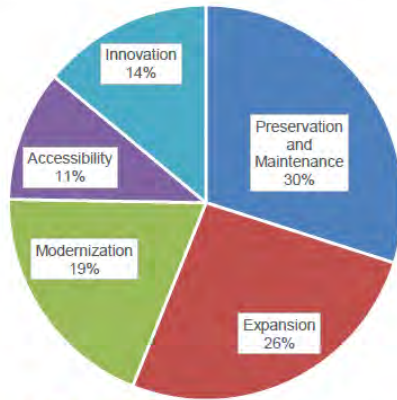


Transportation Spending Respondents Not in Maricopa or Pima County

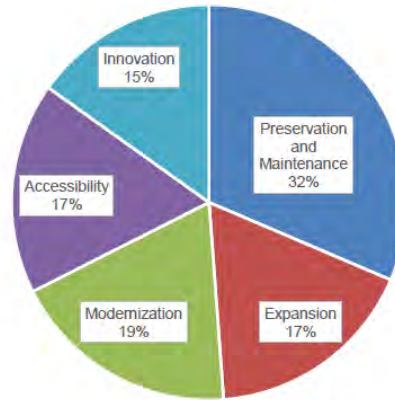


Slide 30 - Transportation Spending County Breakdown 1

Transportation Spending Respondents in Maricopa County



Transportation Spending Respondents in Pima County



Slide 31 - Transportation Spending County Breakdown 2

Anticipated Public Outreach Timeline



Slide 32 - Anticipated Public Outreach Timeline

Public Comments

Ways to provide comments through March 31:

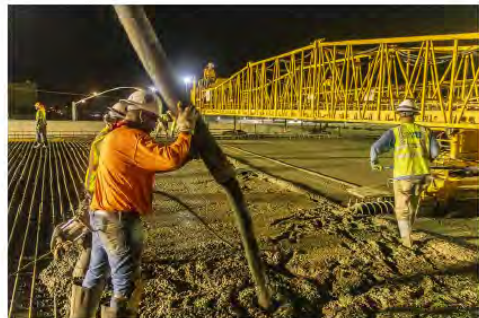
- Tonight's meeting via written or verbal comment
- Online Comment Form: adot2050plan.com
- Email: LRTP@azdot.gov
- Phone: 855.712.8530
- Mail: Attn: ADOT LRTP, 1655 W. Jackson St., Room 179, MD 126F, Phoenix, AZ 85007



More Information

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 email list or to watch recording of this presentation: adot2050plan.com



Appendix I—Public Meeting Sign In Sheets



Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public and, as such, must be released to any individual upon request. Please print clearly. Llenar esta forma con sus datos es enteramente por su propia voluntad y ayuda al equipo del proyecto a mantener un registro veraz de los concurrentes a la reunión. Conforme a la ley estatal, datos que usted proporcione a continuación que lo puedan identificar personalmente pasarán a formar parte del registro público y, por lo tanto, se divulgarán previa solicitud. Por favor escriba con letra de imprenta, de manera legible.

Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
CHARLES SEIVEND	2209 N 16TH AVE PHOENIX, AZ 85007	CHUCA@THENOISE.US	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Jim West	275 W. Juniper Ave #1219 Gilbert, Ariz 85233		<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Dale Miller Pat Miller	7730 E Passero Dr Scottsdale, AZ 85266	dmiller@rickengineering.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Katie Boligitz	515 W Riviera Dr Tempe 85282	katherineboligitz@gmail.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Myrna Bondor	16437 S. 34th St Phoenix, AZ 85048	myrna.bondor@gmail.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Diane E. Brown <small>ck/ Arizona PIRG Education Fund</small>	835 W. Warner Rd - Stc. 101-464 Gilbert, AZ 85233	dbrown@arizonapirg.org	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Kristi Hanson	FARROW 1983 WICKENBURG AZ 85359	khanson@wickenburgaz.gov	<input checked="" type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input checked="" type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
JINNY GALLEGOS	501 MOSHER LANE PRESOTT AZ 86304	VINCENT.GALLEGOS@YAVAPAI.AZ.GOV	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
TYLER McFinnerty	7311 C Southern AVE	tylmcrr@gmail.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro



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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)	
Steve ABRAHAM	31 N. PINAL ST. FLORENCE AZ 85132	Steve.ABRAM@pinal.gov	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
MICHAEL RIBACK	114 W. ADAMS ST Phoenix AZ 85003	MRyback@FME.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Tom CARTY	609 E SAGUARO DR Tempe, AZ 85288	TJCARTYF1@AOL.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Shekhar Shah	175 S Hamilton Place Bldg #6, Surt #114 Gilbert AZ 85233	sshch@RT-AZ.COM	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Ukemiw Maek Anako	17601 W Carman Dr Surprise AZ 85388	ukemiwanako02@gmail.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Mary Headley	301 N. 70th St, 127 Scottsdale, AZ 85253	earmhms@aol.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Inene Higgs	211 N. Florence St Ste 103 Casa Grande, AZ 85122	ihiggs@scmpa.org	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
John Willett	530 E Monroe Ave Buckeye AZ 85326	jwillett@buckeyeaz.gov	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
			<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales	<input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro



36 people attende

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
Kevin Daul ^{council} member	1910 E Grant Rd.	Kevin.daul@tuasmsa.gov	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
CHARLES SEVERO	2200 N 10TH AVE	CITREK@THEMOUSE.US	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Scott Castorlin	1660 N Fargues Ave	scast13@cox.net	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Rowan R. Sparkling	P.O. Box 43827 Tucson, AZ 85733-3827	rowan.sparkling@cox.net	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
JOHN MOFFATT	2365 E. EDISON ST. TUCSON, AZ 85719	MOFFATTCONSULTING@OUTLOOK.COM	<input checked="" type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Jasmine Chan	2550 E RIVER RD TUCSON, AZ 85718	jasminechan@gmail.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Robert Freitas	423 N. MAIN AVE TUCSON, AZ - 85701	bobf@sundialenergy.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Diane Shifflett	4521 W Camino de Cielo Tuc, AZ 85745	stegatoroise@gmail.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro
Hector Ruiz	4110 N Grande Ave Tucson, AZ 85745	hr557642P@gmail.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
FRANK FRY	11444 E. DESERT RAPTOR LOOP TUC AZ 85747	FRANK.FRY@WSP.COM	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro

JOHN LASHLEY 6262 N. CAMINO VERDE WHIPSAIS@MSN.COM
TUCSON 85743



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Table with 4 columns: Name / Nombre, Address / Domicilio, Email / Correo electrónico, and How did you hear about this hearing? (You may check more than one) / ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno). Rows include Jackie O'Donnell Anders, Jim Patterson, Dave Devine, Chris Stidley, Steve Dolan, Christina McVie, Carolyn Campbell, Jenni Toothaker, Debbie Arthur, and Allen Kinnison.



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NAME

Address

EMAIL

How did you hear about this meeting

Manisha Beotra
Michael TAMARACK

255 W. Alameda
536 E FLORES ST TA 95705

manisha.beotra@tucsonaz.gov
tamarackm@yahoo.com



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Table with 4 columns: Name / Nombre, Address / Domicilio, Email / Correo electrónico, and How did you hear about this hearing? (You may check more than one) / ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno). Rows include attendees like Mandie Gonzales, Santa Tam, Anne Witthe, Russell Mann, Louise Kerby, Kim Robinson, Josephine Cully, Guillermo Cortes, and Alan Shimon.



ADOT Long Range Transportation Plan Public Meeting / Reunión Pública Wednesday, March 8, 2023 The Flagstaff Aquaplex

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Name / Nombre	Address / Domicilio	Email / Correo electrónico	How did you hear about this hearing? (You may check more than one) ¿Cómo se enteró de esta audiencia? (Puede marcar más de uno)
Rachel Gibbons	Flagstaff, AZ	rgibbons@azdailysun.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Biigrit Loewenstein	400 Smoke Trail Lane Sedona, AZ	brose@meganet.net	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Deanna Bradley	Sedona	azdeanna@gmail.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input checked="" type="checkbox"/> Other / Otro
Blake Gott	Po Box 30383 Flagstaff, AZ	ADOT@YR.33MAIL.COM	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Jesse Thompson	Toasty / Hardrock Chapter	jesse-thompson7@yahoo.com	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
David Wessel	Flagstaff	david.wessel@metroplanflg.org	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Sara Bandyberry	Flagstaff, AZ	sara.ferguson@lv.net	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input checked="" type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Kate Morley	Flagstaff	Kate.Morley@metroplanflg.org	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Vernita & Thosie	P.O. Box 208 Chambers, AZ 86502	widervins@najoelchapters.org	<input type="checkbox"/> Mailer / Correo <input checked="" type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro
Michael Stump	2155 N Rain Tree R4 Flagstaff AZ 86004	mstump@raintreeflagstaff.com	<input type="checkbox"/> Mailer / Correo <input type="checkbox"/> Email / Correo electrónico <input type="checkbox"/> Social Media / Redes sociales <input checked="" type="checkbox"/> News media / Medios de comunicación <input type="checkbox"/> Advertising (Radio/Newspaper) / Anuncio de radio o en el periódico <input type="checkbox"/> Other / Otro

Appendix J—Emailed Comments and Responses

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Is there and existing or draft plan for us to review as a start point?</p> <p>I would suggest that it is critical that the plan NOT UNDERESTIMATE population growth across the state in the next 25 years!</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your comments are important to us and have been shared with the appropriate members of our team. The previous Long Range Transportation Plan finalized in February 2018 is available here.</p> <p>ADOT is required to be updated the plan every five years. As such, ADOT has launched a survey to seek the public’s input on priorities for how ADOT should spend limited resources to meet future transportation needs throughout the state. We encourage you to also share your feedback through the online survey available here and on the plan website at www.ADOT2050plan.com.</p>
<p>We need a street light @ the intersection of Broadway and Watson Rd. in Buckeye, AZ.. At night it is very dark and is hard to see the street markings coming from the north and the west.</p>	<p>Thank you for contacting the Arizona Department of Transportation. ADOT primarily builds and maintains state roads and freeways. You may wish to contact the City of Buckeye in regards to this request.</p>
<p>Need to make Highway 169 two lanes each way. This is a very scary 15 miles. A lot of dangerous passing. Frequently we drive the additional 30 miles up Highway 60 to Interstate 17 and then North to Highway 260. It adds about 30 minutes to our trip but it is a lot safer.</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your comments are important to us and have been shared with the appropriate members of our team. ADOT has launched a survey to seek the public’s input on priorities for how ADOT should spend limited resources to meet future transportation needs throughout the state. We encourage you to also share your feedback through the online survey available here and on the plan website at www.ADOT2050plan.com.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>When will start construction of interstate 11 in Maricopa</p>	<p>Thank you for contacting the Arizona Department of Transportation. The proposed I-11 is envisioned as a multi-use corridor that would improve Arizona’s access to regional and international markets while opening up new opportunities for enhanced travel, mobility, trade, commerce, job growth and economic competitiveness. The concept of a high-capacity, high-priority north-south transportation facility that connects U.S. markets to Canada and Mexico through the western U.S. has been considered for more than 25 years. In 2015, the U.S. Congress approved the Fixing America’s Surface Transportation Act (FAST Act), which formally designated I-11 as an Interstate highway through Arizona and reinforced the concept for I-11 that had emerged from previous ADOT studies. This designation did not include funding for design and construction. It was announced on November 16, 2021 that the Record of Decision and Final Preliminary Section 4(f) Evaluation for the 280-mile Interstate 11 study corridor – stretching from Nogales to Wickenburg – was completed and published. This document marked completion of the Tier 1 study to determine the proposed new highway corridor between Nogales and Wickenburg.</p> <p>After more than five years of study, technical analysis and input from communities and stakeholders, the publication of this decision document marked a major milestone as the final step in the Tier 1 Environmental Impact Statement process for this proposed highway corridor. The signed Record of Decision, approved by the Federal Highway Administration, is available at i11study.com/Arizona. The Record of Decision was prepared by the Arizona Department of Transportation and the FHWA, and was completed in compliance with the National Environmental Policy Act. This decision document identifies the Selected Corridor Alternative, which is a Build Alternative. For I-11 to advance as a construction project, several additional steps would be required.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
	<p>These steps would include National Environmental Policy Act (NEPA) approval, identifying funding, and conducting specific, project-level Tier 2 NEPA studies of priority corridor segments. It is during the Tier 2 process that the Selected Corridor Alternative would be narrowed to a maximum 400-foot-wide highway alignment, or route. Based on need and purpose, these segments would focus on smaller and shorter sections of I-11 and not the entire 280-mile corridor from the Tier 1 study that was completed in November 2021. Recently, the Arizona State Legislature appropriated \$25 million to ADOT to conduct a Tier 2 study for Interstate 11 in Maricopa County, there is currently no funding available to initiate these Tier 2 studies in Pinal or Pima counties. Funding for the design and construction of the proposed I-11 has not been allocated and a timeline has not been established.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Hi. I am studying for the FE exam, and interested in transportation funding. I'd love to know more about how the survey is used in the long range plan. Is there survey data from the last long range plan? Who created the survey and how was their task defined?Thanks! Faffs Riederer --</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT) regarding the 2050 Long-Range Transportation Plan (LRTP) survey. The results will help the study team to understand the public's priorities for how ADOT should spend limited resources to meet future transportation needs throughout the state across three major investment types: preservation, modernization and expansion. This information will be used, along with data about anticipating funding sources and future system needs, to help inform the study team's plan recommendations.</p> <p>The survey was created in partnership with our project consultant, WSP, using the MetroQuest platform. Their task included working with ADOT staff to develop the survey questions and methodology, test the survey, provide a Spanish version and embed the survey within the LRTP website. They also review and report back to the study team on the survey responses.</p> <p>The What Moves You Arizona 2040 Long Range Transportation Plan includes an overview of the previous survey results. For more information on the current Long Range Transportation Plan, please visit our study web page.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I had found this news article on Twitter about a dislodged road plate in Memphis, in the line of traffic by news reporter Joyce Peterson! (https://twitter.com/MemphoNewsLady/status/1596295808722374656?s=20&t=TdTdCXM1uKxqtT3C0RcGSg)</p> <p>I was shocked to see the road plate in the middle of a busy road without anything to secure it. We have found the best way to prevent this from happening is to spec it, so there is consistency in the way that contractors are installing their road plates.</p> <p>I wanted to introduce Plate Locks to Phoenix, as it has been written into specification in cities like Reno, LAX, JFK, Charleston, and Toronto. We take pride in being an easier transition for pedestrians, cyclists, and vehicles.</p> <p>Attached is an informational that would be great to pass onto your engineering or public works. On the bottom is some photos of crosswalks and bike lanes at risk.</p> <p>We look forward to helping increase road plate safety in Phoenix!</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). ADOT primarily builds and maintains state roads and freeways. You may wish to explore contracting opportunities with the City of Phoenix by visiting their website at https://www.phoenix.gov/business/contract/.</p>
<p>That was the most fun and interesting online survey I've ever taken... kudos to the team that developed it!</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). We appreciate you taking the quiz and providing your feedback.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Comments and Suggestions as ADOT Seeks Public Input on the 2050 Long Range Transportation Plan by John A. "Skip" Laitner1 December 21, 2022</p> <p>An Opening Perspective The 2001 report of the Intergovernmental Panel on Climate Change was the first IPCC report to state positively that the observed global temperature increase was "likely" to be due to human activities. Indeed, the "Summary for Policymakers" (IPCC 2001) noted that "the projected rate of warming is very likely to be without precedent during at least the last 10,000 years, based on paleoclimate data" (page 8). The report also stated: "There is new and stronger evidence that most of the warming observed over the last 50 years is attributable to human activities" (page 5).</p> <p>In 2019 more than 11,000 scientists in 153 countries—ranging from Morocco, Egypt and Cameroon to Russia, China, and the United States—warned that the Earth "clearly and unequivocally faces a climate emergency" (Ripple, Wolf, Newsome, et al., 2019). Moreover, for the first time in 2020, our anthropogenic mass finally equaled all the biomass on Earth (Elhacham, Ben-Uri, Grozovski, Bar-On and Milo 2020). We may have, indeed, moved from the geologic age of the Holocene Epoch into what many scientists are now calling the Anthropocene (Zhong 2022). And the inefficient use of energy and</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your insightful comments are important to us and have been shared with the appropriate members of our team for their review. We will continue to keep you informed as our plan development progresses.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>other resources associated with the Anthropogenic economy is causing a very big and diminishing resource productivity, so that while we worry about the nation’s fiscal burden or debt, the growing resource burden and the resource debt may be much, much bigger in geologic scale. The continued construction of highways, the ongoing urban development initiatives and other invasive buildouts contribute to this growing anthropogenic mass. These, among other economic and environmental burdens prompted UN Secretary-General António Guterres to declare last October that the climate crisis is a “code red for humanity” (McGrath 2021). We can see the evidence of a growing climate burden in various ways. As shown in the graphic image on the following page, for example, Arizona’s average temperature in 2021 was 2.5°F above the mean century average temperature of 75.6°F over the period 1895 to 2021 (NOAA 2022). And the trend is clearly an increasing one. Indeed, in December 2015, as the current What Moves You Arizona (WMYA) 2040 was convening its “Visioning Workshop,” the</p> <p>1 For general background, I am an international resource economist who founded Economic and Human Dimensions Research Associates—based in Tucson, Arizona in 2012. I am also a Past President of the Association of Environmental Studies and Sciences (AEISS), an independent interdisciplinary professional association in higher education, and I have served as chief economist for Third Industrial Revolution master plan initiatives spearheaded</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>by well-known author and visionary, Jeremy Rifkin. More critically I am an author of more than 320 reports, journal articles, and book chapters with expertise in benefit-cost assessments, the review of energy and non-energy benefits of different policy strategies, exploring resource costs and constraints, and assessing the net employment and macroeconomic impacts of what I call “Innovation Scenarios” as well as the more typical energy and climate policy scenarios. In 1998 I was awarded EPA’s Gold Medal for my work with a team of economists to evaluate the economic impact of strategies that might assist in the implementation of smart climate policies. As helpful, I can be reached by email at <EconSkip@gmail.com> or by phone at (571) 332-9434.</p> <p>temperature was already rising to 77.4°F—already 1.8 degrees above the century average. Yet, this did not seem to be a major concern at the time, even as we are now facing a Code Red for Humanity. And five months after United Nations Secretary-General António Guterres called the climate crisis a code red, the Intergovernmental Panel on Climate Change (IPCC) released its Sixth Working Group III report on Climate change, noting that “It’s now or never, if we want to limit global warming to 1.5°C (2.7°F).”²</p> <p>Source: https://www.ncei.noaa.gov/access/monitoring/climate-at-a-glance/statewide/time-series/2/tmax/ytd/11/1895-2021. Note that “LOESS” is the locally estimated scatterplot smoothing of the temperature data.</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Despite the evidence of the growing social, environmental, and economic burdens, and the many likely and unanticipated consequences of climate change, neither the words “climate” nor “climate change,” and not even “greenhouse gas emissions” are found anywhere within the ADOT 2050 Long-Range Transportation Plan blueprint (ADOT 2022a). In the June 2022 release of the 2023-2027 Five-Year Transportation Facilities Construction Program (ADOT 2022b), only \$40 million out of a total budget of \$6.752 billion (or 0.6% of the total budget) is allocated for “a wide range of projects which reduce carbon dioxide emissions.” It is as if ADOT is operating under a “business-as-usual” framework that might have been relevant (judging from the chart above) before, say, 1960, but which may now be within an entirely different social, economic, and environmental context. So, let us map out a thought experiment to illustrate how the current five-year program might look so much differently if we include a climate perspective as it might shape a more proactive five-year program.</p> <p>A Climate Thought Experiment</p> <p>In the spirit of what I’ve suggested as a Fermi Thought Experiment, or a Fermi calculation,³ and if we use the U.S. Energy Information Administration’s (EIA 2022) current estimate of highway</p> <p>² While I was not a direct contributor to the Working Group III report, I was among the fifty or so international experts invited by the IPCC, as part of an international meeting convened in Addis Ababa, Ethiopia in April 2017, to provide initial perspectives which laid the starting groundwork for the</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>report released in April 2022. 3 Named after physicist Enrico Fermi who won the Nobel Prize in Physics in 1938.</p> <p>or energy-related carbon dioxide emissions (CO2), we can evaluate the economic impact of Arizona’s 34.4 million metric tons of transportation-related CO2 emissions in the year 2020. If we assume the Social Cost of Carbon (SCC) – that is, the global social and economic damages generated by this annual increase of CO2 emissions – to be ~\$51/tonne (Renner et al. 2021), the economic damage of the 2020 emissions is on the order of \$1.754 billion. Over a 5-year period of, say 2023 to 2027 (but assuming no increase in emissions or increased cost per metric ton), the global damages would be on the order of \$8.772 billion, or about 30 percent bigger than the five-year construction program.⁴ While this estimate may vary as a function of many different assumptions, the Brookings report also suggests there may be reasons to increase the magnitude of the Social Cost of Carbon (again, Renner et al. 2021). Indeed, a recent assessment by climate research scientists at the Scripps Institution of Oceanography, Stanford University and elsewhere estimate that expected economic damages from CO2 emissions will range from \$177 to \$805 per metric ton of CO2, with a median value of \$417. In effect, if we include a social cost of carbon (SCC) at \$417/metric ton, this adds \$3.71 to the cost per gallon because of the health, climate and other economic damages of the additional CO2 emitted by burning a gallon of</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>gasoline (Ricke et al. 2018).5</p> <p>Working Conclusion and Recommendations</p> <p>While yes, there is a very real need to upgrade and maintain Arizona’s current transportation system, there is also powerful evidence that merely expanding the conventional highway system within a business-as-usual perspective will lead to significant social and economic consequences with costs which can exceed the expenditures associated with mere expansion.</p> <p>Hence, there is an extraordinarily strong need to consider a wide array of alternative means which can provide greater social mobility without also increasing greenhouse gas emissions.</p> <p>And given the Code Red urgency, I might suggest ADOT consider these four urgent steps forward (and perhaps others):</p> <p>(1) Take immediate steps to declare and inform Arizonans that we are now confronting a very real climate emergency.</p> <p>(2) Immediately budget a significant part of the \$40 million allocated to the “ALL Transportation Improvement Program” (ADOT 2022, page 140) to convene a peer group, with appropriate staff and supporting consultant teams which can quickly (over, say, the next 12-18 months) identify the means to pivot away from conventional transportation planning for ones that shape a better response to the climate emergency.</p> <p>For example, with vehicle miles traveled, rather than focusing on driving convenience and speed, ADOT might enable the peer group to identify the means</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>to enable an improved ease of access to goods and services, as well as our social well-being, in a way that reduces immediate travel demands but that also reduces the cost of living and the growing environmental burdens.</p> <p>4 If we extended the analysis to all CO2 emissions from all Arizona's economic activities, including buildings and industry as well as transportation, the five-year cost figure would increase to ~\$20.4 billion. 5 It should be noted that the Ricke et al. (2018) values are based on constant 2005 dollars. Adjusting for the inflation rate between 2005 and 2020 would increase the social cost of carbon to ~\$563 per tonne of CO2, or \$5.00 per gallon of gasoline equivalent in 2020 dollars.</p> <p>(3) Promote the findings in ways that include both costs and benefits to the Arizona economy, over both the short-term and the long-term, as that assessment may indicate the critical importance of alternative investment and transportation strategies.</p> <p>(4) Widely and continuously inform all individuals, households, and businesses, as well as state and local governmental entities, of the emergency—and the need to shift our transportation gears in ways that can avert the emerging Code Red for Humanity.</p> <p>As ADOT might find it helpful, I am more than willing to talk through and help plan a smart implementation of these critical four and likely other necessary steps.</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>City of Tucson has traditionally provided comments by way of memo. Is your outreach process going to include such a step? Or do we need to plan to submit comments now?</p>	<p>The City of Tucson can submit comments anytime during the Long Range Transportation Plan timeframe (until May 2023). We encourage the City to work through PAG on any comments you may have. Additionally, we would recommend the City of Tucson submit their comments after the public meeting that will take place in Tucson (tentatively scheduled for March 2, 2023) so that your comments can take into consideration the Working Papers and additional information that will be available at that time.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Thank you for this opportunity to comment. The Upper Agua Fria Watershed Partnership has been meeting for 22 years, concerned with issues of water quantity, quality and watershed health. In general our group would prefer ADOT maintain and improve current traffic corridors rather than adding new ones which create more habitat fragmentation, sprawl development and degradation of watershed health. More wildlife overpasses need to be planned to mitigate existing detrimental fragmentation. In general, mass transit should be emphasized including railroads to accommodate freight, commuter and longer range travel. In addition, we have these issues we hope you will address in your planning</p> <p>1. Safe, bicycle-related transportation should play a bigger role in the spectrum of modes of transportation.</p> <p>For at least 3 decades the US Census Bureau has been collecting data on the use of the bicycle as a mode of transportation to work. Review of those statistics at the state and metropolitan level reveals an abysmally low usage rate of bicycling as a mode of transportation to work. In Arizona's metropolitan areas, with relatively few days of inclement weather and relatively flat terrain, the proportion of commuters who choose non-motorized transportation should be much higher than ~ 3%. Past attempts to promote bicycle use clearly have failed to make a meaningful change in bicycle use. A more rigorous analysis of this failure is needed. It would appear that past and current approaches for use of bicycles do not appeal to many residents who might otherwise take advantage of non-motorized options.</p> <p>An ADOT analysis of the demographics of bicycle-eligible riders is in order. One example is the increase in the number of baby boomers who reach ages at which non-driving options are becoming more popular. An assessment of how to make non-vehicular travel more appealing and safe across all age groups would be a good place to</p>	<p>Thank you for contacting the Arizona Department of Transportation on behalf of the Upper Agua Fria Watershed Partnership. Your insightful comments are important to us and have been shared with the appropriate members of our team for their review. We will continue to keep you informed as our plan development progresses.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>start.</p> <p>A key principle of injury prevention is to spatially separate person at risk from the source of hazardous energy. (ref: Haddon’s countermeasures; strategy #5: Energy damage and the 10 countermeasure strategies. 1973. - PMC (nih.gov) https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1067540/?page=3)</p> <p>In the case of transportation-related injury it means a separation of the route taken by bicyclists from the route traveled by motorized vehicles. A better vision for 2050 would increase non-vehicular transportation options and to increase their utilization. We urge the creation of dedicated bicycle paths that are welcoming to bicyclists. The current approach of ‘Complete Streets’ is not getting the job done because it fails to sufficiently protect cyclists and pedestrians. The low rate of pedestrian and bicycle usage supports the inadequacy of past approaches.</p> <p>The Interstate-11 freeway issue. This proposed AZ route from Nogales to Nevada requires a deeper justification of its purpose. If it’s main purpose is to transport goods to and from Mexico then more efficient modes of transportation, such as carriage via railroad lines, should be considered. Building and maintaining a new, major freeway or rail line will be fraught with significant environmental, societal, and economic impacts. A thorough study and consideration of these impacts must be presented before any decisions are made. Despite pleas from the Upper Agua Fria Watershed Partnership the Arizona Department of Transportation is proceeding with re-construction on I-17 from Anthem to Sunset Point but without a public process for explaining where the water will come from for this project. There may well be significant negative impacts to the water supplies in local communities. This situation is sure to recur in the 2050 planning term if ADOT fails to change its approach on construction projects.</p> <p>Sincerely,</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p data-bbox="204 293 689 324">Upper Agua Fria Watershed Partnership</p> <p data-bbox="204 365 510 396">Mary Hoadley, Tim Flood</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I saw the announcement in today's Republic about ADOT seeking input about its long range planning. Thank you for the opportunity.</p> <p>Thank you, too, for ADOT's extraordinary job of making our roadways beautiful, from swooping curves, to wildflower plantings, to using oxidized metal for guardrails. The stretch on Highway 87 where the lanes switch sides (to accommodate the available space, perhaps?) is always a wonder and delight for me. Of course, the freeway art is a particularly beautiful and calming aspect of our inspiring views as we drive.</p> <p>Beauty matters in making our daily lives better and appropriately complements our state's natural grandeur. I always appreciate ADOT's attention to this fact in its planning.</p> <p>Many thanks, Mary Westheimer</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your comments are important to us and have been shared with the appropriate members of our team. We will continue to keep you informed as our plan development progresses.</p>
<p>Is there going to be any overhead, above the freeway systems bullet train type of transportation from Tucson, Casa Grande, and Phoenix or even from the East Valley to downtown and West Valley to connect us? Many large cities have this type of transportation and it runs smoothly and quickly. Right now in Chandler the bus system is extremely cumbersome and slow. 30 min wait times and it takes</p> <p>1 hr or more to do a 15 min drive to Mesa.! Plus there doesn't seem to be an overall regulatory agency for the cities, each is on their own as far as transportation goes. Makes no sense to me at all!! It's the 21st century, we need better!</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your comments are important to us and have been shared with the appropriate members of our team for review. We will follow up with you soon with additional information.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Is there going to be any overhead, above the freeway systems bullet train type of transportation from Tucson, Casa Grande, and Phoenix or even from the East Valley to downtown and West Valley to connect us? Many large cities have this type of transportation and it runs smoothly and quickly. Right now in Chandler the bus system is extremely cumbersome and slow. 30 min wait times and it takes 1 hr or more to do a 15 min drive to Mesa.! Plus there doesn't seem to be an overall regulatory agency for the cities, each is on their own as far as transportation goes. Makes no sense to me at all!! It's the 21st century, we need better!</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT) and your interest in the 2050 Long Range Transportation Plan.</p> <p>There is no passenger rail service in Arizona that is owned, operated, and funded by the State of Arizona. ADOT does, however, still have some administrative responsibilities related to passenger rail service in Arizona. ADOT is responsible for the FTA Section 5329 (State Safety Oversight) program for the regional passenger rail services in the Phoenix and Tucson areas (light rail and streetcar). ADOT also is responsible for long-range planning related to public passenger rail services that travel between regions. For example - in 2013, ADOT conducted a Passenger Rail Corridor Study (PRCS): Tucson to Phoenix to continue building on statewide and regional planning efforts to identify passenger rail alternatives between Arizona's two largest cities, Tucson and Phoenix. A preferred alternative was selected and its cost was determined to total approximately \$4.5 billion in 2013 dollars, which is approximately \$17.5 billion in 2026 dollars.</p> <p>Every part of Arizona has a regional planning agency that works in cooperation with ADOT to carry out a comprehensive regional transportation planning process for the designated planning area. For more information on these organizations and how they are determined, please visit our website by following this link.</p>
<p>I see the new plan for walk/bike path on the Western Canal, but it ends abruptly at 4th Ave! This is ridiculous, and an insult to the community. It continues to the east to 24th street, "a nicer area" but leaves the central area with nothing. The city of Phoenix paved the Highline canal 6th Ave to 16th street 40 years ago, called it a bike trail repaved it once, and now it is completely ignored. In my opinion improvements that were made should be maintained. It is an absolute embarrassment, and some areas are unsafe along this route. The Western Canal improvements should continue to Dobbins road, and east on South Mountain Ave to 6th Ave to the Highline canal</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your comments are important to us and have been shared with the appropriate members of our ADOT team for review. The Long Range Transportation Plan establishes the vision for how the state's transportation system will develop over the next 25 years, and is not about any particular project.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>“trail” and continue to 24th street to the new Western canal to make a nice circle. Eventually traveling west into Laveen along the canal. It seems that the more expensive areas get more improvements with trails, and bike paths. The Highline canal is in great need of improvements and should tie in to the improvements at Circle K park.</p>	
<p>Are we able to add a more rail for passengers through the state as the 2050 plan?</p>	<p>Thank you for contacting the Arizona Department of Transportation. Your comments are important to us and have been shared with the appropriate members of our team for review. We will follow up with you as more information on the plan becomes available.</p>
<p>Can you please schedule more than one session of the Virtual Meeting? I have two conflicts already for the March 9 date and very much would like to attend a session about the Long Range Transportation Plan. I cannot make any of the in-person meetings either.</p> <p>Thank you,</p> <p>Nikki Stein Scottsdale, AZ Cell: 480-588-5771 nikki.b.stein4389@gmail.com</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan. At this time we do not plan on adding any meetings beyond those listed on our website. A recording of the virtual meeting presentation will be uploaded to the study webpage following the meeting for your review.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Hello, I am planning to give input on your 2050 Long Range Transportation Plan. Having been involved in PAG's similar regional efforts, I understand that this will be most likely an update (not overhaul) of the 2045 Plan. Either way, I would like to read that plan, but have searched ADOT's website and cannot locate. Could you send me a link? Thank you. Also, I was also involved in the state's Building a Quality Arizona (bqAZ) a few years back. Were those recommendations to be incorporated into long range planning? Thank you for your assistance!</p> <p>Carolyn</p> <p>--</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). At this time ADOT is gathering community input to understand Arizonan's needs and wants so they can be reflected in the priorities for the transportation system. The community feedback received from across the state will be used to set the priorities for the 2050 Long Range Transportation Plan. A draft of the plan is expected to be shared for public comment in May of this year.</p> <p>You can read more about the involvement of the state's Building a Quality Arizona (bqAZ) in the the 2016 report included here. We will keep you updated as more information becomes available on the current LRTP plan.</p>
<p>You may remember me. We communicated about the one-lane detours between Sedona and Flagstaff last year.</p> <p>I don't know how or if you are involved with the 2050 Long Range Transportation Plan, but since you are the only person I "know" in ADOT, I wanted to drop you a line about an issue that has fallen by the wayside...</p> <p>It is the issue of signage, one sign in particular. I drove cross-country from Massachusetts to Arizona a while back and one sign I saw in every state (including neighboring New Mexico) EXCEPT Arizona was the one that reminds motorists "Left Lane is for Passing Only." The words varied, but the message was the same. And I mean every state I passed through had that sign.</p> <p>Now I understand it may be inappropriate in metropolitan areas, but in rural or open areas--especially where the speed limit is 75--it is indispensable. I also get that semi trucks will pass other semis going well under the speed limit all the time, impossible to avoid. It is the left lane "sitters" that create passing problems and what I call</p>	<p>CPRM Jason Stephens responded thanking the constituent for their comments and confirming they were referred to the proper team members</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p data-bbox="204 256 1012 321">"moving road blocks" by driving at the same or slower speeds than right-lane vehicles.</p> <p data-bbox="204 363 1029 461">I filled out the survey for the 25 year plan: nowhere could I raise this issue. Arizona is behind the times on this one and out of sync with other states that share their highways, notably I-40.</p> <p data-bbox="204 503 1034 600">Thought I would at least mention it to you because you have been so helpful in the past. Maybe you could forward it to the right person. Thanks for all you do to make our roads safer.</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Allow me to commend you for a job “well done” in your public report tonight, combining many individual interests into making the future of Arizona roadways ever brighter!</p> <p>With EV-chargers in public spaces, an additional emergency/relief lane along the whole stretch of Interstate 17, and the “cool pavement” rolled out earlier this year in Phoenix, Arizona’s roadways are on the rise, exemplifying how every Southwest state can combat climate change and enhance public safety, effectively and efficiently.</p> <p>I for one can attest to the effect “cool pavement” has had on my neighborhood, just east of the Arizona State Fairgrounds.</p> <p>Along the barren urban stretches of 19th Avenue and McDowell Road on an atypically hot September afternoon, surface temperatures of black asphalt will read upwards of 144°F (according to a state-of-the-art digital meat thermometer from Ace Hardware) — translating to ambient temperatures as high as 110°F!</p> <p>On 16th Avenue, between Palm Lane and Encanto Boulevard, the surface temperature of the “cool pavement” read at least 20°F cooler in full sun, translating to an ambient temperature of 94°F. Temperatures in the rest of Phoenix, according to same-day weather reports, didn’t level out to that degree until after sunset!</p> <p>Realizing the solar absorption of black pavements also leads to the “heat island” effect that impedes cloud formation and retains heat well into nightfall, “cool pavement” may be the immediate solution to the whole state’s “local warming” crisis.</p> <p>Imagine if all of Arizona suddenly exploded with “cool pavement” — how that effect might enhance the monsoon season, end the drought, decrease local temperatures by 20 degrees or more, reduce</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan and for participating in the public meeting. Your comments are important to us and have been shared with the appropriate members of our team for their review and consideration. We will follow up with you as more information on the plan becomes available.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>costly street maintenance (as the colorized paints seem as though they seal the asphalt completely, curb-to-curb), and make roads safer for drivers, cyclists, and pedestrians of all ages.</p> <p>What is clear while driving in my neighborhood: the “cool pavement,” because it’s lighter in color, makes it easier to detect pedestrians, animals, and debris — especially in early morning and twilight hours.</p> <p>And it is apparent when comparing other Phoenix streets: “straight black” roadways do create a “mirage effect,” especially when the sun is at horizon and those same roads have been “spot sealed,” creating lines of glare that can be blinding, often rendering road markings near-invisible, especially for an older population making up a large swath of Arizona’s permanent and part-time citizenry.</p> <p>A little color in the pavement might go a long way, especially when considering the reflective properties of the entire color spectrum. Preliminary studies confirm the slower wavelengths found in colors that are not “straight black” may absorb light at different frequencies, predicting how objects retain heat.</p> <p>Observation with the same digital meat thermometer on another September day in Phoenix indicate objects coated in monotone black pigments absorb light and heat at “full volume,” resulting in 140°F+ surface temperatures, whereas objects coated in red pigments maintain a surface temperature of around 110°F, and objects coated in green pigments record surface temperatures in the 100°F range.</p> <p>However, heat is not the only liability afflicting Arizona’s roadways, and a combination of vital improvements could be made in one fell swoop.</p> <p>Currently, Arizona cities and towns post a hodgepodge of speed limits</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>and directional signage, and often signage informing a driver of intersection or other roadway changes can be obscured by vegetation, the movement of traffic, or the clutter of business signage. Arizona roadways can wreck havoc on the millions of tourists who descend into Arizona every year, not to mention citizens wanting to get out of the house and get over to the other side of town for some reason or another.</p> <p>Imagine if the full spectrum of color was added to the mix of “cool pavement” paint — and applied to roadway safety. Say, for example:</p> <p>Light green streets designate neighborhoods and public areas where 15 mph is the speed limit. Turquoise blue streets are inner city arteries, capped at 35 mph. Gold streets are commuter lanes, topped at 45 mph. Highways and freeways are tans, browns, and magentas with colorized distinctions for interchanges and off-ramps well in advance, perhaps a quarter-mile before a traffic change.</p> <p>“Color coding” speed limit zones and interchanges along with the deployment of “cool pavement” would give visitors and citizens ample visual aid in navigating safely across our beautiful state, and could significantly reduce the horrific mortality and accident rates currently associated with public roadways.</p> <p>The federal government ought realize the urgency of the moment, and provide ample funds for Arizona’s infrastructure needs, especially after the record heat of what seemed an endless summer, and realizing our proportionate citizenry of veterans and seniors, many of whom are vulnerable to intensive heatwaves.</p> <p>Again, I thank you for your time, leadership, and dedication to this great State.</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Your foresight guarantees boundless returns to the health and wellbeing of all Arizonans. Investing in common sense infrastructure will reap dividends for current and future generations.</p> <p>Much obliged,</p> <p>--</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I live off of state route 64, 10 miles north of Williams, AZ. This road is a mess and needs more passing lanes. It is extremely dangerous during the tourist season. I have been passed on the right, left, down the middle by left turn lanes, and almost run off the road! Please include widening of this road in your plans, along with restriping! It does not need more sealing, rather a complete overhaul! You have no idea the amount of tourist traffic we locals endure throughout the year.</p> <p>Thank you for your consideration.</p> <p>Sincerely, C.A. Hartung</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). ADOT's 2050 LRTP provides a blueprint and vision for the state's future transportation system over the next 25 years. The plan is not project-specific but establishes strategic priorities, goals and objectives that will guide ADOT's transportation investments based on anticipated funding levels. We encourage you to visit the study web page for more information. We will share your concerns regarding the condition of SR 64 with the appropriate department.</p>
<p>I've looked at the website, but don't see a PDF draft document anywhere that is available for download. Is there a draft of the Long Range Plan that you can send me? I will not be able to attend any of the public meetings, but the Department would still like an opportunity to review and comment.</p> <p>thanks! CHERI BOUCHÉ PROJECT EVALUATION PROGRAM SPECIALIST</p> <p>ARIZONA GAME AND FISH DEPARTMENT</p> <p>OFFICE: 623-236-7615</p> <p>EMAIL: cboucher@azgfd.gov</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). At this time ADOT is gathering community input to understand Arizonan's needs and wants so they can be reflected in the priorities for the transportation system. The community feedback received from across the state will be used to set the priorities for the 2050 Long Range Transportation Plan. A draft of the plan is expected to be shared for public comment in May of this year.</p> <p>You can read more about the involvement of the state's Building a Quality Arizona (bqAZ) in the the 2016 report included here. We will keep you updated as more information becomes available on the current LRTP plan.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I am a resident of Tucson. I am a trucker. Tucson and Nogales (that whole corridor) is becoming more important and valuable transportation route in Arizona to receive and deliver freight. Many shippers and receivers are relying more and more on Arizona to bypass the high taxes in California. That is my understanding. We are already maxed out in places for trucks to park legally and we are in a recession. Please I beg you to include in the plans, more places for trucks to park safely or ways to lure truck stops to invest and build truck stops in our area.</p> <p>I see every day communities that don't plan accordingly and they have a nightmare of trucks parking everywhere because there is nowhere to park. These communities want the jobs but don't want the trucks, but these go hand in hand.</p> <p>Best to keep ahead than create a situation that is unbearable to deal with. I don't want home to become a place where I am not welcomed as a trucker.</p> <p>Hopefully this email has reached your office before decisions are made.</p> <p>Thank you Heidi Ensrud</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT). ADOT recognizes truck parking is a critical issue in the U.S. and specifically in Arizona. As such, truck parking is one of the many safety factors ADOT considers when evaluating where to program the state freight funds and finding the optimum balance between roadway improvements and truck parking. With the 2022 State Freight Plan, \$50 million will be allocated for truck parking based on the recommendations of the Freight Advisory Committee. The prioritization process for the 2022 Plan was approved by the Freight Advisory Committee and modeled after the process used in the successful 2017 Freight Plan. The Freight Plan is fiscally constrained based on anticipated funding levels, with approximately \$125 million available for all freight improvements. The \$50 million in recommended truck parking improvements represents 40% of the plan, well above any other category. To compare roadway freight needs with truck parking needs is challenging. The process, which involved Freight Advisory Committee input, produced a balanced set of recommendations.</p> <p>ADOT recognizes that the need for additional truck parking exceeds available funding. The plan identifies strategies to help address future truck parking needs including:</p> <ul style="list-style-type: none"> Identifying potential funding sources such as public-private partnerships and discretionary funds, Tracking bills such as H.R. 2187 (117th Congress) that are related to truck parking, Comparing current parking and employment against projected employment for industries highly reliant on transportation services, and

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
	<p data-bbox="1074 256 1904 321">Updating processes related to truck parking expansion or conversion projects.</p> <p data-bbox="1074 402 1904 678">As part of the Freight Plan recommendations, ADOT proposes to begin, in FY 2023, an update to the 2019 Truck Parking Study in the form of a Truck Parking Plan. ADOT will evaluate recommended truck parking strategies, as well as strategies employed in other states, as part of the Truck Parking Plan effort. For more information on the 2022 Arizona State Freight Plan visit our webpage https://azdot.gov/planning/transportation-programs/arizona-state-freight-plan.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Hello public servants at Arizona Department of Transportation,</p> <p>I have just spent some time interfacing online with ADOT’s 2050 Long-Range Transportation Plan. There is not one word anywhere that I can find in this long-range plan that even mentions—let alone treats—intercity passenger rail. There isn’t even any area of interest on ADOT’s online site that could possibly address this important mode of transportation for the 21st century. The closest area of interest offered in your online interface for the Plan is the timid “public transit”—which is a wholly different animal from intercity passenger rail. Is ADOT’s silence on this mode of transportation intentional?</p> <p>I’ve lived in Arizona for 51 years and have said it many times: ADOT is not a true ‘transportation’ agency; it is, rather, an anachronistic 1950s highway department. Meanwhile, year after year, decade after decade, Arizona falls further and further behind the rest of the world (and even many other parts of the U.S.) on developing this transportation mode important for the 21st century. So, now, you project yet-another 25 years with no efforts at all being made on intercity passenger rail.</p> <p>Amtrak is preparing to spend \$10B’s of dollars over the next 5 years, dollars already authorized and appropriated by Congress, on American intercity passenger rail corridors and on long-distance trains—from both of which Arizona would greatly benefit. Is ADOT at all interested in putting Arizona’s hat in the ring for these</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT) and your interest in the 2050 Long Range Transportation Plan. Your comments are important to us and have been shared with the appropriate members of our team.</p> <p>With over 7,000 centerline miles of ADOT-owned roadways and approximately 5,000 bridges , ADOT has a duty to protect Arizona’s \$24.4 billion investment in the state highway system. The Long Range Transportation Plan helps set Arizona’s priorities when it comes to expanding, preserving and modernizing the system to balance what can be built, versus what needs to be repaired, maintained or upgraded to meet state and federal standards.</p> <p>There is no passenger rail service in Arizona that is owned, operated, and funded by the State of Arizona. ADOT does, however, still have some administrative responsibilities related to passenger rail service in Arizona. ADOT is responsible for the FTA Section 5329 (State Safety Oversight) program for the regional passenger rail services in the Phoenix and Tucson areas (light rail and streetcar). ADOT also is responsible for long-range planning related to public passenger rail services that travel between regions. For example - in 2013, ADOT conducted a Passenger Rail Corridor Study (PRCS): Tucson to Phoenix to continue building on statewide and regional planning efforts to identify passenger rail alternatives between Arizona’s two largest cities, Tucson and Phoenix. A preferred alternative was selected and its cost was determined to total approximately \$4.5 billion in 2013 dollars, which is approximately \$17.5 billion in 2026 dollars. The \$17.5 billion cost is noted in the Long Range Transportation Plan Needs Analysis. The document does not include a recommended investment choice at this time, and as a policy based plan, specific funding for projects is not identified.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>disbursements? I have to ask because not one word on the topic—let alone on this current windfall from Congress—can be found in your Plan! I realize that the Mayor of Tucson and the Mayor of Phoenix (who is now Governor of Arizona) have been champions of Arizona citizens getting rail-passenger service. But where is ADOT in all of this? Where is ADOT’s support for intercity-passenger rail in Arizona? ADOT’s support would be critical for Arizona to receive any of this Congressional funding. ADOT’s public advocacy for Arizona winning any of this funding could be a game-changer for Arizonans.</p> <p>Instead, I fear and seem to observe that ADOT’s bias against passenger rail is staggering.</p> <p>As a concerned life-long citizen of Arizona, I am so disappointed by that.</p> <p>Here’s hoping that ADOT makes some changes on this topic.</p> <p>Sincerely,</p> <p>Jay L. Myers</p> <p>387 N. 2nd Avenue, Unit 1C</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p data-bbox="204 289 506 321">Phoenix, Arizona 85003</p> <p data-bbox="204 435 491 467">jaylmyers@prodigy.net</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I would love to see this meeting about plans with ADOT. May I have a link for a recording? Especially of the presentation? Thank you.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your interest in the Long Range Transportation Plan (LRTP). A virtual meeting will be held at 6 p.m. today, March 9. You can register to join the virtual meeting here. The meeting presentation will be added to the virtual meeting room available here by next week. https://adot2050plan.com/virtual-meeting/.</p>
<p>I realize that bicycles share the road but they do not share the cost. We have licensed cars, trucks, UTVs. I Believe that bicycles should take a safety course and pay a license fee to be on the road. Children should take a safety course and not be required to pay a license fee below age 18. Over age 18, bicycles should pay a license fee to share the road.</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). Your comments are important to us and have been shared with the appropriate members of our team for review. We will share more information on the LRTP as it becomes available.</p>
<p>Absolutely you should not extend 51st avenue to the 303!!! You have other options that would be far less destructive and invasive including 35th avenue and 67th avenue going through to the 303.</p> <p>51st avenue would become very intrusive and unsafe for the residents of the community of Stetson Hills. It would then become a more heavily traveled street through a quite planned community and put children at risk having to cross a major roadway.</p> <p>Not only would 51st avenue be intrusive to the community and its residents of Stetson Hills, 51st avenue also does not travel any further south than pinnacle peak road making 51st avenue no more than a busy blockage of traffic, which also creates a more unsafe environment.</p> <p>Also, 51st avenue would then have to be built across state land and the canal which would cause environmental impacts that would be inappropriate.</p> <p>There are other options and the 51st avenue extension would be an absolute disaster and nightmare in the long term.</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). ADOT's LRTP provides a blueprint and vision for the state's future transportation system over the next 25 years. The plan is not project-specific but establishes strategic priorities, goals and objectives that will guide ADOT's transportation investments based on anticipated funding levels. Your comments have been shared with the appropriate members of our team for review. We will share more information on the LRTP as it becomes available.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Thank you for understanding NO NO NO to 51st avenue extension from Happy valley to the 303!!!</p>	
<p>Starting each day at just after 3 pm each day traffic going east bound on the sr24 is backed up to the interchange of the 202. That half way there freeway was oversold as a real freeway and became useless within 6 months of it opening. I take side streets to get to my home at Ray and meridian. You are egnoring people in the southeast part of our metro area.</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). ADOT's LRTP provides a blueprint and vision for the state's future transportation system over the next 25 years. The plan is not project-specific but establishes strategic priorities, goals and objectives that will guide ADOT's transportation investments based on anticipated funding levels. Your comments have been shared with the appropriate members of our team for review. We will share more information on the LRTP as it becomes available.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p data-bbox="202 256 1053 678">It is critical to the success of any long range planning in Arizona that the impacts of climate chaos be considered. As you know, transportation is a significant contributor of greenhouse gas emissions. Therefore, your long range transportation plan should include an appraisal of the amount of GHG emissions resulting from the current transportation modes. It must then outline how the new plan is designed to significantly reduce those emissions to as close to zero as possible. Any plan that does not include climate chaos which impacts the Arizona economy and the sustainability of communities is an incomplete plan. We hope that ADOT will do its job and modify any planning to include ways to reduce vehicular transportation and the use of polluting fossil fuels.</p> <p data-bbox="202 862 576 885">928 282 2690 or 928 300 2437</p>	<p data-bbox="1072 256 1915 462">Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). Your comments are important to the development of the 2050 Long Range Transportation Plan and have been shared with the appropriate members of our team. We will share more information on the LRTP as it becomes available.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I live in Scottsdale. Near Pima and Dynamite, both currently the only significant access from a Freeway to Rio Verde Foothills. Used by thousands of vehicles daily. Maybe tens of thousands?</p> <p>Both (North) Scottsdale and Rio Verde Foothills growth has exploded in the last 20+ years. Between home occupants, service providers, and construction vehicles, traffic is becoming unbearable. Most parts of the state, and in most other states, Rio Verde would be served by a freeway. That opportunity seems to have been missed decades ago. So all the traffic is on surface streets. Over the last few years, the headache level has gone from about a 4 to a strong 9 during a 3 hour rush hour in morning and another 3 in evenings. For those of us experiencing it, this is a huge matter.</p> <p>My question is this: Who can I talk to regarding the issues I raise, above? I want to find out if there are existing plans and timetables to majorly improve things. Who's in charge of all of this?</p> <p>Thank you for your time and consideration,</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). Your questions have been shared with the appropriate members of our team for follow up. We will contact you with more information soon.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I'm a resident of Flagstaff and I'm gathering information about wildlife corridors in Northern Arizona. It's past due for wildlife overpasses or underpasses to be part of our highway system. How can this be included as part of future planning or preferably as soon as possible. I'd appreciate direction on how I could help to champion the construction of these structures installations primarily on the I-17 and I-40.</p>	<p>Thank you for contacting the Arizona Department of Transportation (ADOT) Long Range Transportation Plan (LRTP) team. ADOT completed an Arizona Statewide Wildlife-Vehicle Conflict Study in July 2021 (available for download at: https://azdot.gov/planning/transportation-studies/completed-transportation-studies/wildlife-vehicle-conflict-study). This Study evaluated the hot spot locations for Wildlife-Vehicle conflicts on the State Highway System. As a result of this analysis, high priority projects (intended to mitigate identified conflicts) were developed, prioritized, and provided cost estimates. These high priority Wildlife Mitigation Projects have been put on the ADOT P2P (Planning to Programming) List, for future consideration for funding.</p> <p>Additionally, the ADOT Environmental Planning Biological Resources Program has a Wildlife Connectivity section (that looks at increasing highway safety and connecting important wildlife & sensitive species habitats, per guidance from the National Environmental Policy Act and Endangered Species Act Section 7). The ADOT Wildlife Connectivity Program can be found at: https://azdot.gov/business/environmental-planning/biology/wildlife-connectivity. Within the ADOT Wildlife Connectivity Program website, you can find more information on: Wildlife Connectivity Guidance, Wildlife Escape Measures, Wildlife Funnel Fencing, Wildlife Crossing Structure Handbook, and Arizona Wildlife Linkages. If you have any additional questions regarding this topic, feel free to reach out to the ADOT Environmental Planning Biological Resources Group at: https://azdot.gov/business/environmental-planning/biology-clean-water-act-section-404401/contact-biology (contact phone numbers and emails in the website).</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>As the Tribal Historic Preservation Officer (THPO) for Moapa Band of Paiutes I have the following comments about the “ADOT 2050 Long Range Transportation Plan”:</p> <ul style="list-style-type: none"> · The THPO would like to request copy of “Class III Cultural Inventory Resource Report” on project(s)? · I have question about ADOT project impacted “by Area of Potential Effects” on Private Lands and what mitigation measurements will ADOT take place to protect and preserve cultural resources to adjacent lands to project? · Will ADOT project develop “Historic Properties Treatment Plan” to protect and preserve cultural resources? · Will ADOT do any “Ethnographic Study” done for cultural resources at sites? · In the “Unanticipated Discovery Plan” if you could contact THPO if any cultural resources might be found working on project. · Will ADOT be able to hire “Tribal Monitors” for project? · In Northern Arizona the “Salt Song Trail” will be impacted from development on original reservation lands and ancestral lands. The Salt Song Trail is “Cry Song” the Paiutes and Chemehuevi still practice today which, encompasses big cultural landscape area. · Regarding “Beautification” on ADOT project the tribe would like to have some input in design? · Will there be a “Viewshed Analysis” be conducted for project? To enable you in planning and avoiding any potential impacts to cultural and natural resources significant to the Moapa Band of Paiutes tribe, please keep us informed of your actions. 	<p>ADOT is in receipt of your comments regarding the 2050 Long Range Transportation Plan. We would like to take this opportunity to introduce you to the ADOT Historic Preservation Team, as well as our Environmental Planning Tribal Liaison, Rebecca Clarke Robinaugh. The ADOT Historic Preservation Team is responsible for Section 106 and Arizona State Historic Preservation Act compliance on ADOT projects. As a State agency, ADOT leads Section 106 efforts under an agreement with the Federal Highway Administration, who has the ultimate responsibility for Government-to-Government consultation. The FHWA can be contacted at any time if their participation is desired. I have included responses to your questions below. As the Long Range Plan identifies future potential projects, we have not completed the cultural resource analyses yet. As individual projects are programmed, we follow the Section 106 and State Act processes.</p> <p>1. The THPO would like to request copy of “Class III Cultural Inventory Resource Report” on project</p> <p>As projects develop, we always consult the Tribes when on Tribal land or when Tribal cultural resources are involved. It is also our policy to consult the Tribes on new Class III reports as well. As these long range projects develop, we will consult your office as these conditions apply. Currently Moapa Band of Paiute Indians is consulted when we have projects within the Moapa Band of Paiute Indians ancestral claims</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>If you have any questions, please contact Darren Daboda, THPO at (702) 865-2787 ext. 92 or by email at moapathpo@moapabandofpaiutes.org.</p>	<p>area, as identified on the Arizona SHPO Government-to-Government consultation toolkit: https://sites.google.com/view/az-consultation-toolkit/home. Use of the SHPO toolkit is a recent policy change. Prior to its use, we relied on boundaries that were determined during previous consultations, and depicted in our ADOT Portal database. We recently determined that this database is outdated, and discontinued its use.</p> <p>2. I have question about ADOT project impacted “by Area of Potential Effects” on Private Lands and what mitigation measurements will ADOT take place to protect and preserve cultural resources to adjacent lands to project? We work out mitigation measures through the consultation process. Our standard methods are to flag and avoid sites. When avoidance is not possible, we typically monitor and have a monitoring and discovery plan written. For major impacts, we consult on the appropriate mitigation with the Tribes, whether it is data recovery, ethnographic study, or creative mitigation.</p> <p>3. Will ADOT project develop “Historic Properties Treatment Plan” to protect and preserve cultural resources? Yes, we develop HPTPs regularly on projects that will have an adverse effect. As the individual projects identified in the Long Range Plan are programmed, we will complete consultation and determine the appropriate mitigation actions.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
	<p>4. Will ADOT do any “Ethnographic Study” done for cultural resources at sites</p> <p>We complete ethnographic studies as deemed appropriate through consultation on a project-by-project basis</p> <p>5. In the “Unanticipated Discovery Plan” if you could contact THPO if any cultural resources might be found working on project</p> <p>Yes, our standard is to update Tribes when there are unanticipated discoveries. If the project is within your ancestral claims area, we will notify your office.</p> <p>6. Will ADOT be able to hire “Tribal Monitors” for project?</p> <p>We typically accommodate requests to hire Tribal monitors when on Tribal lands, or when specific cultural resources of concern to a specific Tribe are involved. This is determined on a project-by-project basis through the consultation process.</p> <p>7. In Northern Arizona the “Salt Song Trail” will be impacted from development on original reservation lands and ancestral lands. The Salt Song Trail is “Cry Song” the Paiutes and Chemehuevi still practice today which, encompasses big cultural landscape area.</p> <p>We would be interested to consult with you regarding the Salt Song Trail, if appropriate. We want to identify projects that could impact the Trail/landscape. We would be happy to discuss this with you.</p> <p>8. Regarding “Beautification” on ADOT project the tribe would like to have some</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
	<p>input in design? The Historic Preservation Team consults on impacts from design when there is a nexus to Section 106; for example, the designs having a visual impact on a Historic Property. Outside of Section 106/State Act consultation, our recent standard is to have Rebecca engage the Tribes early in the design process, and to invite them to meetings. We will determine the preferred level of involvement on a given project, and invite those who are interested.</p> <p>9. Will there be a “Viewshed Analysis” be conducted for project? We do not complete a viewshed analysis for every project, but we will do it for projects that will introduce noticeable visual changes in any sensitive surrounding areas (major widening, new structures, new roadways, etc.) or are on Forest/BLM lands that have scenic objectives. We have a project website for visual resources that describes our approach to visual resource</p> <p>analysis and viewshed considerations for projects: https://azdot.gov/business/environmental-planning/guidance-federal-aid-projects/visual-resources. As for the Section 106/State Act</p> <p>requirements, we do consider visual impacts and include them in our Area of Potential Effects definitions. We look forward to working with you as these future projects are programmed. Your letter is timely, as we are also ramping up an effort to visit each Tribe to</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
	<p>assess our consultation protocols and performance. We sent a separate letter detailing this effort earlier in the week, and welcome the opportunity to discuss your priorities in detail. Please feel free to reach out to us at any time with any questions or concerns you may have. Our Tribal Liaison, Rebecca Clarke Robinaugh can be reached at (623) 301-0496 or at rcrobinaugh@azdot.gov. Please feel free to contact me at (480) 486-0049 or at drucker@azdot.gov and I will be glad to assist you.</p> <p>Sincerely,</p> <p>Danny Rucker, MA, RPA Cultural Resources Program Manager</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>The online commenting system would not let me complete my comment, it seemed to break at the "Captcha" step. I use Opera browser.</p> <p>Here is my comment: The plan seems to be more business as usual, which will lead to continued failure.</p> <p>If Arizona is going to break out of the endless road building/maintenance, we need different priorities: fast rail from Tucson to Phoenix, and then from Phoenix to Flagstaff.</p> <p>Local public transportation must be prioritized. It is probably hard for a department that is responsible for roads to look beyond that, but let's take a few cycles and solve the real problems, spending only maintenance money on roads while we build a better Arizona, and all that economic prosperity that that entails.</p> <p>thanks, Tom</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). Your comments are important to us and have been shared with the appropriate members of our team for review. We will share more information on the LRTP as it becomes available.</p>
<p>Scott's portion had audio trouble, barely intelligible, his voice dipped for part of ea. sentence.. Otherwise, the format was so general as to be not very informative. Keeping the public in the loop is important, yes, but keeping the info so general is not helpful. Would appreciate more specifics, though that would understandably garner more negative input, though do more than just superficially have the public "approve" the plan. If THAT is the object, shame on you.</p>	<p>Thank you for contacting the Arizona Department of Transportation and your participation in the Long Range Transportation Plan (LRTP) virtual meeting. Your comments are important to us and have been shared with the appropriate members of our team. At this time ADOT is gathering community input to understand Arizonan's needs and wants so they can be reflected in the priorities for the transportation system. The community feedback received from across the state will the be used to set the priorities for the 2050 Long Range Transportation Plan. A draft of the plan is expected to be shared for public comment in May of this year.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Hello – I feel like I’m driving in a third world country driving south on I17 between Flagstaff and Sedona. A month ago when the highway was dry I was almost run off the highway near Kellys Canyon by an Amazon semi tractor trailer that had to swerve suddenly to avoid an ENORMOUS patch of rough surface in the right lane that I’m sure he thought might cause him to lose control. PLEASE fix I 17 – it is unsafe and will cause accidents in it’s present shape. Our state economy is booming but you wouldn’t know that from the state of this highway.</p> <p>Barbara Jenkins</p>	<p>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 potential projects, please visit ADOT’s project web page at azdot.gov/projects or email projects@azdot.gov.</p>
<p>Does the LRTP 2050 include priorities, investment types or policies for air transportation? If so, what are they? If not, please consider including air transportation in the plan.</p> <p>Jordan D. Feld</p>	<p>Thank you for contacting the Arizona Department of Transportation regarding the Long Range Transportation Plan (LRTP). Your questions have been shared with the appropriate members of our team for follow up. We will contact you with more information soon.</p>
<p>It's my opinion that rebuilding the I10 and Jackrabbit Trail interchange should be as soon as possible. It's the original interchange and is in dire need of a rebuild. Jackrabbit is controlled by stop signs and is only one lane in each direction. The greatly increased traffic from ongoing development, both north and south of I10, makes it a nightmare to get on and off the freeway.</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 potential projects, please visit ADOT’s project web page at azdot.gov/projects or email projects@azdot.gov.</p>
<p>Top priority: Rte 40 in Flagstaff. We've had to travel on unpaved road way too long. Rte 17 south from Flagstaff to below Ft. Tuthill. HORRIBLE Condition. Thank</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 potential projects, please visit ADOT’s project web page at azdot.gov/projects or email projects@azdot.gov.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>As a resident of Ahwautukee Foothills, I am especially concerned about the lack of traffic law enforcement in the valley. Obviously we need more police and or traffic cameras to identify violators of these laws and hold them accountable. The current environment is putting residents at great risk every time they venture out on the road. The traffic situation is reducing the quality of life for people living in the valley...especially older residents.</p> <p>I applaud the actions taken to install the much needed traffic light at Liberty and 32nd St. by the high school. Now it is imperative that drivers obey the signal.</p> <p>Please keep up the efforts to improve our road safety.</p> <p>Thank you. Carol Stolte</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 potential projects, please visit ADOT's project web page at azdot.gov/projects or email projects@azdot.gov.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>regarding issues related to interstate 89, I am a resident of Wilhoit and use the White Spar 2-3 times weekly from Wilhoit to Prescott. Here are a few suggestions based upon my experience over the last 7-8 years.</p> <p>Add signs that say:</p> <ul style="list-style-type: none"> -“Slow traffic use turnouts.” No signs currently exist to inform drivers to pull over. - Provide additional 2 lit signs at south 89 White Spar- Wilhoit and north 89 Prescott that states essentially ‘semi trucks are prohibited’. I’ve had several near miss accidents with semis on the Spars and have witnessed several serious accidents involving semis on the Spars. They have no business driving there! - Maintain seasonal repair of 89 due to extreme weather conditions i.e. road freezes and causes chuck holes and significant damage. Falling rock is a daily issues on the Spars and needs daily maintenance. I ruined the undercarriage of my BMW and had damages of \$1000+ to repair undercarriage due to rock falls on the Spars last year. - Provide DPS staff to regularly patrol Spars to ticket and thus enforce driver safety. - Add additional signs to inform of bicyclists on the road. Currently, no signs are posted. <p>Please add my input to your meeting and please take serious action regarding my comments.</p> <p>I also wanted to add Hwy 60 to the list. It is full of holes and from Congress to the T turn is chug holes and gravel. Please add this road to the list of repairs.</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 potential projects, please visit ADOT’s project web page at azdot.gov/projects or email projects@azdot.gov.</p>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p data-bbox="193 251 1061 357">During the March 9 virtual meeting, one of the speakers presented a slide that slows the timeline of the 2050 ADOT LRTP from start to final approval.</p> <p data-bbox="193 397 1061 430">Can you email me the timeline with steps?</p>	<p data-bbox="1064 251 1923 357">All of the material presented during the meeting can be found on the study web page within the virtual room, including the study input timeline.</p>
<p data-bbox="193 431 1061 609">If drivers aren't safe, then neither are pedestrians, cyclists, bicyclists nor transit riders. Surfaces are appalling in the maricopa county highways—deadly for motorcyclists. Twenty years ago the population was smaller but it wasn't regular for people to be able to enter freeways the wrong way!! Fix that!</p> <p data-bbox="193 610 1061 857">Before adding EV infrastructure or additional roadway, fix the existing ones and save money for the future. Arizona way over-spends compared to states with much more extreme conditions. Also, try not to close the only arteries between cities completely—leave a lane open and mark the change earlier in the traffic so people not used to driving 75 can adjust safely. Recent lane reductions on I-10 were not marked far enough in advance for drivers to adjust.</p>	<p data-bbox="1064 431 1923 609">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 data-bbox="193 859 1061 933">I recently attended the zoom Long Range Transportation 2050 Plan virtual meeting on March 9, 2023.</p> <p data-bbox="193 966 1061 1071">I was glad to hear that there's consensus among the majority of Arizonans that we're most interested in repairing and maintaining our current infrastructure. That's great!</p> <p data-bbox="193 1104 1061 1421">My primary concern with the plan is not seeing or hearing any mention of habitat and wildlife protections as we move forward. Roads, highways, and freeways are perilous and boundaries for wildlife to cross. They are also a dangerous hazard for drivers. So structures like wildlife bridges and underpasses are critical. It is safer for humans, and animals. And they help to reduce habitat fragmentation, which is deeply important. I also strongly urge you to minimize additional habitat fragmentation, degradation, and destruction by minimizing new infrastructure for motorized</p>	<p data-bbox="1064 859 1923 1036">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>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>passenger vehicles and tractor trailer trucks. I understand this is easier said than done. But preserving the environment and the plants and animals that live within it ends up being about self-preservation. It is becoming ever-more evident that human survival will depend on the overall health of the planet. So our stewardship is essential. It will require more inconvenience for us humans, and perhaps less economic development. But let's do our part here in Arizona by aiming to keep us all alive and well. Thank you.</p>	

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I'd like to see Arizona increase its support for alternatives to car travel. What we need is a mix of transit, and infrastructure for pedestrians and people who ride bicycles. Tucson has made a good start on this, with the loop that it has built for bikes, but we need to do more.</p> <p>Our future requires us to move away from fossil fuels. Electric cars are part of the mix, but they are not a solution in themselves. They require rare earth metals, and we still have to power them mainly through the electricity grid (local solar charging is rare).</p> <p>My vision for the future of cities in Arizona is fewer cars, and more people on bikes, on foot, and on transit. The experience of Tucson and other cities is that if you built good alternative infrastructure, people are willing to leave their car at home and travel by bicycle or transit.</p> <p>My vision for the future of intercity travel in Arizona is fast trains, initially between Tucson, Phoenix, and their respective airports. We should not build any more intercity highways (I-11, for example, should NOT go ahead).</p> <p>We need to make plans along these lines. We cannot keep relying on cars for our transport. We need to build city infrastructure that gets us off fossil fuels, but NOT merely by switching to electric cars.</p> <p>Best Regards,</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>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>Please complete the Lion Springs section of Hwy 260. I know it's in the plan, but please don't let the funding be siphoned to another project.</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 potential projects, please visit ADOT's project web page at azdot.gov/projects or email projects@azdot.gov.</p>
<p>Hello, You never responded to my question about how you would be setting up charging stations on I-17, I - 40 and I-10 Before 2030's deadline and on tribal lands/Indian Country?</p>	<p>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. We are copying the Arizona Electric Vehicle Plan Team at azevplan@azdot.gov so that they may provide you more information.</p>
<p>I have to drive down Highway 60 at least twice a week to get to Surprise for doctor appointments. The road is a disaster. cars are swerving all over the road to avoid potholes. They patch the potholes and the next day they are worse. The entire road needs to be repaved not patched. This is a main road from Vegas to the Phoenix area and there is no excuse for the condition the road is in. Especially after this amount of time.</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 potential projects, please visit ADOT's project web page at azdot.gov/projects or email projects@azdot.gov.</p>
<p>I won't be at the meeting tonight but wanted to give thoughts.</p> <p>I would like to make sure that any city roadways have large enough bike lanes to be safe for the riders. We often have none or lines that are too close to the edge and I would like to make sure we are safe on any new roads.</p> <p>Secondly, I would like to make sure that as much as we are building new roadways, that we will be portioning money to set aside for repairs of existing roadways. I would hate to see all the money dumped into new roadways and not upkeep the existing streets. We will have more traffic as more people move to the area.</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>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p>I attended the virtual meeting on March 22nd 2023. While I found the budgeting and funding information interesting, I was expecting much more information about the actual long term plan. There were a couple questions about transit that were quickly dismissed by saying ADOT does not operate transit and mainly deals with highways and interstates. The categories on the website are Bicyclists, Drivers, Pedestrians and Transit Riders. Each topic has a short description but from the meeting, these categories confuse the issues.</p> <p>If the ADOT priority is highways and interstates, that should be the discussion. The ADOT website notes the vision of “Becoming the safest, most reliable transportation system in the nation.” Simply put, that should be the long term plan. From the 2050 Long-range transportation plan website, the priorities for investment are Modernization, Preservation and Expansion. I think safety is the simple priority.</p> <p>I just returned from a trip that included 3 main interstates and several state highways within Arizona. In the last three weeks, I have driven SR95, SR72, US60, SR74, I17, I10, SR80, US191, returning on I40, I17, SR89A, SR169, SR89, historic 66 (because it is better road than I40), then I40 to SR95. Every one of these roads include large sections that I could not maintain the speed limit safely. From potholes, deteriorating patchwork, bad bridge transitions, and poor road conditions, sections of these roads are unsafe. On I17 south of Flagstaff, I really appreciate the ‘rough road’ sign posted a few feet before miles of dangerous road. Within a couple miles, I saw cars with flat tires, a fifth wheel RV that lost control and was in the center divider and a Car transport semi that had to stop because a car was in</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>

ADOT LRTP Inquiry or Complaint	ADOT LRTP Response
<p data-bbox="204 256 1051 321">danger of falling off. This is a dangerous piece of road. It is not SAFE. I40 from Kingman to SR95 is not SAFE.</p> <p data-bbox="204 435 1051 571">The priority for the long range plan must be safety. Shiny new guardrails, new bike lanes and signs with cute sayings on them may be fun. If the road surface is unsafe, ADOT is not keeping the vision of SAFE roads.</p>	

Appendix K—Public Meeting Comments

Virtual Meeting Comments

ADOT Inquiry or Complaint	ADOT Response
<p>Why is ADOT insistent on putting in roundabouts on US 93? We don't need the roundabouts. Instead ADOT should fix the potholes on US 60.</p>	<p>The LRTP is a policy based plan that sets priorities and recommendations based on projected needs and revenues. It doesn't address individual projects. ADOT is currently accepting comments on the Five Year Transportation Facilities Program and that may be a better avenue to provide your comment. However, your comment will be captured for the meeting record.</p>
<p>I would like to see ADOT work with ADEQ to enforce emissions in Sedona. We are a small town but have 4 million visitors. We have an outdated highway in the middle of town that creates pollution and is not pedestrian-friendly. I would like to see ADOT acknowledge that our population and climate are changing. Rural Arizona feels like it's neglected. Maricopa County has done more for complete streets for pedestrians. We need to connect these towns with outdated highways in the middle of them. Also why isn't ADOT focused on rail between Phoenix and Flagstaff?. That would be much more equitable to our population. We would have more walkable cities and could travel more quickly between towns. Is ADOT considering that at all?</p>	<p>The only counties currently requiring emissions testing are Maricopa Pima and Pinal counties. It's not required by ADEQ for other counties. Regarding passenger rail in the needs analysis, one of the needs identified in ADOT's LRTP was \$17.5 billion for passenger rail based on the Phoenix Tucson intercity passenger rail study. The cost was originally estimated at \$8.5 billion but has been adjusted for inflation. There has not been a study from Phoenix to Flagstaff.</p>
<p>Can ADOT reach out to the Chapter houses to provide an interpreter in Navajo for the elders for them to participate?</p>	<p>The study team will take this request under consideration. The study team has been conducting outreach with the Navajo Nation.</p>
<p>Have the sports franchises in Phoenix been involved in discussions related to large events in terms of transportation and how to make it more convenient to attend those events? What kind of input did they have in the LRTP?</p>	<p>The LRTP is not project based. However, ADOT is involved as a participant on the committees for the Super Bowl and other large events to coordinate regarding managing traffic for the events.</p>
<p>How does ADOT take into consideration land use as it relates to transportation? These two things are interconnected.</p>	<p>ADOT is not a land management agency. However if ADOT is contacted by other agencies about impacts to ADOT facilities the agency may be involved</p>

ADOT Inquiry or Complaint	ADOT Response
<p>I am a transit user and former bus driver. Safety and maintenance are interchangeable and really need to be more important than mobility. We need to have the money to maintain what is built. Can we gear the plan to be more focused on safety and maintenance?</p>	<p>ADOT values maintenance and safety as the top priorities for the system. Preservation is specifically related to preserving ADOT assets in a good condition. Maintenance is often lumped into preservation but really it covers things like litter control, slurry and crack seal, and removing items from the highway. They come from different sources of funding.</p>
<p>How does ADOT plan to address revenue shortages due to increasing cost of construction and diminished revenues to EV usage etc.?</p>	<p>ADOT does not define or establish how revenue is passed into law. ADOT can only enforce and plan for projected revenues in the Highway User Revenue Fund (HURF) from gas taxes and user fees. As revenues decrease and costs continue to grow, it becomes more difficult to plan. That is why ADOT updates the LRTP every five years and also updates its Five Year Transportation Facilities program each year to reflect updated revenues and needs.</p>
<p>Arizona has the highest pedestrian fatality rate in the US and the US has one of the highest rates in the world. How does the LRTP address this issue of pedestrian fatalities?</p>	<p>As part of our discovery process and identification of needs, safety-related items are considered in that process. ADOT does identify specific strategies to address safety for all modes of transportation as part of the Strategic Transportation Safety Plan.</p>
<p>What are the plans to release information about projects?</p>	<p>The LRTP is not project specific. The current tentative Five Year Transportation Program has been released and is available for public comment. The plan is available for review and comment at: https://azdot.gov/planning/transportation-programming/tentative-five-year-program</p>

Telephone Town Hall Polling and Questions

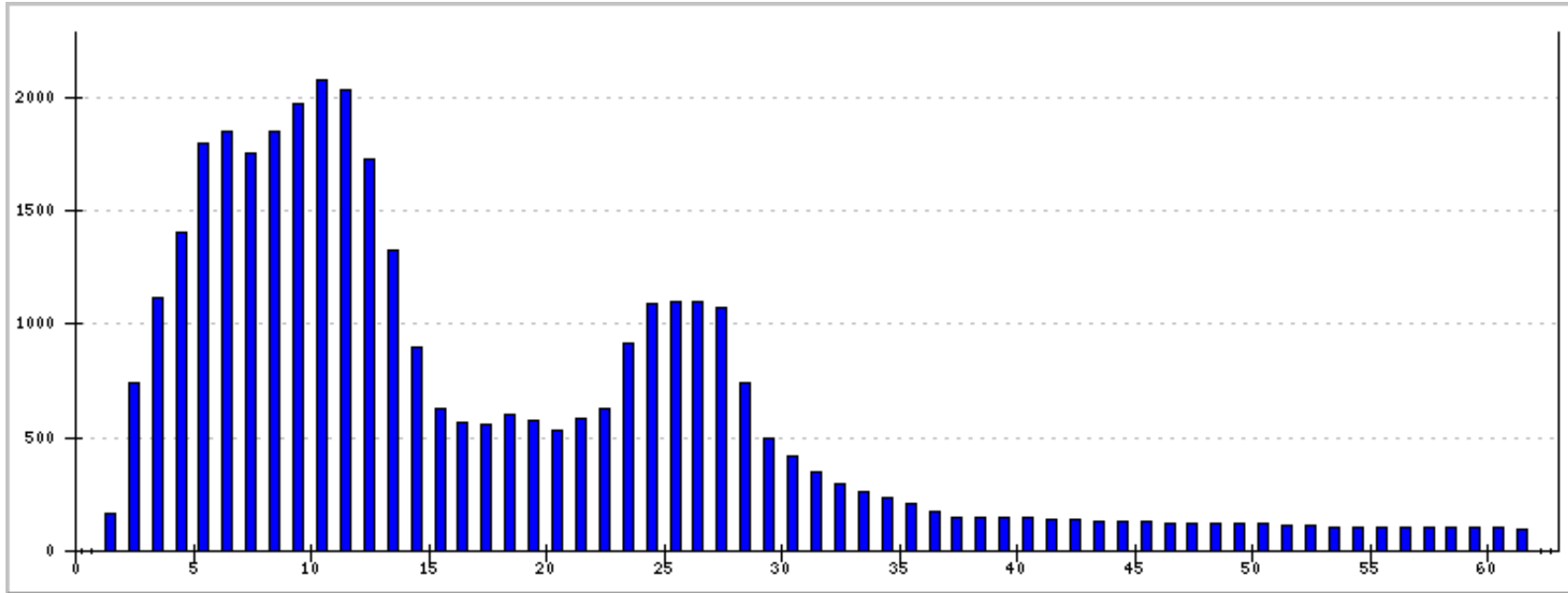
During the course of the telephone town hall, 41 attendees requested to speak. 6 questions were answered live on-air (“Talked and Read Participants”), and 35 additional attendees submitted questions (Speaker Queue). An additional 11 participants joined the speaker queue but were removed from the queue (“Sent Back”) due to non-responsive or abusive answers.

Started at 21:00:37, Duration 01:00:48
 Average Acceptant Duration 4.61
 MAX Number of People in Conference 2084

Answered Calls

Name	Number
Selects For Event	65,840
Accepts	8,455
TF Calls	17
Toll Inbound Calls	0
Answering Machines	14,997
Declines	3,892
Total Answered Calls	27,344
Talked	6
Speaker Queue	35
Screener Queue	36
WEB Participants	0

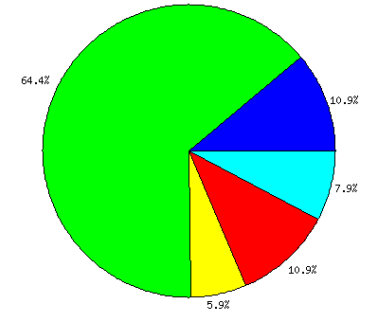
In Conference NOW / Conference Minutes



Polling Questions

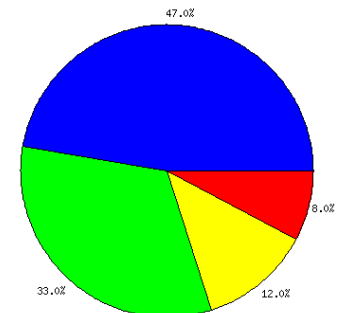
1 How did you learn about the telephone town hall?

ID	Answer	Responded	% of total
1	Text Message	20	11
2	Phone call	117	65
3	Newspaper ad or news story	10	6
4	ADOT email or Social Media	20	11
5	Word of Mouth	14	8



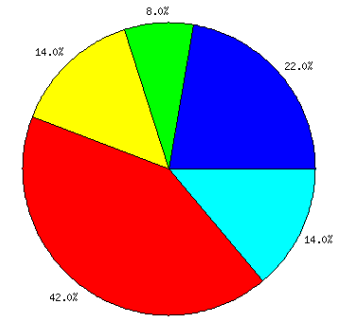
2 What ADOT infrastructure needs would you like to know more about?

ID	Answer	Responded	% of total
1	Pavement and Bridge Needs	28	47
2	Mobility and Safety Needs	20	33
3	Freight and Commerce Needs	7	12
4	Other Facilities like state ports of entry and the Grand Canyon	5	8



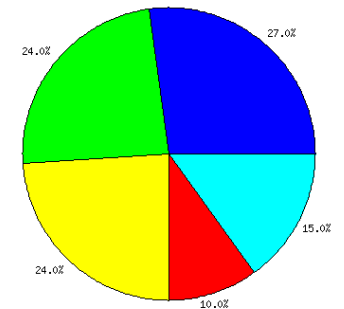
3 What ADOT stewardship needs would you like to know more about?

ID	Answer	Responded	% of total
1	Public transit needs	11	22
2	Aviation infrastructure needs	4	8
3	Passenger rail needs	7	14
4	Statewide planning funding	21	42
5	Environmental funding	7	14



4 What's the most important priority for future transportation investment?

ID	Answer	Responded	% of total
1	Preservation and Maintenance	11	27
2	Expansion	10	24
3	Modernization	10	24
4	Accessibility	4	10
5	Innovation	6	15



Talked and Read Participants

ID) Name, Address, Phone/Comment

1) Anne Dorre, 675 Country Club Dr.,Kingman,AZ,86401, 9285292027

(Jim)(Northwest, AZ)() TALK: (SR) What's the maintenance amount for this year, and what was it for last year?

2) Eduardo Martell, 3013 E Boston St.,Gilbert,AZ,85295, 4802739823

(Derek)(Gilbert)() TALK: (AM) What is the vision for the future of the program that will support the infrastructure?

3) Richard Auchinleck, 270 W Palma Dr.,Green Valley,AZ,85614, 5206391607

(Richard)(Green Valley)() TALK: (AM) Bike plains matinence with the debris destroying tires? Cost per mile for maintaining the roads as compared to other states?

4) Lori Miller, 3792 E Longhorn St.,San Tan Valley,AZ,85140, 6234512468

(John)(Phoenix metro)() TALK: (SR) (Please read) I'm not familiar with the LRTP. Can you give me some basic info on your mission, and who y'all are?

5) Janet Woodworth, 12727 W Glendale Ave Lot 140.,Glendale,AZ,85307, 6233407649

(Isaac)(Tempe (Temp-EE))() TALK: (SR) What's ADOT's commitment to sustainable public transportation?

6) julie helsel, ,,4252682610,,85143, 4252682610

(julie helsel)(Pinal County)() TALK: (SR) (puh-nal) Are there any plans to stop putting so much money into the north-south corridor? There are other roads around here that need attention.

Speaker Queue

ID) Name, Address, Phone/Comment

1) Janice Montgomery, 15498 N 176th Ln., Surprise, AZ, 85388, 6234449900

(Walter)(Surprise)() REQ: (AM) Looking for more rest areas with more room and places for their pets to be able to walk around?

2) Carlotta Suchil, 8045 S Calle Bella Vis., Guadalupe, AZ, 85283, 4807737811

(Norma)(Tempe)() REQ: (AM) Do you communicate with the developers so that there is the appropriate amount of services available?

3) Pamela Stiver, 1175 N Solar Dr., Vail, AZ, 85641, 5207625243

(Don)(Vail, AZ)() REQ: (SR) Interstate 10 is only two lanes here in Vail. Are there any plans to widen this interstate to accommodate all the development out here?

4) George Ortiz, 650 E Elliot St., Florence, AZ, 85132, 5208682373

(George)(Florence)() REQ: (AM) NR

5) Paul Lawrence, 10143 W Shasta Dr., Sun City, AZ, 85351, 8564595219

(Ruth)(Sun City, MARICOPA, AZ, (R))() REQ: (EK) I ride a van to a center everyday. When they drive the seniors across those bumpy roads it is very hard on us. It upsets my stomach. I dont know if I'll be able to keep going to the center because the roads are so bad?

6) Cheryl Fairbanks, 6837 W Robert E Lee St., Glendale, AZ, 85308, 6232555675

(Cheryl A Fairbanks)(Glendale, MARICOPA, AZ, (R))() REQ: (SR) NR

7) Susan Strahl, 723 N Dungan Dr., Mammoth, AZ, 85618, 5204870245

(Susan Kim Strahl)(Mammoth, PINAL, AZ, (R))() REQ: (EK) accident 0 push

8) Sequita Bridges, 1254 E Evelyn Dr., Casa Grande, AZ, 85122, 3093105002

(Richard)(Casa Grande (Gr-on-d))() REQ: (EK) What is the current status of widening of I-10 between Phoenix and Casa Grande?

9) Brian Langford, 2409 E Jerome Ave.,Mesa,AZ,85204, 4802424053

(Brian)(Mesa)() REQ: (AM) If the DOT is planning on going toward electrical what plan would you have in place to accommodate all the electrical for the grid?

10) Aaron Swinney, 4629 S Milly Ct.,Gilbert,AZ,85297, 4802529417

(Gina)(Shinigs)() REQ: (SR) No q yet

11) Jasper Mcgavock, 3500 S Tomahawk Rd Lot 123,,Apache Junction,AZ,85119, 4802624068

(Jasper)(Apache Junction)() REQ: (AM) NR

12) Travis Bodine, 162 W Knox Rd.,Tempe,AZ,85284, 4803106976

(Travis)(Tempe)() REQ: (AM) NR

13) Charles Jackson, 6131 E Cicero St.,Mesa,AZ,85205, 4803432937

(Charles Eugene Jackson)(Mesa, MARICOPA, AZ, (D))() REQ: (SR) I bought an electric scooter because of the ridiculous gas prices. Are there any plans to make the streets more scooter friendly? After buying it I found out there were only certain streets that I could even have it on. Is there any thought being given to this issue?

14) David Button, 1680 E Linda Ln.,Chandler,AZ,85225, 4805180130

(David J Button)(Chandler, MARICOPA, AZ, (R))() REQ: (EK) Saw on news that we are planning to be carbon neutral? What info do you have?

15) Devin Arbuthnot, 6658 E Stacy St.,Florence,AZ,85132, 4806957719

(Devin John Arbuthnot)(Florence, PINAL, AZ, (D))() REQ: (EK) Public Transportation - I feel having more robust public transportation would alleviate some of the traffic congestion?

16) Matthew Poole, 8161 E Keats Ave Unit 384,,Mesa,AZ,85209, 4807767769

(Matt)(Mesa, MARICOPA, AZ, (N))() REQ: (EK) Please speak to decisions made regarding on/off ramps to interstate. EX. Baseline & Hampden?

17) Jodean Gingerich, 1717 S Jentilly Ln Apt 1007,,Tempe,AZ,85281, 6023707774

(Jodean)(Tempe)() REQ: (AM) Have you considered working with Atonomus driving for people with repeat offenders traffic violations?

18) Sue Lim, 5325 W Butler Dr Apt 123,,Glendale,AZ,85302, 6024817855

(Sue Lim)(Glendale, MARICOPA, AZ, (N))() REQ: (SR) NR

19) Gilbert Ponce, 10343 W Missouri Ave.,Glendale,AZ,85307, 6029094913

(Kerry)(Peoria)() REQ: (EK) 101 specifically, at one point I heard they were going to use recycled tires, instead of asphalt, to make the 101 more quiet? I live about a quarter mile away from the 101 and the traffic is loud.

20) John Trigg, 627 N Overland,,Mesa,AZ,85207, 6106367388

(John Joseph Trigg)(Mesa, AZ)() REQ: (SR) The main highways going through the valley were blacktopped. It's much smoother on the roads that were diamond grinded. Why not just stick with concrete?

21) Marisela Galindo, 6626 N 62nd Ave.,Glendale,AZ,85301, 6236962582

(Alex)(Glendale, MARICOPA, AZ, (N))() REQ: (EK) Bus stops - they just drive on by? dont wait for you to get on?

22) George Bochis, 6894 W El Cortez Pl,,Peoria,AZ,85383, 7739319198

(George Ioan Bochis)(Peoria, MARICOPA, AZ, (R))() REQ: (EK) I am a road trucker, all over USA. Interstates and highways in AZ are very bad. I17 Flagstaff, all I40, parts of I10, highway 3 - it is like driving off road. I had damaged to my truck last year. Are there any plans to repair the interstates/hwys? Any plans to build more parking spaces for trucks? Suggestion: I know some private parties who want to open places for trucks to stop around the state, but locals would not approve it?

23) Matthew Massena, 1629 E Laguna Rd.,Mohave Valley,AZ,86440, 9284442842

(Matthew Antony Massena)(Mohave Valley, MOHAVE, AZ, (R))() REQ: (EK) What does ADOT have planned for Mohave County emissions expansion?

24) Lee Goodwin, 107 W Reno Dr,,Tonto Basin,AZ,85553, 9289782421

(Lee)(Hela County)() REQ: (AM) NQ

25) Allen Gjersvig, 1244 E Granada St.,Mesa,AZ,85203, 4802510905

(Shara)(Mesa, Text Opt-in VIP, AZ)() REQ: (EK) NE Scottsdale backup in transportation and not a lot of space to add on to the roads. Traffic circle on Dynamite. How will you control the flow of traffic?

26) Jeffrey Brand, ,,2014004668,,85365, 2014004668

(Jeffrey Brand)(Yuma)() REQ: (EK) Objectives/priorities for pedestrian/bicycle transportation?

27) neil kleinman, ,,5202486984,,85718, 5202486984

(Neil)(Tucson)() REQ: (SR) Regarding interstate 10. Are there any plans to expand that interstate? That interstate is way to heavily traveled to only be two lanes.

28) William Regner, ,,9286349316,,86324, 9286349316

(Bill)(Verde Valley)() REQ: (SR) (Ver-dee) What future plans for north-south redundancy do y'all have planned?

29) Bill Robertson, ,,5053609988,,85138, 5053609988

(Bill Robertson)(Maricopa)() REQ: (SR) Has a comment concerning state rd 347. (Didn't want to elaborate)

30) Isaac Blake, ,,6023583548,,85541, 6023583548

(Isaac Blake)(Maricopa County)() REQ: (SR) I'd like to understand more about where you're going to include broadband expansion along the highways? Is there a plan to address the dead zones?

31) Joe Stevens, ,,9282312773,,85390, 9282312773

(Joe)(Wickenburg)() REQ: (AM) What will be done to facilitate rt60 and 74 to connect to highway 93?

32) Maggie,CA,9094379394,

(Maggie)(Yuma)() REQ: (EK) Public transportation - why not more busses running longer routes?

33) Richard,UNKNOWN,5054149471,

(Richard)(Phoenix)() REQ: (EK) What are the future improvements to the light rail? and what challenges, if any, are we facing in regards to those improvements?

34) Ellen,AZ,6028201264,

(Ellen)(Scottsdale)() REQ: (AM) How do we stack up with other states as far as funding goes?

35) Katie,AZ,6026679090,

(Katie)(Levine (la-veene))() REQ: (EK) Expansion of Hwys - where do we find the info regarding when a project will occur or the placement of a new hwy or expansion?

Sent Back

ID) Name, Address, Phone/Comment

1) Marilee James, 11205 E 35th Pl Unit 66,,Yuma,AZ,85367, 9283055194

(Marilee A James)(Yuma, YUMA, AZ, (N))() BACK: (EK)

2) Michelle Baker, 5541 W Camino Vivaz,,Glendale,AZ,85310, 6235818727

(Michelle M Baker)(Glendale, MARICOPA, AZ, (D))() BACK:

3) Martha Scott, 14950 W Mountain View Blvd Apt 6110,,Surprise,AZ,85374, 2193631175

(Martha)(Surprise)() BACK: (AM) NR

4) Kathryn Provost, 23005 N 74th St Unit 2017,,Scottsdale,AZ,85255, 4802010458

(Kathryn Ann Provost)(Scottsdale, MARICOPA, AZ, (R))() BACK:

5) Lorenzo Carrillo, 1265 W Green Tree Dr,,San Tan Valley,AZ,85143, 4802448667

(Lorenzo)(San Tan Valley)() BACK: (AM) NQ

6) Karen Knedlhans, 835 E 9th St,,Mesa,AZ,85203, 4804570024

(Karen Jeanette Knedlhans)(Mesa, MARICOPA, AZ, (R))() BACK:

7) Glen Rogers, 21400 N 106th Ln,,Peoria,AZ,85382, 4804657807

(Glen Bradley Rogers)(Peoria, MARICOPA, AZ, (R))() BACK:

8) Jeffrey Carter, 9836 E Wood Dr,,Scottsdale,AZ,85260, 4807660302

(Jeffrey D Carter)(Scottsdale, MARICOPA, AZ, (N))() BACK:

9) Laurie Greenberg, 1951 N 64th St Unit 6,,Mesa,AZ,85205, 9096460508

(Laurie Ann Greenberg)(Mesa, MARICOPA, AZ, (D))() BACK: (SR)

10) Cindy Graber, ,,6024303937,,85021, 6024303937

(Cindy)(6024303937, Web Opt-in VIP,()) BACK:

11) 6028201264,AZ,6028201264,

(6028201264)(UNKNOWN, AZ)() BACK:

Non-Connects

Name	Number
Non Connects	35,753
Faxes	29
Busy	375
No-answer	2,339

Virtual Room and Website Comments

Comment	ADOT Response
<p>Please continue to fund infrastructure improvement projects in the Buckeye area including widening of I-10 to Sun Valley Parkway as well as SR 85. ALL traffic in and out of the Phoenix metro area uses this corridor along with ALL the good and services shipped. It is essential these corridors keep pace with not only the growth in the west valley but also the commerce growth in the entire region.</p>	
<p>Please continue to fund infrastructure improvement projects in the Buckeye area including widening of I-10 to Sun Valley Parkway as well as SR 85. ALL traffic in and out of the Phoenix metro area uses this corridor along with ALL the good and services shipped. It is essential these corridors keep pace with not only the growth in the west valley but also the commerce growth in the entire region.</p>	
<p>The covering ADOT put on the 101 freeway surface a couple years ago is terribly noisy and is uneven. It looks so bad...looks like it is not done yet. The earlier surfacing was much better as far as noise to our houses and smooth driving on it (could barely hear it). Looked better on wear and tear. Whatever you put on 202 east has holes everywhere. I know \$ was involved in these decision...but \$ isn't everything. Please put the better surfacing material back on and on future surfacing.</p>	
<p>As a recreational bicyclist who frequently rides the roads of the Verde Valley, I am a strong advocate for bicyclists.</p> <p>I would like ADOT to support infrastructure that includes bike lanes as well as maintaining the right of way of existing bike ways. I would like more signage showing motorists that 3 feet distance when passing a bike is the law.</p> <p>I think the bike lanes and shoulders should be swept more frequently as it would reduce the amount of debris that causes flat tires which leads to unsafe situations when the flat must be repaired.</p> <p>Thank you for allowing me to add my opinions to this survey.</p>	

Comment	ADOT Response
<p>Cycling issues should be considered whenever roadways are to be renewed, added to or eliminated.</p> <p>While riders are a minority of the population, riding is becoming more common. If cycling is considered as part of every package, costs can be managed better than attempting to accommodate at a later time.</p> <p>Realistically, not all cyclists' desires can be met within a reasonable cost/benefit analysis on every project, but if they are considered when planning is in process, many may be met at little or no impact on the budget.</p> <p>For example, shoulders or wider shoulders on roads, rumble strips closer to the roadway instead of in the middle of the shoulder (something that negates the value of a shoulder for cyclists). I am sure there are many other options that professional planners can imagine.</p> <p>I remember when accommodating the handicapped population required expensive retrofitting and now seems to be considered on every sidewalk and crosswalk. Though I do not propose a similar legislated mandate by put in place for cyclists, voluntarily applying the same principle here may provide surprising low-cost results.</p> <p>Current legislative proposals that would MANDATE that cycling NOT BE CONSIDERED seem to me very short-sighted.</p>	
<p>For maintenance of existing roadways to be effective it must also be done properly, taking in local conditions. Around Flagstaff there are places where state and interstate highways have been repaired repeatedly because the underlying substructure is unstable, and so traditional repaving or repairing is simply a bandaid fix and the surface begins to subside or collapse within years. This includes when there is a full repaving. These areas require a more advanced engineering perspective to create a sub-base to last for decades, not just years - thereby reducing future maintenance costs.</p>	
<p>I cannot support any additional plans until ADOT keeps up the roads they have. We now have permanent Rough Road signs between the Calif border and Flagstaff on the I40. The road is a disaster. Multiple cars off to the side on the I17 due to flat tires from the potholes. Just got back from a trip through Nevada over snowy passes on US 95 between Reno and</p>	

Comment	ADOT Response
<p>Las Vegas. The road was perfect. Come on Arizona! Arizona highways have been a disaster for the 22 years I have lived in northern Arizona</p>	
<p>I attended the meeting at the aquaplex in Flagstaff, and thought of another concern. I live in Foxglenn, which is a valley directly downwind of I40 and the train tracks. Even though I am a mile away, I hear both of them loud and clear. If there was a hazardous derailment or truck accident, my neighborhood is right in the path. Would it be possible to build a barrier along I40 to protect my neighborhood from the noise and potential pollution? They are very common in Phoenix, but rare up here, except next to NAU. Even a noise absorbing (not noise reflective) wall would be much appreciated.</p>	
<p>I'd like to be sure ADOT allocates enough funds to match available federal government grant opportunities that come from the recent infrastructure and jobs act (Bipartisan Infrastructure Law). It's important that Arizona take advantage of these funding sources for economic development and recruitment competitiveness.</p>	
<p>Please make it legal for semi trucks & trucks with trailers to ONLY drive in the far right lane on our roads. I drive Lyft & I continually observe these vehicles traveling very fast in all lanes. These heavy vehicles put extra wear & tear on our roads & also cause extreme hazards for other vehicles traveling on the roads. I see this all the time on I-10, loops 101, 202 & 303, and the 60 & 51, as well as off-freeway roads. It's to the point I'm about to stop driving Lyft because of the way these vehicles traveling in all lanes. There have been numerous serious accidents & deaths caused by these vehicles. California has had a law from as long ago as I can remember that prohibits them driving in lanes other than the far right. I realize we need the services these vehicles provide, but something needs to change NOW, sooner than later!!</p>	
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Comment	ADOT Response
<p>right. I realize we need the services these vehicles provide, but something needs to change NOW, sooner than later!!</p>	
<p>Please don't waste money on charging stations for the rich and frivolous</p>	
<p>ADOT needs a GOOD Highway Safety Officer(s) that will work 24/7 on ADOT Highways. Need better Highway Lane Stripping. Neglected Pot-Holes on ADOT Highways like in Wickenburg, Arizona. High Visible signs at both ends of all Guard Rails, and ask, the Safety Officer; why do people constantly running into the little reflector signs at both ends of the Guard Rails while the little wash(es) that have high reflector signs - there's hardly any accidents. I can go on and on but there will be no answers and we will be in line (of cars) going up hill on a flat land with no passing lanes. So! there is a lot of issues on Safety on ADOT Highways that need to be addressed. Yes, I can tell you where we need passing lanes but my vision is to seek better Highway Safety.</p>	
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<p>All of the anticipated needs have value but with the legislature prohibiting Maricopa county from extending their transportation tax, it will be hard to meet the needs of the entire state. While the Maricopa residents are the majority of population they travel around the state often. Unless someone comes up with a creative way to do more with no funding our existing transportation infrastructure will disintegrate. We need to fund out roads properly.</p>	

Comment	ADOT Response
<p data-bbox="204 237 1257 264">ADOT use to have the best freeways in the nation especially in the Phoenix metro area.</p> <p data-bbox="204 310 1251 370">Things have changed significantly in the last 5 years or so. The older freeways with the rubberized asphalt has deteriorated significantly.</p> <p data-bbox="204 415 1306 548">Another thing I have noticed is the lane striping is not well maintained in the older areas. I don't see the raised reflectors being maintained(great safety aid in the rain and at night) and much of the lane striping is faded (I-10 west of Dysart and Loop 303 from I-10 to Indian School)</p> <p data-bbox="204 594 1300 654">Many of the older street lights are not maintained with many of them being out. (Loop 303 south of Bell)</p> <p data-bbox="204 699 1306 760">The first thing many visitors see are the roads. The current condition of many of them does not represent a good look for our state.</p> <p data-bbox="204 805 1300 833">I use to say California had terrible roads compared to Arizona. IMO that has flipped around.</p> <p data-bbox="204 878 1293 938">To be fair, I understand there are thousands of people moving here and the traffic has increased exponentially. But it seems like ADOT has fallen behind with road maintenance.</p> <p data-bbox="204 984 506 1011">Thank you for your time!</p>	

Comment	ADOT Response
<p>Arizona needs to be furthering our efforts to alleviate car dependency, which is a major problem in our metro areas and a damper on our growth. Constructing more lanes and highways only leads to bigger maintenance costs, more congestion and worse effects on our environment. That goes for electric and gas vehicles. By giving citizens other options than single occupancy vehicles to get around, we can help our freight traffic with less congestion too and lessen the wear and tear on our roads.</p> <p>We should be investing in alternative forms of transportation like public transit, walking and cycling. We should be building commuter rail service instead of highways in our metro areas, promoting bus-only lanes and BRT programs, and building more protected bike lanes and walkable streets and paths.</p> <p>Thank you, Jack</p>	
<p>Arizona needs to be furthering our efforts to alleviate car dependency, which is a major problem in our metro areas and a damper on our growth. Constructing more lanes and highways only leads to bigger maintenance costs, more congestion and worse effects on our environment. That goes for electric and gas vehicles. By giving citizens other options than single occupancy vehicles to get around, we can help our freight traffic with less congestion too and lessen the wear and tear on our roads.</p> <p>We should be investing in alternative forms of transportation like public transit, walking and cycling. We should be building commuter rail service instead of highways in our metro areas, promoting bus-only lanes and BRT programs, and building more protected bike lanes and walkable streets and paths.</p> <p>Thank you, Jack</p>	
<p>I believe rail transit is receiving more than a fair share. That amount of money will not serve Arizona, only Phoenix metro. I would like to see more money in maintenance. Thanks.</p>	
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Comment	ADOT Response
<p>I would like to see the comments submitted by the board members of the Arizona State Transportation Board...as a state appointed board, their comments are public record. I would like to see their comments of ADOT's 2050 long-range transportation plan.</p>	
<p>I-10 is the main e-w connection from Texas,NM thru Tucson to Casa Grande and Phoenix. Within Tucson this 2 lane interstate from Houghton Rd going west is a traffic hazard given the sheer number of commercial trucks in addition to local and passenger vehicles. As the number of new residential subdivisions that use I-10 to get to work from Vail to the U of A tech park (Kino-Park Ave)traffic continues to increase daily. Since this is the only way to go north toward Phoenix it is imperative this road be considered a priority for expansion.</p> <p>This situation is similar to the remaining 2 lane I-10 road from Casa Grande to Phoenix. Both are traffic hazards and congestion bottlenecks. The state prepared a detailed 640 page document a few years ago detailing the expansion of the Tucson interstate from I-17 to Houghton Rd. However the timeline for the completion of this project appears to be at least 20 years. By then this roadway will be a total mess and travel safety and time will become much worse.</p> <p>Given the fact Tucson has no other e-w and north options I would hope the area be given priority for completion.</p> <p>1 other question/comment Given the fact the state resources are clearly insufficient for all the projects that are needed over the next 20-30 years Are there any State representatives that are pursuing a major infusion of money from the State budget. Can the gov. and legislature work towards allocating additional annual funds to help bridge the gap? Is anyone looking at this? thanks neil</p>	
<p>Continue to maintain state routes and focus on investing in infrastructure in Southern Arizona.</p>	
<p>Thank you for welcoming input, and I support all that is planned. (Hoping the most optimal works out).</p>	

Comment	ADOT Response
<p>We've relied on Hwy 64 between Williams and Grand Canyon as our main thoroughfare for 8 years and in that time frame we've seen really only 1 project, the resurfacing south of Valle. The highway is poorly built and maintained, though better than I-40 on the pothole subject. We constantly and I mean nearly each time we travel face a near head on collision. Others in our community haven't fared as well as we, and by we, There are 15 of us in our family that use that road.</p> <p>We've been addressed by the Director of ADOT himself with promises that weren't kept, never even showing up on the 5 year plan has been disheartening. We were promised road signs that gave directions to those that may not understand double yellow, dashed yellow etc. nothing. Passing lanes, nothing. Even the surface of the shoulders to provide an escape, nothing.</p> <p>Hwy 64 may seem like a nothing 2 lane highway but I'm guessing that highway 64 serves more tourists than any other highway in the state, provides more revenue to serve the majority of the 6 million plus visitors per year that visit our area and come thru our town. What a travesty every time someone gets hit, killed or horribly injured. When the director visited he said a study would be done, lines reassessed for passing lanes that were not laid out correctly and other things that were wrong. Where are those things. Where is the repair.</p> <p>Negligence occurs when something is pointed out and determined to be a hazard and goes un-repaired, are you being negligent when someone dies on that highway? I think it could easily be proven that you are.</p> <p>Beautiful 2 lane highways that stretch from the State Capital to private cabins in the White Mountains are great, for the legislatures and governors, but don't serve the majority of the population or visitors. Please do your part and fix what's wrong with Highway 64.</p>	
<p>Interstate 17 from Flagstaff south is terrible. Cars are constantly getting flat tires due to the extremely rough roadway. When driving at night the lines are either very vague or nonexistent. These two factors make the commute very dangerous. In addition, the median and sides of the freeway are full of trash, especially around Exit 333 going north into Flagstaff. It seems that ADOT is not able to keep this road in adequate condition for people to safely travel besides maintaining the cleanliness of the area. I believe that the existing roadways need to be kept in decent condition before looking at more projects that will need to be maintained.</p>	

Comment	ADOT Response
No more new roads. Widening existing roads and maintenance of existing roads should be the number 1 priority. Our present roads are in disrepair.	
No more new roads. Widening existing roads and maintenance of existing roads should be the number 1 priority. Our present roads are in disrepair.	
Time to move beyond interstates to investing in high speed rail. Would love to be able to travel this way	
Road funds should entirely go to ROADS (including resurfacing and bridge maintainence). Let aviation fees pay for airports.	
I feel as though Northern Arizona is completely ignored in all planning of our roads. I would like Northern Arizona to be included in the discussion of where our highway dollars are spent. New highway and roads are improved/added in the Maricopa area but not in Northern Arizona. We have a high number of visitors to this area that spend money which you get through tax dollars. I feel as though those tax dollars don't come back to this area. 1-17, 1-40 H-180 and Route 64 are all in need of manger repair all of these roads are full of potholes. I have heard of no immediate action that is going to happen on these roads.	
Time to move beyond interstates to investing in high speed rail. Would love to be able to travel this way	
I'd like to see more funding for non-personal vehicle transit; public transit, passenger rail, etc. It seems ridiculous to me that we don't have a high speed rail between Tucson and Phoenix. I-10 is always backed up with traffic and accidents. I am so embarrassed by our lack of transit. I have lived in developing countries with better and more reliable transit.	
I think it is important to consider bicycle and pedestrian access when designing roadways . Accommodating bike lanes where feasible. Main Street in Cottonwood is being redone and as it stands today, ADOT will not consider narrowing lanes to put in a bike lane.	
Road taxes and federal/state funds should be used for road maintenance and expansion of freeways to handle the population growth. Any rapid transit or bike lanes do not improve the quality of life and are little used versus their cost; so should be excluded from road funding unless taxes are imposed on them to support their request. Thank you	

Comment	ADOT Response
<p>Road taxes and federal/state funds should be used for road maintenance and expansion of freeways to handle the population growth. Any rapid transit or bike lanes do not improve the quality of life and are little used versus their cost; so should be excluded from road funding unless taxes are imposed on them to support their request.</p> <p>Thank you</p>	
<p>Would like to see greater % fund distributions to public transportation and rail passenger transportation. Too much % of the collective funds is put towards individual motor vehicle transportation and roads.</p>	
<p>Route 260 from Star Valley east should be expanded to 4-lanes.</p>	
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<p>Would like to see greater % fund distributions to public transportation and rail passenger transportation. Too much % of the collective funds is put towards individual motor vehicle transportation and roads.</p>	
<p>Please stop accommodating motorized traffic, and prioritize the alternatives, like bus, bicycle, pedestrian, etc. Big roads separate us as communities. Car dependence cripples us. Please stop forcing us to use cars for everything. Develop a real bus system. Make it easier to cycle everywhere.. it's the only way that is sustainable.</p>	
<p>Funds should be allocated for bike path so people can walk or ride safely in Bisbee, AZ</p>	
<p>Please, please, do not extend the light rail from Metro Centre north on 35th Ave. I don't want to decrease my home's value, whose backyard already aligns to 35th Ave. Thank you for the consideration.</p>	
<p>Funds should be allocated for bike path so people can walk or ride safely in Bisbee, AZ</p>	
<p>I am very interested in how bicycling for recreation and work are addressed and promoted. Facilities for cycling, striping, encouragement to stop using earth energy sources for short travel around town. Most people do not and cannot feel safe in our cities and town to just ride a bike less than a mile to a store or park.</p>	
<p>I would like to see State Route 169 expanded to two lanes each way like what was done with State Route 260 between Camp Verde and Cottonwood. This is an extremely dangerous roadway that has seen a number of accidents (including fatal accidents) because of drivers trying to pass other drivers including passing 18-wheelers, RV's, vehicles towing trailers and garbage trucks (coming from and leaving the Grey Wolf landfill). It's really scary to drive this road especially at night and also in inclement weather. At a minimum it would</p>	

Comment	ADOT Response
<p>help a lot to have frequent passing lanes all along this route like on State Route 260 from Camp Verde up to State Route 87. Thank you.</p>	
<p>As a resident of Coconino County, I have great interest in seeing that state residents can travel to and from Phoenix with relative ease and affordability. The I-17 corridor to Flagstaff, in particular, is limited in capacity, very difficult to access via any form of public transit, and expensive/difficult/damaging to expand. (The current expansion project, for example, is not a positive for environmental quality.) Forcing travelers between cities to rely on private cars has implications for safety, congestion, and affordability of travel on the routes (such as I-17) but also has implications for the cities at each end of these corridors. I would very much like to see more emphasis on partnerships with those non-central cities, such that we might find creative ways of funding and operating efficient, environmentally sound public transit between cities.</p>	
<p>I believe the North/South freeway should be a priority above all else as well as the San Tan Parkway and the continued expansion of Hunt Highway</p>	
<p>My comment is primarily in regards to improving mobility, reliability, and accessibility. Many decades ago Phoenix was one city that had an extremely small amount of freeway accessibility compared to the other cities in the U.S. Now due to i'd say primarily funding and planning, Phoenix is one of the best. I think this effort has immensely benefited Arizona in more ways than I can list here. I think that same effort is needed now more than ever now that Arizona has become one of the fastest growing states in the nation. The Phoenix area has specific growth corridors in and around San Tan Valley, Surprise and Buckeye that are seeing explosive population growth with insufficient roadways and freeways which will only compound overtime. I think it is imperative to get in front of this growth to continue to see Arizona progress.</p>	

Comment	ADOT Response
<p>I lived in the east valley of metro Phoenix, and I believe the transportation system is not keeping up with the current and future growth in this area.</p> <p>I believe US 60 needs to be expanded by two lanes from Ellsworth to Idaho roads to meet the 30,000 new homes being built south of US 60 on Ironwood and the 5000 current apartments being built in the area. And there is more homes and growth coming south of Apache Junction; could be as much as another 100,000 homes within the next ten years.</p> <p>I lived in Gold Canyon and when the snowbirds are here from September through April; the traffic flow becomes a so slow. I would like to see another lane added each direction from Superstition Mt. Blvd to Peralta Road just to help get through four traffic lights in the Gold Canyon area.</p> <p>I believe the most immediate need is extending SR 24 from Ironwood to US 60 south of the Renaissance Fair in the next five years. There have been at least 25 US 60 road closures in the last 5 years and alterative route in an hour and a half long through Queen Creek to Florence to SR 79 and back to Gold Canyon. The traffic is really bad when on the weekends when Renaissance Fair is in town.</p> <p>Up in the Prescott area; why is SR 69 two lanes then three lanes then back to two lanes? This creates the caterpillar effect there; it should be three lanes from Prescott Valley to SR 89.</p> <p>I have been very impressed with ADOT with their long-range planning and construction since I moved here in 2016. We need some immediate help in the east valley.</p> <p>Thank you for considering my thoughts.</p>	

Comment	ADOT Response
<p>I am the president of the Gold Canyon, AZ, Association for the Development of a Better Environment (ADOBE) Organization. Since the mid-1990s the Association, in conjunction with the then Governor, and AZDOT have been working to construct a Bypass around Gold Canyon. The need was great then - mid-1990s - and many decades later you can only imagine the current need. RT-60 is the only corridor that connects the east to Phoenix, AZ. Although surveys were effectuated, land setup to be purchased, all environmental studies were done - all was ready for the bypass construction to begin. The then governor approved, AZDOT approved, all was waiting for the monies from the feds. Although monies were allotted -through the federal government - around 2010 AZDOT spent the money on other projects. ADOBE has been fighting ever since to get the bypass back on track. In the last three years a new alternative was offered - extend RT-24 from Ironwood to a point east of the current Renaissance to build the long awaited bypass. Once again promises were made by AZDOT, but within the last few weeks the citizens of Gold Canyon were told there is no hope for the RT-60 bypass until around 2050-60; hopefully. This is a tragedy. AZDOT needs to get this project back on track pronto. Thank you.....Glenn A. Walp, PhD.</p>	
<p>Greetings and thank you for the opportunity to join the ADOT 2050 Long Range Transportation overview meeting last night. I was a very useful and informative session.</p> <p>I do have one question and it's regarding the overall construction of the future expansion/extension of the 303 (from I-10 west south west through Goodyear-Estrella Mountain). With the geographic changes currently underway (10 years), the Goodyear's roadways have seen construction delays due to the lack of infrastructure support. My question is this, when will the state move forward to complete construction? This roadway needs additional infrastructure support to alleviate the traffic and congestion of motorists heading home off I-10? It makes for horrible and congested commute.</p> <p>Thank you...</p>	
<p>I write this as the Chair of the Tusayan Fire District. HWY 64 from Williams to Grand Canyon needs attention. With up to 6 Millions visitors a year to the Grand Canyon National Park South Rim, most of which arrive on HWY 64, the traffic is to heavy for a two lane HWY with only two passing lanes. This HWY should be 4 lanes all the way. Improving this HWY would improve the health and safety of our community and visitors. I cannot count how may people we have lost on this HWY over the years. We need equitable access to this wonder</p>	

Comment	ADOT Response
of the world that supports our entire state's economy.	

Comment	ADOT Response
<p>To: Arizona Department of Transportation</p> <p>Date: 03/31/2023</p> <p>Regarding: Comments to ADOT's Long Range Transportation Plan</p> <p>Written Testimony From: Clarinda Vail- Town of Tusayan Mayor</p> <p>To Whom It May Concern,</p> <p>The Town of Tusayan is the gateway community located one mile south of The Grand Canyon National Park's South Entrance (GCNP).</p> <p>With our towns proximity to GCNP we have a very busy State Route 64 running through our tiny town. The lines from the gates can back up through town, during busy days of the year, but all times of year we have lost lives on HWY 64/180. (I know lives are lost on highways all over our state, but the traffic counts on the roads to The Amazing GCNP cannot be ignored any longer.) The south rim is open 365 days a year. These are the roads that MOST ALL people from around the world will travel to get to GCNP.</p> <p>We appreciate all that ADOT does and would only like to be even closer partners in the future for HWY 64 and HWY 180 needs/improvements. The Town of Tusayan has an IGA with The Tusayan Fire District (TFD) that covers most of HWY 64/180. Though is out of its district and boundaries, for TFD and our town, we contribute financially to TFD's work of protecting and providing emergency services for these vital roads for our state. The town has an IGA with ADOT for improvements done in Tusayan in 2009. The town has also completed the required tests with ADOT for restriping to help the line of cars from north of town to the south rim gates. I only mention these items to show just a few of the many ways we are good partners already and are trying desperately to shine the brightest of future spot lights on these vital highways.</p> <ul style="list-style-type: none"> • HWY 64 has been headlight HWY for approximately 30 years. The town, local people and 	

Comment	ADOT Response
<p>I personally have been making comments to various ADOT plans for many, many years. (With just two passing lanes added in that time and one of which was put in a place that took away one of the few places to pass for the north bound lanes for many miles.)</p> <ul style="list-style-type: none"> • HWY 64 from Williams to GCNP should be split 4 lanes with shoulders, 2 lanes in each direction. ADOT has the right of way to do it. (I don't think passing lanes are the answer anymore for certain busy times of the day and year.) • HWY 180 should continue to be improved and develop more shoulders that would allow for vehicles to pull over without impeding traffic. (Bicycles on HWY 180 can be scary for all parties.) <p>HWY 93 to Las Vegas has somehow has gotten split 4 lanes when most tax money, for the visitors on it, go to Las Vegas/Nevada. Please invest in the many locals economies of Grand Canyon National Parks only entrance that is open 365 days a year. We need equitable access to state plans and funds to this national park and wonder of the world that supports our entire state's economy.</p> <p>Since comments to this plan are meant to be broad strokes, for many years to come, I have kept my comments short. But do hope you see our spot light and hear our cry to please address these critical roads for our Grand Canyon State. Thank you for your service to our Great State of Arizona and please do contact me if you have any questions. (Our staff and council have approximately 180 years, collectively, of driving HWY 64/180 to get to anywhere, have an appointment for most everything and to pick up most anything. We know our roads.)</p> <p>Sincerely, Clarinda Vail Proud Mayor of Tusayan clarinda.vail@tusayan-az.gov 928-637-8912- Town Cell Number</p>	

Comment	ADOT Response
<p>I-40 from the CA line to Flagstaff is a disaster with the exception of a few areas. There are so many potholes and the road is so rough it's not only damaging to vehicles, it's dangerous. The semi's are dodging them too, which in turn causes them to swerve into other lanes. I refuse to take my RV that way PERIOD. It should be important to AZ to ensure the safety of drivers, especially since it's an interstate system, and prioritize this section for new pavement in the near future. I'm not even seeing the potholes being repaired at this point.</p>	
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<p>Highway 260 from MM 347 to Highway 73 Hon-Dah casino really is in deplorable condition! There are some places that the sub grade is coming up through potholes! Also parts of highway 260 between ShoLow and Payson are deplorable! This spring/summer these roads must be repaired & repaved before someone gets killed in a serious traffic accident! I know it's a broken record but let's get this done!</p>	
<p>As a former Planning Director for the City of Prescott, I'm concerned about the current condition as well as future plans for highways that connect with NV. These are US 93 (future I-11) from the NV State Line to Wickenburg (and beyond) as well as I-40 from Kingman to Flagstaff (and beyond). The current condition of both highways is well below standard in a number of places. As a member of the Technical Review Team for the NV portion of I-11, I hope to see improvement in these roadways going forward, along with final plans for I-11 become reality sooner than later!</p> <p>Thank you, Garrett TerBerg, AICP 702.499.5264</p>	

Comment	ADOT Response
<p>Unless I-11 is just a pipedream, why wouldn't it be the best time now while the bipartisan federal infrastructure act is giving states much more funding to build some of that infrastructure? I believe all of the environmental impact work is already done and the major holdup is funding. I understand it will take much longer for total completion and there could be some usual lawsuits along the way, but there may never be as much help from the federal government again. The people in my growing city are outraged that developers continue to build and there's only one way to get to Maricopa county where most of them work. If just the segment of planned highway 11 was completed from Maricopa to Maricopa county near I-10 or the south mountain freeway 202 loop, it would solve this dilemma. All the promises to improve route 347 can hardly begin until there's some alternative route to get these people to work. Every plan offered so far is years away from any completion. It would seem unthinkable not to even consider this idea since it could be practical and is already planned to happen someday.</p>	
<p>Are their plans in the works to fund the North/South freeway connecting I-10 at Eloy with US 60 in Mesa? Is there a definite alignment & timeline?</p>	
<p>Are their plans in the works to fund the North/South freeway connecting I-10 at Eloy with US 60 in Mesa? Is there a definite alignment & timeline?</p>	
<p>The reversible plan for I17 is not a good idea, prove you can plan ahead, start increasing I17 north to 4 lanes, then a few years after that I17 south can be increased to 3 or 4 lanes. This would solve the major problem that seems to be everyone wanting to go north on Friday afternoon or the day before a holiday weekend. People seem come home in much larger spread of time, from early morning to late in the day or evening, so the southbound lanes should be OK for a longer period of time.</p>	
<p>Asking about EV charging infrastructure plans, especially DCFC on highways. thanks.</p>	

Comment	ADOT Response
<p>Thanks for the opportunity to provide input/feedback to the 2050 plan. I have some high-level topics/areas that I hope will get included in the plan to ensure future support and ADOT adoption in these areas to enable future mobility:</p> <ul style="list-style-type: none"> * Autonomous Vehicles: regulation, vehicle identification standards on-road, and special lane accommodation strategies * EV charging infrastructure! (Serious for EV and AV's now!) * Vehicle Communication Safety Systems: Vehicle-to-Infrastructure (DSRC) HW expansion/proliferation and regulation to increase awareness of intersection/light status, construction zones, first responders, etc for autonomous vehicle use and non-AV use. * Pavement Research: Ensure future surfaces used are focused on reducing/eliminated pavement degradation. (I have live in AZ for for 20 years and tired of how many windshields get cracked PER YEAR on my fleet.) R&D to reduce flying rock debris to help significantly reduce glass damage. * HOV lane enforcement to ensure maximum throughput allowable for car pool, autonomous vehicles, and enforced entry/exit points to ensure safe merging of traffic. * Funding: Leverage policy and 	
<p>The ADOT should focus a lot more on adding sidewalks, biking infrastructure, and improving access for the disabled. Public transit should cover more areas, be faster, and come more often. Build more buses, rail, maybe even high-speed rail and tram. Do not add lanes to highways to ease congestion, this will make it worse due to induced demand, because in short, more lanes will encourage people to drive, so there will be more cars on roads. Better public transit, sidewalk, and bike infrastructure will increase property values, increase economic activity, and reduce transportation and healthcare costs. Do not build wide, 8 or 6-lane arterial roads with parking lots and low-density commercial nearby, known as stroads. Remove highways from cities and put them around them. Work with local and state governments to deregulate zoning for people to have their businesses and public services in the suburbs to build transit-oriented developments with mixed-use and middle-density buildings to lower car use. Build car-free plazas with mixed-use in the downtowns of cities.</p>	

Comment	ADOT Response
<p>Why is ADOT so intent on building more highways when they cannot keep the existing state highways roads in good shape? After 36 years in Alaska, I did not think I would ever see a state with worse highways than Alaska. Compared to Arizona, the Alaska highways are far superior and they have much longer and harsher winters. Building more highways will only result in more deplorable conditions such as on I-40, I-17, SR 69, SR89, SR89A, SR169, etc.</p> <p>With the push for more EVs, there has to be another source of income from those going to EVs since they don't pay any fuel tax. Maybe EV owners need to have a hefty road use fee attached to their vehicle registration to make up for them not contributing to the highway fund. As more and more people drink the EV koolaid, and buy EVs, there will be less and less money coming in to maintain the existing as well as future highway system in AZ.</p>	
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<p>ADOT needs to make sure that active transportation (biking/pedestrian travel) is a priority. When making improvements keep the bicycle and pedestrian in mind. ADOT did a good job with the Broadway Curve project by adding two bicycle/ped bridges over I-10.</p>	
<p>Reduce transit funding only 1% of the population uses the system. The roads and freeways need to be widened and maintenance needs to be done a lot sooner than what has been done the last 5-10 years. AZ gas tax needs to be increased and the 1/2 cent sales tax needs to be renewed for 20-50 years in the next 12 months.</p>	

Comment	ADOT Response
<p>We all know how bad the roads are and you can't tell if you're in one lane or somebody else's Lane after the Atrium through lakeside Pinetop and McNary.</p> <p>I've noticed that there's patches of light tan almost orange Pavement in areas that seem to last forever and it's the only smooth part you can count on in the roads but they're very few and far in between.Why can't they use this type of material all through that area instead of the black top that seems to fall apart every winter.</p>	
<p>West Valley continues to grow and since we have a freight line running along Grand Ave., there should be no reason why right of way can't be utilized and why a shared rail can't be created connecting Wickenburg to downtown Phoenix. This has been talked about for years and the # of Surprise commuters alone should warrant fast tracking it and getting their cars and commuter buses off the roads. It makes no sense not to increase car registration and license fees, and gas taxes so these and other projects can occur sooner rather than later and improve our pathetic air quality in the valley. You also need to do more for the Sun Cities, esp. the original Sun City whose residents have such poor transportation choices and deserve something akin to the circulator routes, like Orbit, that other cities have. Just because we are unincorporated, should not mean we should be treated like orphans. We have close to 40,000 people and they are seniors, many with disabilities, many forced to drive when they shouldn't be behind the wheel, and have lives stressful enough without having to master apps., and call upon questionable strangers for appointments and social events. The wealthier residents live in assisted living facilities that have their own transportation, but the rest have to fend for themselves. Why can't those private vehicles be charged more for their licenses and registrations to help fund vehicles and programs for those not so privileged? Or perhaps they can be contracted for the hours of the day when they are not being used? Sun City should not be an island and if buses like the Surprise Express buses pass through on county roads, they should at the very least have to stop to accept passengers instead of just passing through en route to Peoria--and this is something that can be done almost immediately....</p>	

Comment	ADOT Response
<p>The ADOT long range vision MUST include urban rail as well as high speed rail for travel to major cities in-state as well as interstate high speed rail.</p> <p>We can no longer afford to be at the whims of fossil fuel companies and the present vehicle emissions from both passenger and truck vehicles. These emissions are not only causing climate change but harming our citizens with their polluting the air.</p> <p>In addition, it makes no sense to just continue the policies of just adding lanes to existing roadways or adding by bypasses like the South Mountain extension.</p> <p>Furthermore, our present passenger airline system is also a major contributor to climate change and depends on favorable weather conditions to operate. This is asinine. Fast rail would not effect climate and be able to operate in almost all types of weather.</p> <p>Thank you</p>	
<p>Do something about the Grand Ave. & 163 rd. Interchange. Possibly a 3rd lane to turn right on 163rd. I see so much ROAD RAGE with the merging from 3 lanes to 2, I am afraid someone is going to get killed.</p> <p>Thank you rbwallis@yahoo.com.</p>	
<p>Do something about the Grand Ave. & 163 rd. Interchange. Possibly a 3rd lane to turn right on 163rd. I see so much ROAD RAGE with the merging from 3 lanes to 2, I am afraid someone is going to get killed.</p> <p>Thank you rbwallis@yahoo.com.</p>	
<p>I write to tell you about the horrible traffic situation on Grand Avenue and 163rd Avenue in Surprise and the need for an additional lane to accommodate traffic at the light west of the 303 off ramp to turn right onto 163rd Avenue. There must be a way to make a third lane. There are countless run-ins with cars trying to merge into the second lane as the third lane stops. Also, an alternate route for trucks exiting the 303 heading west.</p> <p>Why can't community planners require all roads and services to be completed prior to homes being built. There is no excuse for this not to be a requirement.</p>	

Comment	ADOT Response
<p>I write to tell you about the horrible traffic situation on Grand Avenue and 163rd Avenue in Surprise and the need for an additional lane to accommodate traffic at the light west of the 303 off ramp to turn right onto 163rd Avenue. There must be a way to make a third lane. There are countless run-ins with cars trying to merge into the second lane as the third lane stops. Also, an alternate route for trucks exiting the 303 heading west. Why can't community planners require all roads and services to be completed prior to homes being built. There is no excuse for this not to be a requirement.</p>	
<p>I'm not sure if this is the platform I should be using....but I'm going to give it a shot. I am a 73 yo native of Arizona. I have been driving Highway 93 for at least 50 years of my life. Although there have been improvements over that period of time.....there needs to be so much more done on that highway. The divided highway needs to be completed for the entire distance between Phoenix and Kingman. Far too many deaths have happened on that highway where it is not divided. Also, the potholes are terrible.....someone needs to get out there and fix those terrible holes before more deaths occur. Please, please please look into this highway. So many people travel that highway and so many accidents happen on a daily basis. Thank you for reading my text.</p>	
<p>Highway 60 has more pot holes than it has roadway. The patches last less than 24 hours and is a waste of time and taxpayer money.</p>	
<p>I drive from Chandler to Casa Grande and back every day. The congestion is steadily increasing on I-10 between Exit 175 and 185. There are also extensive delays in both entering and exiting from these two exits. When will these two interchanges be improved and expanded?</p>	
<p>: I didn't see any funding for bike lanes. More people are thinking of getting e-bikes, but they need to feel safe to take that step. I believe that should be part of the long-range transportation plan.</p>	
<p>ADOT needs to focus on vehicular traffic only.</p>	
<p>64 hwy his damaged and needs repairs</p>	
<p>Please let's focus on other alternatives rather than widening highways and inducing demand.</p>	
<p>I'm disappointed that this long range plan appears to commit to business as usual when it comes to future transportation requirements.</p>	

Comment	ADOT Response
I didn't see any funding for bike lanes. More people are thinking of getting e-bikes, but they need to feel safe to take that step. I believe that should be part of the long-range transportation plan.	
I understand I am not an engineer and do not claim to be an expert. It just seems to me that we should be focusing much more on environmental issues and finding ways to teach and use a rail system more. Building any new highways or interstates seems so out of touch. I drive on I-10 and Oracle Road (Highway 77) a great deal and ADOT struggles keeping up with repairs and maintenance. I-10 never seems to be done.	
I'm hoping to see continued investment in Highway 64 to the Grand Canyon. This is such an important corridor for numerous reasons and I hope will be prioritized.	
Please widen highway 64 between williams and the grand canyon. Additional lanes would help avoid accidents	
ADOT needs to focus on vehicular traffic only.	
How can you possibly overlook the need for a Gold Canyon US 60 by-pass? It is incredible that the projected time frame is out 25 years. We will be in a total gridlock and very dangerous situation. There is already an urgent need for the by-pass and it appears that the powers are somehow misdirecting their attention. How very sad for Pinal county.	
The Southwest Valley is so critical to growth. From Gilbert to Florence, thats the future growth the State should be focused on!	
As a resident in Goodyear, I am appalled at the recent bicycle accident. It does not surprise me; bike lanes are often filled with broken glass and other debris, they disappear in the midst of a ride, and are discontinuous. Drivers frequently yell at and come very close to bikers. I have stopped road biking because of the conditions and lack of a city/county plan. Why not turn the canals into walk/bike paths similar to Scottsdale? Why not demand that all new warehouses and developments have biking access plans? Check out those in other cities. One could ride here year round and remain healthy. Very disappointed in lack of planning for alternative transportation, particularly safe biking.	
AZ Hwy 95 in Fort Mohave/Bullhead City is so crowded. We need to get the Vanderslice Road option built now to alleviate the traffic congestion.	
I highly recommend you watch the Urban Planning channel "Not Just Bikes" on YouTube and this would be a good video to start https://www.youtube.com/watch?v=ORzNZUeUHAM	

Comment	ADOT Response
<p>I posted a letter re SR64 between I-40 and the Grand Canyon - heavy traffic and many visitors. Mr. Jason Stevens, ADOT contacted me with their plan to wait until 2025 to do major repairs. I hope that gets moved up in the priority list.</p>	
<p>I read there may be plans to expand 51st and 43rd avenue south of the 303. I am a resident of Stetson Valley, a neighborhood where 51st avenue winds into 55th avenue and then ends. Creating a through street in our neighborhood (if that is the plan) would significantly alter our day-to-day life by adding busy traffic to a road that is otherwise safe to cross with pets and families. If that is a potential project in the long-term plan, I strongly oppose it and recommend ensuring that 51st avenue goes either west or east of stetson valley, but not through it</p>	
<p>I would request that ADOT please (sooner rather than later) widen I-10 through south Tucson east of I-19 out thru Vail, at least. Also, please redesign the cloverleaf ramps along this stretch. They are outdated and don't allow enough space/time to safely get up to speed before trying to merge with traffic. Thank you.</p>	
<p>Is there a way to get a copy of the virtual meeting from 3/9/23? We were unable to attend.</p>	<p>Thank you for reaching out to us! The ADOT 2050 Long Range Transportation Plan Virtual Meeting Room is now available. There is a copy of the virtual presentation as well as meeting slides, comment forms and fact sheets. Find it here:</p> <p>https://www.adot2050plan.com/virtual-meeting/</p> <p>Thanks!</p> <p>Jessica</p>

Comment	ADOT Response
<p>Please invest in safe intersections for cyclists wherever/whenever possible. Most cities have crash data to share and any way to make high volume dangerous intersections safer would be much appreciated. Especially in city centers cars need to understand that density will mean slower commute times and to be able to share thoroughfares with pedestrians and cyclists. Pedestrian friendly infrastructure helps the economy in higher density areas but that takes proactive infrastructure instead of reactive. Any small amount of help for cyclists and pedestrians will be a drop in the bucket compared to what is spent on motor vehicles but any amount will help a lot of folks who are often overlooked. Please look at crash data and apply remedies as best as possible.</p>	
<p>Please invest in trains instead of highways. Our highways are packed and more dangerous because they are the only option by which to move around the state. The only train travel options for travel between the two largest metro areas are twice weekly by night! Get more Arizonans off the highways by investing in trains.</p>	
<p>We should be making investments in public transportation. Especially projects like expanding the metro system in phoenix and building new commuter rail systems in other larger communities around the state. These reduce traffic, offer better transportation options for people without cars and have a much smaller carbon dioxide output than cars or busses.</p>	
<p>All I saw was CYA gobble de gook and not a single map showing what work to be done where. This commentary is useless.</p>	
<p>Appreciate the thorough outlay of your financial and overall plan. I too would like to better understand how the funding gap will be met. I am interested also in understanding the status of specific projects in NE Pinal County and Gila County that were put on hold during the recession. Thank you --</p>	
<p>Concerning all transportation planning, the needs of bicyclists needs to be one of your considerations. An emphasis needs to be placed on the installation of edge lines, adequate shoulders and placement of rumble strips so that they do not impede the use of the roadway for bicyclists. I know from sore experience that these concerns have not always been addressed when "modernizing" local roadways. Please take my concerns into serious consideration with all your planning, present and future. Thanks for the opportunity to comment.</p>	

Comment	ADOT Response
<p>I am the CEO of Mesa View Hospital in Mesquite, NV. We transport patients daily to St. George, UT. What is the timeline to finish the I-15 bridge at Littlefield, Beaver Dam, AZ. Thank you. Kelly Adams, CEO Mesa View Hospital Mesquite, NV</p>	
<p>I think that this long range plan MUST include high speed rail. There are so many auto trips every single day of the year between Tucson, Phoenix, Yuma, Flagstaff, Los Angeles, Las Vegas, and San Diego. If an investment in high speed rail in this region does not attract private investment, then we need to readjust the misguided, outdated, and just plain wrong transportation policies at the local, state, and federal levels that have created this situation. High speed rail would be safer, more equitable, more efficient, faster, less costly, and more enjoyable than all the auto trips in the region that it could replace.</p>	
<ol style="list-style-type: none"> 1. We must increase public transport opportunities. 1.6% is an appallingly low figure. This should be a top priority. 2. Add conservation of natural resources to Future Challenges. 3. Add more support for freight transport by rail vs. by truck. 4. Add environmental sustainability to Environmental Health and Stewardship and note that this section needs more detail now. 5. Add necessity for environmental mitigations for all projects in terms of land trades and specific solutions such as installation of fence-culvert systems to avoid road mortalities of native species. <p>Thank you.</p>	
<p>347 between Maricopa and Chandler needs conversion to an expressway for workforce affordable housing in Maricopa to get to employment centers in the Intel area of Chandler. Cut a deal with the reservation and get this done in the next 5 years, not 25 years from now.</p>	
<p>A viaduct extension of the Sky Harbor Expressway over I-10 along side of 40th Street linking to the west end of the Superstition freeway with interchanges at Roeser Rd. and at 48th St. I have more ideas on this if you call me. 602-799-2616.</p>	

Comment	ADOT Response
Arizona State Parks and Trails updates a non-motorized and motorized Trail Plan every 5 years. One of the priorities from the 2020 plan is connectivity - of parks and outdoor recreation sites to each other, and to other community resources. I hope that priorities from this plan can inform this Transportation plan to have more of an emphasis on alternative modes of transportation, like walking, biking, etc.	

Comment	ADOT Response
<p>As a native Arizonan and former commercial and school bus driver, I must respectfully and wholeheartedly disagree with this agency’s assertion of the future of autonomous vehicles.</p> <p>While there may be benefits to “driver assist” alerts and some braking mechanisms, “the weapon and the tool” that is the automobile must always be guided by human endeavor.</p> <p>According to the National Highway Traffic Safety Administration, the autonomous vehicle industry is responsible for the unwarranted deaths of at least 6 and as many as 20 United States Citizens (depending on litigatory status); 392 vehicular accidents have been caused by autonomous vehicles, with hundreds of millions of dollars in material and emotional damage.</p> <p>In Arizona alone, the autonomous vehicle industry is responsible for 62 accidents in 10 months, and at least one confirmed death.</p> <p>If those numbers were transposed onto a 16-year-old or a commercial driver, that individual would likely be behind bars, or wanted by the FBI. But because Public Officials* are receiving emoluments from the autonomous vehicle industry, the industry as a combination of algorithms solely designed to disrupt the domestic economy and thief the livelihoods of individuals who have already paid registrations, licenses, and income taxes; this singular industry is allowed to get away with “murder for hire,” pitting corporate profits and campaign contributions above the life of the Taxpaying Citizen this Department is Constitutionally-bound to protect.</p> <p>As it is reported, Arizona’s governor and numerous state legislators received emoluments from the autonomous vehicle industry at the same time it was being investigated in the death of a Tempe pedestrian, an individual who did not sign a consent form for autonomous vehicle testing, nor have any idea “LiDAR” technology — traditionally used to detect still-life mineral deposits — was being tested on her bicycle reflectors, only to short circuit a computer program that would end her life.</p> <p>A commercial driver would have likely been more receptive to braking or maneuvering, especially along pedestrian-heavy Mill Avenue, but the autonomous vehicle was</p>	

Comment	ADOT Response
<p>confounded by shimmering light, perhaps one of many nodes of the human nervous system that cannot be translated into computer code.</p> <p>Yet because the Arizona governor and numerous state legislators received \$K million* in campaign contributions and inaugural donations, a murderous industry is allowed to continue to experiment on an unwitting taxpaying population, who as a percent of income earned, pays more for protection from the executive and legislative branches of state government.</p> <p>Imagine if a gangster paid off the Attorney General to look the other way as one of his goons shoots a man in broad daylight on Central Avenue and blames the bullet for the murder.</p> <p>The bullet is the vehicle, as every commercial driver is made aware from proper MVD training.</p> <p>If this unlawful imbalance remains, in the not-so-distant future, the richest man in the world could program an army of autonomous vehicles to run over or ram into his enemies, but because vehicular homicide is now the responsibility of a computer algorithm, no one pays a penalty equal to the life of a loved one, and the richest man in the world could conceivably budget assassinations with the tap of a phone.</p> <p>Autonomous vehicles must be outlawed on Arizona roads, for safety's sake.</p> <p>These Public Officials* must forfeit the emoluments they received from the autonomous vehicle industry and deposit their illegal gains into the Arizona State Treasury. These Public Officials* must also resign their posts immediately for accepting bribes, as per Article I Section 9 of the United States Constitution, and tried for Treason in the coverup of negligent homicides and disorderly behavior committed on public roadways by foreign states of interest.</p> <p>Civilization requires a live hand at the wheel, a live finger at the trigger, lest we lose our place as humankind on God's green Earth.</p>	

Comment	ADOT Response
<p data-bbox="208 342 1257 410">*A Public Audit must commence to determine the total emoluments received by Public Officials from the autonomous vehicle industry.</p>	

Comment	ADOT Response
<p>As a native Arizonan and former commercial and school bus driver, I must respectfully and wholeheartedly disagree with this agency’s assertion of the future of autonomous vehicles.</p> <p>While there may be benefits to “driver assist” alerts and some braking mechanisms, “the weapon and the tool” that is the automobile must always be guided by human endeavor.</p> <p>According to the National Highway Traffic Safety Administration, the autonomous vehicle industry is responsible for the unwarranted deaths of at least 6 and as many as 20 United States Citizens (depending on litigatory status); 392 vehicular accidents have been caused by autonomous vehicles, with hundreds of millions of dollars in material and emotional damage.</p> <p>In Arizona alone, the autonomous vehicle industry is responsible for 62 accidents in 10 months, and at least one confirmed death.</p> <p>If those numbers were transposed onto a 16-year-old or a commercial driver, that individual would likely be behind bars, or wanted by the FBI. But because Public Officials* are receiving emoluments from the autonomous vehicle industry, the industry as a combination of algorithms solely designed to disrupt the domestic economy and thief the livelihoods of individuals who have already paid registrations, licenses, and income taxes; this singular industry is allowed to get away with “murder for hire,” pitting corporate profits and campaign contributions above the life of the Taxpaying Citizen this Department is Constitutionally-bound to protect.</p> <p>As it is reported, Arizona’s governor and numerous state legislators received emoluments from the autonomous vehicle industry at the same time it was being investigated in the death of a Tempe pedestrian, an individual who did not sign a consent form for autonomous vehicle testing, nor have any idea “LiDAR” technology — traditionally used to detect still-life mineral deposits — was being tested on her bicycle reflectors, only to short circuit a computer program that would end her life.</p> <p>A commercial driver would have likely been more receptive to braking or maneuvering, especially along pedestrian-heavy Mill Avenue, but the autonomous vehicle was</p>	

Comment	ADOT Response
<p data-bbox="204 237 1310 302">confounded by shimmering light, perhaps one of many nodes of the human nervous system that cannot be translated into computer code.</p> <p data-bbox="204 342 1300 513">Yet because the Arizona governor and numerous state legislators received \$K million* in campaign contributions and inaugural donations, a murderous industry is allowed to continue to experiment on an unwitting taxpaying population, who as a percent of income earned, pays more for protection from the executive and legislative branches of state government.</p> <p data-bbox="204 553 1247 659">Imagine if a gangster paid off the Attorney General to look the other way as one of his goons shoots a man in broad daylight on Central Avenue and blames the bullet for the murder.</p> <p data-bbox="204 699 1236 764">The bullet is the vehicle, as every commercial driver is made aware from proper MVD training.</p> <p data-bbox="204 805 1300 976">If this unlawful imbalance remains, in the not-so-distant future, the richest man in the world could program an army of autonomous vehicles to run over or ram into his enemies, but because vehicular homicide is now the responsibility of a computer algorithm, no one pays a penalty equal to the life of a loved one, and the richest man in the world could conceivably budget assassinations with the tap of a phone.</p> <p data-bbox="204 1016 1119 1049">Autonomous vehicles must be outlawed on Arizona roads, for safety's sake.</p> <p data-bbox="204 1089 1310 1292">These Public Officials* must forfeit the emoluments they received from the autonomous vehicle industry and deposit their illegal gains into the Arizona State Treasury. These Public Officials* must also resign their posts immediately for accepting bribes, as per Article I Section 9 of the United States Constitution, and tried for Treason in the coverup of negligent homicides and disorderly behavior committed on public roadways by foreign states of interest.</p> <p data-bbox="204 1333 1268 1398">Civilization requires a live hand at the wheel, a live finger at the trigger, lest we lose our place as humankind on God's green Earth.</p>	

Comment	ADOT Response
<p data-bbox="204 342 1257 410">*A Public Audit must commence to determine the total emoluments received by Public Officials from the autonomous vehicle industry.</p>	

Comment	ADOT Response
<p>As a Realtor and a resident of Arizona, I drive all over the state. One of the biggest problems I see are two-lane highways. A very high number of accidents and deaths result from head-on collisions due to drivers leap-frogging each other without available passing lanes. Also, a center barricade between sides would prevent any possibility of such collisions. Obviously, not all areas can be rebuilt. I am simply noting that two-lane roads are one of the biggest causes of vehicular accidents and deaths.</p>	
<p>As the recent event publicized we need safer roads. I am an avid biker and so enjoy the chance to out and get exercise but way too many motorists drive real close to me and on occasion even honk their horns and literally yell "get off the road"! Thanks for all the hard work you do!</p>	
<p>Beardsley along 101 fwy is going to have work done. If a community wall is affected will ADOT repaint that wall?</p>	
<p>Bicyclists would prefer efficient pathways through other corridors than in traffic or stuck at signals. Optimize the canals and drainage ways within cities along these corridors to connect areas better for bicyclists.</p>	

Comment	ADOT Response
<p data-bbox="204 237 1300 337">Does the LRTP 2050 have priorities, investment types, policies or other attention towards air transportation? If so, what are they? If no, please consider including air transportation in the plan.</p> <p data-bbox="204 345 661 446">Thank you, Jordan Feld, Deputy Aviation Director City of Phoenix Aviation Department</p>	<p data-bbox="1338 237 1921 553">Public and private airports account for nearly the entirety of the state’s aviation system. The only State-owned airport is the Grand Canyon National Park Airport. While ADOT administers the state aviation funds to all eligible airports in Arizona, any operations, maintenance, or capital improvements done at airports using other funding sources than the state aviation funds are outside of ADOT’s responsibility.</p> <p data-bbox="1338 594 1921 1404">ADOT is responsible for administering monies that are appropriated by the legislature from the state aviation fund. The ADOT Aeronautics Group duties and responsibilities include an aeronautical chart, aircraft registration, airfield maintenance project funding, airfield pavement management program, hangar construction funding, operation of state-owned airports, ownership and operation of state aircraft, state funding (Federal Aviation Administration Match and state-only grants), and state-only loans. Arizona has 11 public airports that offer commercial air carrier service on a scheduled basis and a multitude of smaller airports designated as “relievers” or oriented to General Aviation (GA) activity. The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to national air transportation and thus eligible to receive federal grants under the Airport Improvement Program (AIP). Fifty-nine of the seventy-eight public-use airports in Arizona are included in the NPIAS.</p>

Comment	ADOT Response
	<p>Aviation needs were identified in the 2018 State Aviation System Plan (SASP) - full document at: https://azdot.gov/planning/airport-development/development-and-planning/state-airports-system-plan-sasp. The total value of aviation needs identified in 2018 was approximately \$8.7 billion, which is \$20.0 billion in 2026 dollars. It is acknowledged that the full value of aviation needs may be different than the identified \$20.0 billion due to a lack of available data, considering the SASP only identified needs through 2037.</p> <p>If you have any additional questions or comments, feel free to reach out to Jason James, ADOT LRTP Project Manager (jjames6@azdot.gov, 602-712-6166).</p> <p>----- --</p>
FIX I40 BETWEEN ASHFORK AND KINGMAN!!!	
Hello, is there a survey I can take online to provide feedback if im unable to make the	

Comment	ADOT Response
meetings?	
<p>I am particularly concerned about the I-11 alternative route around Tucson on the West side of the Tucson mountains. That route would isolate the Tucson Mountains by cutting off animal traffic from both the south and the west. In addition, dust, noise and car exhaust so close to the west unit of Saguaro National Park would hurt the populations of both plants and animals that live in the park. I-11 is proposed to be a freeway from Nogales, Sonora, Mexico to Calgary, Canada. Projections for traffic out of Nogales, Sonora, Mexico to the US over the next 50 years are not all that much greater than the numbers crossing the border today and they certainly do not warrant a new freeway around the west side of the Tucson Mountains to handle that traffic. With the current and projected lower future flow of the Colorado River there is great uncertainty about the future population growth of cities in Arizona that depend on Colorado River water. All in all it seems like the current I-10 corridor could be augmented to handle the increased traffic from Sonora, Mexico for the next 50 years at a far lower capital cost and a far lower cost to the Tucson mountains than an independent new freeway around the west side of the Tucson Mountains.</p>	
<p>I appreciate infrastructure improvements for making cycling safer! I live in downtown Phoenix and roads like 3rd st from I-10 north that protect cyclists from cars with wider marked and sheltered bike lanes are a wonderful use of tax dollars. Please do more to protect us from cars. I vote on this issue!</p>	
<p>I do not want to see 51st ave made a thru street to loop 303z kids have to cross the street to get to the school in the neighborhood and we already have to deal with adults speeding out of the neighborhood, we don't need any additional traffic and people speeding thru the neighborhood. 67th is great as it doesn't go between an individual subdivision but between subdivisions and kids are not crossing those streets.</p>	
<p>I OPPOSE any extension of 51st Ave through to the 303. I live in Stetson Valley and want my community to remain a community without it becoming a major highway connection. You have a brand new elementary school with children crossing and riding along 51st Ave all the time - connecting this to the freeway will only make their route to school very dangerous. Also, unless you are going to plow through the golf course off of Pinnacle Peak - 51st Ave dead ends at Pinnacle Peak anyway. So, 51st Ave is NOT a major north / south artery. Please leave 51st Ave and the Stetson Valley community alone.</p>	

Comment	ADOT Response
<p>I think we should expand rail/monorail north to south connecting Flagstaff to Phx and Tucson in the south and north to or toward Las Vegas or to Page. Those terminus would be locations that make taking shuttle van owned by private entities and/or airports easier for further travel without the use of a car or the need for long term parking. The rail should be electric powered so it helps to mitigate our climate change problems.</p>	
<p>I was thinking how much smoother traffic could flow if there were transition ramps from one HOV lane to another, such as from I-10 to the I-17, or the 101 to whichever freeway it crosses, much like you have done at the 60 and I-10 interchange, and the 202 and I-10 interchange.</p>	
<p>I've no idea if this is the correct place for this comment but my message is to advocate for a traffic light at the intersection of Forest Ave and Highway 180 in Flagstaff.</p> <p>Highway 180 is a major transport avenue and becomes incredibly congested during the winter and during evacuation needs for fire and flooding which are both now a yearly event in Flagstaff.</p> <p>Having a traffic light at this location would allow for the diversion of traffic east on Forest during times of heavy use. It would also allow for easier flow of traffic which would no longer be dependent on the sole traffic control device being a traffic light at the intersection of Humphreys St and Columbus.</p> <p>I believe that there is a huge public safety concern related to this intersection as is evidenced by the local decision to close the bottom of Forest to left turns onto Highway 180. By making this decision the city of Flagstaff is already tipping their hand that this is a failing intersection. Instead of increasing the functionality of this traffic asset by putting in a traffic light it has been decreased by further reducing the effectiveness of the intersection. This action has not necessarily reduced danger to pedestrians, cyclists and motorists it has merely shifted the dangers. This is an incredibly high flow intersection that has long needed updating rather than degrading.</p>	
<p>Idea For the Corridors: Power Lines that currently exist within minimum flight safety distance from transportation corridors should be buried in preparation for flight corridors for airborne vehicles. All new buried cable construction to contain fiber optic/carbon fiber cable cores for future power and communication needs</p>	
<p>IF the MAG Prop 400 extension is not approved or does not make it to a ballot what is the anticipated funding deficit to ADOT and how much dos that impact greater Arizona?</p>	

Comment	ADOT Response
<p>In looking over this site, I dont see the freeways, highways, roads, etc., that are being considered for the Long Range Transportation Plan, nor the surrounding areas, environments nearby that would be equally affected. Can you please provide a link or clarification on which areas in the State of Arizona are being affected/considered? What is currently available on this site is quite broad and general without any clear information. Thank you</p>	
<p>Information about I-11</p>	
<p>Is a pedestrian railway/train from Tucson to Phoenix going to happen and when. Any money for this. Thanks. Kent</p>	
<p>Most important is that Arizona does NOT build toll roads. These clog traffic, are terrible for the environment (brake dust and more fuel to start/stop) and cost more to operate than they bring in. Everyone relies on freeways, so tolls provide nothing positive for the community. Having traveled Chicago and Austin...they are terrible. I have not heard one good argument to implement them.</p>	
<p>Please acknowledge the fact that commuter rail is necessary and essential in reducing traffic on I-10. The amount of travelers from Flagstaff and Tucson needing to drive to Phoenix for either Airport or Medical is approaching critical mass. Passenger rail service is needed now. Personal cars are necessary and is now becoming a hazard because of increased commercial traffic and poor road conditions. This cannot continue.</p>	
<p>Please connect us-60 "Grand Avenue" to Interstate 17/Interstate 10. See flyover SR24 for example.</p>	

Comment	ADOT Response
<p>Please consider building in and rebuilding towards connecting natural areas - providing both corridors for wildlife and wildlife crossings across roadways and through city areas.</p> <p>This will be ever-more important as animals need to be able to move with seasons to keep genetic diversity and to shift locations as development and climate change reduce their ability to survive in place. This will also help avoid conflicts with vehicles.</p> <p>Wildlife crossings have proven to be successful in other areas. https://www.fws.gov/story/wildlife-corridors , https://www.nwf.org/Our-Work/Habitats/Wildlife-Corridors , https://www.pewtrusts.org/en/research-and-analysis/articles/2021/01/22/how-wildlife-corridors-protect-animals-and-people , https://www.nationalgeographic.com/animals/article/wildlife-overpasses-underpasses-make-animals-people-safer , https://www.pewtrusts.org/en/trust/archive/spring-2020/wildlife-crossings-can-protect-migrating-animals</p> <p>Thank you. I appreciate your work!</p>	
<p>Please drop the stupid and wasteful plan to build I-11.</p>	
<p>Please focus primarily on keeping old roads in good repair and developing new roads. People want more lane miles of road, they want I-11, they want existing roads widened, etc. All other concerns (Air quality, bicycles, accessibility, whatever) these are secondary concerns.</p>	

Comment	ADOT Response
<p>Preservation needs to be priority. Potholes are not safe. No expansion should take place until we have met all preservation needs for the state. No modernization should take place until we have met all preservation needs – unless it is to address a significant safety issue (several bad accidents) or it can be done during a preservation project.</p> <p>Policy should look like: until 90% of road preservation is met, no expansion. Until 75% of road preservation is met, no modernization.</p> <p>Additionally, when expending, we need to address the cost of preservation. Don't build it unless you can maintain it!</p> <p>As far as money: ADOT needs to look at its operating costs. Why are we outsourcing about everything? Get engineering and as many skills in-house. We don't need to send tax payers dollars for a 3rd party company profit. Do it yourself, pay well your employee and don't waste money or the private sector. Private sector should be used for none ongoing needs / skills.</p> <p>We are in a deep hole! Or pot-hole.... At the end of the day, we need to stop wasting money with private companies and we need to raise state sales tax for 3 to 4 years by 1% to fill the money pot-hole! In a LT we many need to also increase registrations on vehicles. Maybe higher registration on heavy / commercial vehicles, higher registration on older vehicles (ex: I pay \$30 on my 2003 Yukon, I certainly can afford \$50-\$60 on it), some kind of registration / tax for commercial trucks registered out-of-state and maybe even for out of state vehicles that here longer than 1 months. I am thinking RFID card at all vehicles windshields.</p> <p>Question: why do ADO out-source what seems to be about everything? I can understand the cost efficiency of out-sourcing things that are not on-going. But from tech to engineering everything seems to be out-sourced.</p>	

Comment	ADOT Response
<p>Protected bike lanes matter more than ever. I commute to work by bike instead of driving so I can do my part to ease traffic congestion. Almost everyday I am almost hit by a motorist running a light, swerving into the lane because they are on the phone, or blatantly and very much so entitled while running a stop sign. It's our lives and I repeat and Obey the laws of the road. Please build something to keep us safe and I would be grateful. FYI if you build separated bike lanes from Phoenix to Tucson then many cyclists would use this as well. Thank you for your time. Kelli</p>	
<p>Thank you for hosting the virtual public meeting. It was very informative!</p>	
<p>The goals for the transportation plan leave out the most important goal, getting vehicles off the roads. It is critical for our future that we have fewer cars and trucks on our roads. The costs to our communities, our families, our businesses and our natural environment of continued vehicular growth will be astronomical. Expanding our road system is going completely in the wrong direction.</p>	
<p>The roads in Northern AZ and between Flagstaff and Phx are horrible. Also, I-40 is a mess across the state.</p> <p>Years ago the repaving job was done properly. For some reason I believe ADOT took over doing their own paving instead of contracting it out and it is appalling! Now even after repaving within a year we see ripples forming and pot holes developing. Substandard products or workmanship are wasting our road dollars. On a recent trip to Utah I was stunned to see how good their highways were. Far superior to anything we lay down currently. Please go back to letting people who know how to pave correctly- pave. You get what you pay for comes to mind. It is an embarrassment to cross the state line and see how truly poor our road system is.</p> <p>Thank you!</p>	
<p>US 93 needs to be updated to Interstate standards. The conditions of pavement, vertical and horizontal curves need improvements for safety and travel efficiency. this is a major corridor between two of the largest cities in AZ-NV and should be much better. Needs a bypass around Wickenburg. The interchange at Kingman cant come too soon. Make I-11 happen!</p>	
<p>What are ADOTs plan for fast rail from Tucson-Phoenix to Kingman and Yuma? And to Albuquerque and East to Dallas?</p> <p>Why aren't urban light rail systems being planned over existing highways from suburban locations to downtown Phoenix? These systems could be built over existing routes such as</p>	

Comment	ADOT Response
<p>I-10 or I-17, etc.</p>	
<p>Why is the intersection at I-10 and Jack Rabbit Trail not under construction because of the traffic problems that are causing major traffic issues every day. It appears that AZDOT doesn't have a clue about the problems at this intersection. AZDOT put up more stop signs because of the problems and it appears AZDOT doesn't have a clue what they are doing because the traffic is terrible and getting worse every day. People coming into the west valley are experiencing such traffic. It's unbearable.</p> <p>Ok AZDOT and Maricopa County get you act together and fix the problems in the west valley west of the 303. Camelback between Perryville and Cotton lane has been closed since January. Indian school rd is grid lock every weekday morning & evening. With only 2 lanes and only one intersection with stop lights in the whole west valley.. Ok I'll tell you what's needed west of the 303 between I-10 & Camelback 1. 4 traffic lanes on Indian School, camelback, Jack Rabbit, Perryville & McDowell. Traffic lights at Perryville & Camelback, Perryville & Indian School. citrus & Indian School. I've done your planning already so it's time to get it done before more problems come to this area.</p> <p>Another Option is stop all Building or no more permits will be issued until the the above issues are completed.</p> <p>The county and AZDOT needs to get their act together.</p> <p>I moved here from California and cannot believe how slow Maricopa county and the State does things except issuing Building Permits. Look at everything west of the 303 from south of I-10 & North to Greenway. So many large warehouses, so much Big Rig trucks on all the roads using the west Valley roads. Why are they allowed to use these roads except to deliver to Fry's on Indian School. All these Trucks from all the warehouses should only use the 303 & Cotton Lane to leave. I've seen them on every road in the west valley. This needs to stop.</p>	

Comment	ADOT Response
<p>Are the Colorado River Indian Tribes involved in this study? I am also interested in reviewing this plan because as former Tribal Planner I have been involved with WACOG for our Prohjects when we use ADOT tribal funds..</p>	
<p>Concerning all transportation planning, the needs of bicyclists needs to be one of your considerations. An emphasis needs to be placed on the installation of edge lines, adequate shoulders and placement of rumble strips so that they do not impede the use of the roadway for bicyclists. I know from sore experience that these concerns have not always been addressed when "modernizing" local roadways. Please take my concerns into serious consideration with all your planning, present and future. Thanks for the oppportunity to comment.</p>	
<p>I am the CEO of Mesa View Hospital in Mesquite, NV. We transport patients daily to St. George, UT. What is the timeline to finish the I-15 bridge at Littlefield, Beaver Dam, AZ. Thank you. Kelly Adams, CEO Mesa View Hospital Mesquite, NV</p>	
<p>I am very interested in Climate Action. When can we expect to see E.V. charging stations being built around the state, and when will I be able to travel long distances if I own a E.V.? Richard Sigler</p>	
<p>Please cancel my registration for the Telephone Town Hall Meeting. I just found out that I have a conflicting appointment for that date and time and will be unable to participate.</p>	
<p>We live near Dove Valley & I-17. The new TSC plant is near opening and Dove Valley is TOO NORROW. It needs to be widened and a bridge over Skunk Creek. North Valley Parkway may need to have a bridge over Skunk Creek also. We will be stuck when the plant opens and traffic gets to new levels without bridges being added.</p>	

Appendix L—Additional Public Meeting Comment Scans



COMMENT FORM

If you attended a public meeting in-person, please indicate meeting you attended by circling the location below.

Central Region

GateWay Community College
February 28, 2023 | 5:30-7 p.m.

South Region

Donna R. Liggins Recreation Center
March 2, 2023 | 5:30-7 p.m.

North Region

Flagstaff Aquaplex
March 8, 2023 | 5:30-7 p.m.

YOUR INPUT IS IMPORTANT TO US! Please answer the following questions and return your comment form in at the meeting or by email or mail to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team understand the public's views. Personal demographic information is used to determine whether ADOT reached a cross-section of the population and will not be shared with others. Thank you.

1. What is your zip code? 85253 + 86333
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 **65+**
3. What is your total household income? (Circle one) \$27,750 or less **More than \$27,750** Prefer not to disclose

Optional:

- Name: Mary Hoedley
- Email: earonhms@aol.com
- Address: 10301 N. 70th St #127 City Scottsdale State AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

long term planning to reduce habitat fragmentation
commitment to use construction water
that does not harm other users
or the environment. ie example of
Cordes Junction T1
Black Canyon City-1-17
improve



COMMENT FORM

If you attended a public meeting in-person, please indicate meeting you attended by circling the location below.

Central Region
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1. What is your zip code? 85282
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Katie Boligite
- Email: katie @ bike tempe.org
- Address: _____ City Tempe State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes ___ No

I'd prefer maintaining current roads over widening because
① induced demand ② can't even keep up with current problems
In favor of expanded travel choice. AZ is too
car-centric & it hurts our safety, health, environment, etc.
The public wants expansion (unclear about widening or dirt-to-
pavement conversions) - would ADOT disregard that because
widening doesn't reduce congestion? ADOT should focus on modal
shift.



COMMENT FORM

If you attended a public meeting in-person, please indicate meeting you attended by circling the location below.

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February 28, 2023 | 5:30-7 p.m.

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1. What is your zip code? 85209
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: JULY MERRIFIELD
- Email: JMERRIFIELD@SUNBELTSTARS.COM
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

USE a health impact assessment
 to measure impact on surrounding communities
 MAKE sure EV infrastructure is plentiful
 not just plentiful, expansion needs
 to make sense for surrounding communities
~~that~~ some communities need more repair instead
 of expansion, Transportation is underfunded
 and needs more support



COMMENT FORM

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Central Region

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February 28, 2023 | 5:30-7 p.m.

South Region

Donna R. Liggins Recreation Center
March 2, 2023 | 5:30-7 p.m.

North Region

Flagstaff Aquaplex
March 8, 2023 | 5:30-7 p.m.

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1. What is your zip code? 85249
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Shekhar R. Shah
- Email: sshah@qt-az.com
- Address: 1419 E Kaibab Place City Chandler State AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes X No

How do you keep existing infrastructure in best condition?
Vision & Goals - Need mass transit between big cities.
Anticipated Needs - Electric vehicle infrastructure and also mass
transit/rail system between big Tucson & Phoenix or Flagstaff.



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- 1. What is your zip code? 85346
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Dale Miller representing the Town of Quartzsite
Email: dmiller@rickengineering.com
Address: 465 N Plymouth Ave City Quartzsite State AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
Anticipated Needs
Anticipated Revenues
Funding Priorities
Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes No

The Town of Quartzsite completed an Alternatives Analysis for the West Quartzsite TI on I-10 at MP 17 (currently under ADOT Review). Traffic studies show the existing TI will fail. Quartzsite is seeing considerable current and planned development generating considerable gas tax revenues due to large number of Truck/Vehicle Fuel Stations. We ask that the needed reconstruction at the W Quartzsite TI be considered in your investment strategies and subsequent programs to address this critical need to maintain good/acceptable operational performance of I-10 within the community.



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- 1. What is your zip code? 85003
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Micha Lippa
- Email: mlippa@fms.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No



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- 1. What is your zip code? 85733
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Ronald P. Spang, M.D.
Email: rps@arizona.com
Address: Box 43877 City Tucson State AZ
85733-3877

4. Please indicate what your comment is regarding (check all that apply)

- [X] Vision and Goals
[X] Anticipated Needs
[] Anticipated Revenues
[X] Funding Priorities
[] Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? [X] Yes [] No

Escalate priority of intercity
commuter rail & mass transit
utilizing electric power
Fund install
All divided interstate & state highways
with median guard railing



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- 1. What is your zip code? 85718
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Kira Azola
- Email: kira.azola@gmail.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes ___ No

I can't afford car based infrastructure. The ADOT needs to focus on bike and walking and trains and public transport while I don't want to pay more at the pump gas taxes should be raised I want funds for protected bike lanes and bus only lanes and the stop lights that favor buses



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1. What is your zip code? 85745
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Alicia Ruiz
- Email: hr55701240@gmail.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes No

Is there a possibility to get public bike transportation that is affordable for those who can't afford a car



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- 1. What is your zip code? 85705
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Emily Hunting
- Email: ducttape@jtd@gmail.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

The best way to reduce traffic fatalities/injuries is to deprioritize cars in favor of other transportation modes, and ultimately reduce the # of cars on the road. This is KNOWN and AVAILABLE. This should be the plan, not wishing for autonomous vehicles. If ADOT truly wants zero traffic deaths. I would like to see rail, bicycle, and pedestrian projects prioritized.



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- 1. What is your zip code? 85645
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Jackie O'Sonnell Anderson
Email: JACKIEOD62@GMAIL.COM
Address: 1631 W. Eagle Way City: Avond State: AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
Anticipated Needs
Anticipated Revenues
Funding Priorities

Other Dog Parks at some of the Rest Stops would be helpful.

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes No

I Pleasred the 3 important question on the Public Survey is what I choice.

Where is the light Rail between PH 2 + Tucson Project in this Plan,



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- 3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Dan Baillargeon
- Email: baillard@cox.net
- Address: 311 N Boulder Ter City Tucson State AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? X Yes ___ No
Current

Is there a section in the long range plan that reviews past plan accuracies and deficiencies in the plans?

Interested comment that ADOT doesn't advocate for funds directly.

Regarding Passenger rail service would that require APOT → MAG → PAG to be implemented?



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- 1. What is your zip code? 85716
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: ALLEN KINNISON
- Email: akinnison@salc.org
- Address: 139 N CAMINO ESPANOL, TUCSON 85716 City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

GOOD WORK - THANK YOU FOR YOUR TIME AND SERVICE.



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- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: MICHAEL TAMARAICA
- Email: tmaraica@yaho.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

NO MICROPHONE - DIFFICULTY HEARING SOME OF PRESENTATION AND QUESTIONS
↓ SOME VISUALS TOO SMALL TO SEE FROM AUDIENCE



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1. What is your zip code? 85705
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: LOGAN HAVENS
- Email: loganhavens@gmail.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

PLEASE



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1. What is your zip code? 86001
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: _____
- Email: _____
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

I like the expanded goals. Appreciate focus on how transit moves people in addition to road miles in slides but then mobility part of \$ seems to fail to recognize transit and multimodal as an alternative to widening.

- Assume when people consider expansion, they are really saying congestion relief which has multiple strategies in addition to expansion. Since we don't have much money, we need to be creative about all the strategies we can implement. - transit, bike, ped, e-mobility like scooters/ e-bikes, parking fees, remote work. All things TDM



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1. What is your zip code? 86004
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Russell Mann
- Email: colonelmanns@gmail.com
- Address: 1650 E. Ponderosa Parkway #301 City: Flag State: AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs ① - EV charging certainly.
- Anticipated Revenues
- Funding Priorities
- Other ② I love AZ511 system!

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes No

③ I think ADOT is doing a great job on our regional projects. Recently the I40 resurfacing, I17 resurfacing, and the Oak Creek Bridge were awesome!

*④ Rez roads (Polacca to Pinon) sure would be cool. *Navajo. The rez needs help!



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1. What is your zip code? 86502
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Vernita S. Tsosie
- Email: lindervins@navajochapters
- Address: P.O. Box 208 City Chenabets State AZ
86502

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes No

Preservation + Modernization: Putting forth funding priorities to
existing roadways in rural areas such as Apache County. With
recent heavy flash flooding which caused overtopping of roads
which also includes erosion around culverts under the
roads. Roads @ Hwy 191, Mile marker 389 have 2 washes
meeting @ the roads which washes out row fences, filling up
the culverts & sand washed across highway. This is such
a safety issue.



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- 1. What is your zip code? 86003
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: _____
- Email: _____
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

- ADOT needs to cut pavement and Roads to reduce its liability
Public Transit like ~~Road~~ Rail seems to be the only way
to get out of ADOT'S liability of Pavement

- One of the Goals of ADOT should be to reduce liability to
realize the Revenue + Needs.

- I would encourage ADOT to encourage other transit modalities to reduce
~~the~~ maintenance needs.



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1. What is your zip code? 86004
2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: _____
- Email: _____
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

I would like to see more wildlife over/underpasses.
Research on optimal pavements for cold climates



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- 1. What is your zip code? 86336
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: DeAnna Bindley
- Email: azdeanna@gmail.com
- Address: 10 Estrella Rd. City Sedona State AZ

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? Yes No

I need a question ~~answered~~, ~~answer~~.
answered please.

Do passenger cars driving on public roads
in Arizona have to travel on DOT approved
tires?



COMMENT FORM

If you attended a public meeting in-person, please indicate meeting you attended by circling the location below.

Central Region

GateWay Community College
February 28, 2023 | 5:30-7 p.m.

South Region

Donna R. Liggins Recreation Center
March 2, 2023 | 5:30-7 p.m.

North Region

Flagstaff Aquaplex
March 8, 2023 | 5:30-7 p.m.

YOUR INPUT IS IMPORTANT TO US! Please answer the following questions and return your comment form in at the meeting or by email or mail to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team understand the public's views. Personal demographic information is used to determine whether ADOT reached a cross-section of the population and will not be shared with others. Thank you.

- 1. What is your zip code? 86004
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27,750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: Kim Robinson
- Email: krobinson8984@gmail.com
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes X No

I'm hoping to see the rest areas, all rest areas, reopen for the general public, not just commercial vehicles.

This was an excellent presentation! Thank you.



COMMENT FORM

If you attended a public meeting in-person, please indicate meeting you attended by circling the location below.

Central Region

GateWay Community College
February 28, 2023 | 5:30-7 p.m.

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YOUR INPUT IS IMPORTANT TO US! Please answer the following questions and return your comment form in at the meeting or by email or mail to one of the addresses printed below. Completion of this form is completely voluntary and helps the project team understand the public's views. Personal demographic information is used to determine whether ADOT reached a cross-section of the population and will not be shared with others. Thank you.

- 1. What is your zip code? 86003
- 2. What is your age range? (Circle one) Under 18 18-33 34-54 55-64 65+
- 3. What is your total household income? (Circle one) \$27, 750 or less More than \$27,750 Prefer not to disclose

Optional:

- Name: _____
- Email: _____
- Address: _____ City _____ State _____

4. Please indicate what your comment is regarding (check all that apply)

- Vision and Goals
- Anticipated Needs
- Anticipated Revenues
- Funding Priorities
- Other

Comments

Would you like someone from the ADOT LRTP Team to respond to your comment? ___ Yes ___ No

I am disappointed that I must own a car to thrive in my community. There are no useful public transit which should be the goal for reducing climate change. It appears from the graphs and posters were just ignoring that we cannot keep producing roads and expect the problem to go away. We need safe public transit, massive taxes on SUVs and Small Light Trucks. As a bike commuter there are no easy Rail public transit to Phoenix, how am I to avoid cars otherwise?

Appendix M—Earned Media Clips



03.07.23 ADOT Media Clips

Group Totals
General: 2
MVD: 1
Planning and Public Involvement: 1
Projects: 3

Totals
Total National Audience: 0
National Media Value: \$0.00
Total Audience: 80,611
Media Value: \$691.93

General (2)

The Sun (Yuma, Arizona)



March 6, 2023 | 01:31 PM PST | 6 hours ago

Yuma council to meet with legislators, attend water hearing

The Yuma City Council will meet with state legislators on Tuesday and Wednesday to discuss local issues. ... The tentative schedule includes ... meetings with Gov. Hobbs and Chief of Staff Allie Bones ... and officials with the Arizona Department of Transportation ...

Heart icon, NA, \$ NA

azgovernor.gov



March 6, 2023 | 12:20 PM PST | 7 hours ago

Governor Hobbs Visits Arizona Border for Second Time In First 100 Days of H...

The Governor visited ADOT and the San Luis Commercial Port of Entry in order to observe the infrastructure and trade aspects of the Port of Entry and how ADOT, GSA, and U.S Customs work together to facilitate trade.

Heart icon, NA, \$ NA

MVD (1)

inbusinessphx.com



March 6, 2023 | 08:36 AM PST | 11 hours ago

Arizona License and I.D. Cards Are Getting an Updated Look

The Arizona Department of Transportation Motor Vehicle Division (MVD) will be releasing brand new driver license and ID cards this March. The new design will include several new security features that help prevent counterfeit reproductions or fraudulent use.

Heart icon with 1, NA, \$ NA

Planning and Public Involvement (1) 1,767 \$ 0.97

eastvalleytribune.com



March 6, 2023 | 11:34 AM PST | 8 hours ago

Passenger rail dispute likely to resume Tuesday

Arizona Department of Transportation and the Maricopa Association of Governments ... have been looking at commuter rail for some time and commissioned a number of studies ... ADOT in 2015 completed a five-year study looking at the feasibility of a passenger rail system between Tucson and Phoenix ...

Heart icon with 1, 1,767, \$ 0.97

Projects (3) 78,844 \$ 690.96

Arizona Daily Star (Tucson)



March 6, 2023 | 12:40 PM PST | 7 hours ago

Road closures in Pima County this week

An online meeting hosted by the Arizona Department of Transportation is scheduled for Thursday, March 9. The department is asking for the public's feedback on transportation priorities for its "2050 Long Range Transportation Plan."

Heart icon, 61,402, \$ 258.30

KPNX (NBC)



March 6, 2023 | 04:00 AM MST | 17 hours ago

Ch. 12 @ 4 a.m.

Anchor read: Preview of upcoming construction projects and their associated restrictions.



Phoenix (Prescott) Heart icon, 17,442, \$ 134.77 (E)

KTVK (Independent)

March 5, 2023 | 09:00 PM MST | 1 day ago

Ch. 3 @ 9 p.m.

Anchor read: Drivers on US 60 may encounter debris from a weekend pavement-removal project.



📍 Phoenix (Prescott)



💰 297.89



3.10.23 ADOT Media Clips

Group Totals
I-10 Wild Horse Pass Corridor: 1
Projects: 4
Safety: 1

Totals
Total National Audience: 0
National Media Value: \$0.00
Total Audience: 220,559
Media Value: \$322.25

I-10 Wild Horse Pass Corridor (1) 9,189 \$ 121.41

KGUN (ABC)

March 9, 2023 | 06:00 AM MST | 15 hours ago

Good Morning Tucson- I-10 widening project

Anchor read on bipartisan effort to expand I-10, followed by a segment on ADOT's Long-Range Transportation Plan.



Tucson (Sierra Vista) 9,189 \$ 121.41 (E)

Projects (4) 68,223 \$ 129.27

kym

March 9, 2023 | 01:55 PM PST | 6 hours ago

Overnight lane restrictions on US 95 near Yuma

There will be overnight lane restrictions on US 95 between Rifle Range Road (milepost 35) and Wellton Mohawk Canal Bridge (milepost 39) beginning March 9.

NA NA

thestandardnewspaper.online

March 9, 2023 PST | 8 hours ago

Traffic light near The Last Stop being argued

What board member Jean Bishop referenced as a "what the heck were you thinking" letter will be composed for delivery to the Arizona Department of Transportation (ADOT) after Mohave County Supervisors expressed bewilderment by placement of a traffic light on U.S. 93 north of Kingman.

NA

abc15.com

March 9, 2023 | 09:11 AM PST | 11 hours ago

Widening I-10 a priority for Rep. Ciscomani Pat Parris

It is an issue with true bipartisan support, according to Juan Ciscomani. Arizona's freshman congressman tells our sister station KGUN 9 that he is making it a priority to widen I-10, the major corridor between Tucson and Phoenix.

58,773 \$ 29.39

KVOA (NBC)

March 9, 2023 | 06:00 AM MST | 15 hours ago

Tucson Today at 6am- Transportation meeting

Anchor read about transportation plan meeting tonight.



Tucson (Sierra Vista) 9,450 \$ 99.88 (E)

Safety (1) 143,147 \$ 71.57

azcentral.com

March 9, 2023 | 01:29 PM PST | 7 hours ago

Arizona will see warmer weather, melting snow and increasing flood risk in th...

safety tips for driving near flooded areas from the Arizona Department of Transportation.

143,147 \$ 71.57

Appendix N—Website Analytics

Approximately 3,700 users visited the ADOT 2050 Long Range Transportation Plan website (adot2050plan.com) between February 28-March 31, 2023.

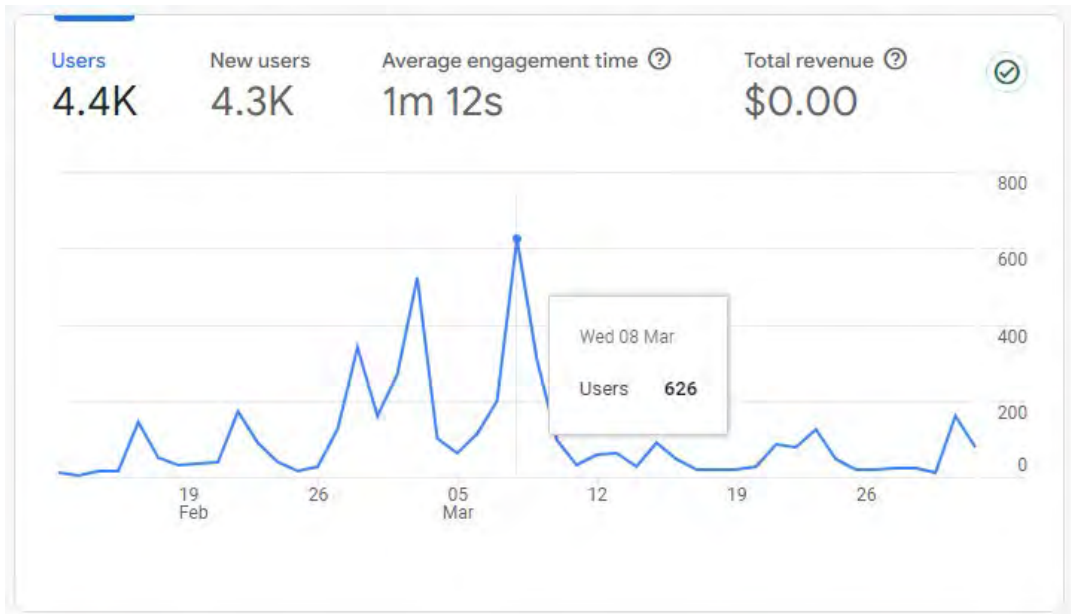


Figure 1 - Website Visits from February 28 - March 31, 2023

The highest spike of visitors was on March 8, 2023 when 626 users visited the site and the web pages were viewed 9,247 times overall. This corresponds to a series of e-blasts sent out March 7-8.

Views by Page title and screen class

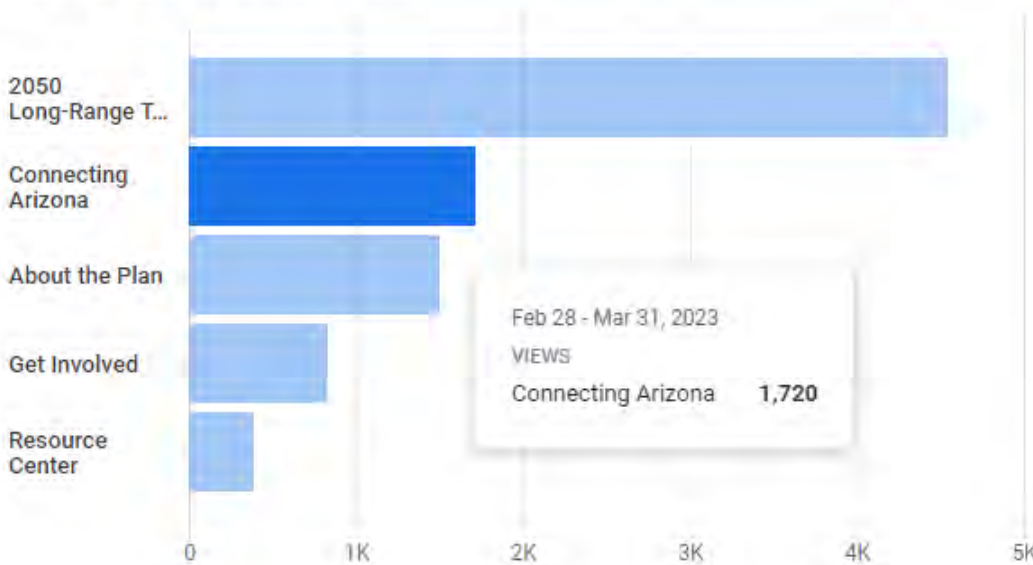


Figure 2 - Website Page Views During Comment Period

Of those that visited during that time, the most popular page was the home page followed by Connecting Arizona (“Why You Should Care”) with 1,720 users clicking over to read more about the plan.

	Page title and screen class	↓ Views	Users	Views per user
		9,247 100% of total	3,675 100% of total	2.52 Avg 0%
1	2050 Long-Range Transportation Plan - Arizona Department Of Transportation	4,547	3,237	1.40
2	Connecting Arizona	1,720	1,391	1.24
3	About the Plan	1,504	1,238	1.21
4	Get Involved	833	605	1.38
5	Resource Center	386	288	1.34
6	FAQs	257	230	1.12

Figure 4 - Page Views and Visitors During Comment Period

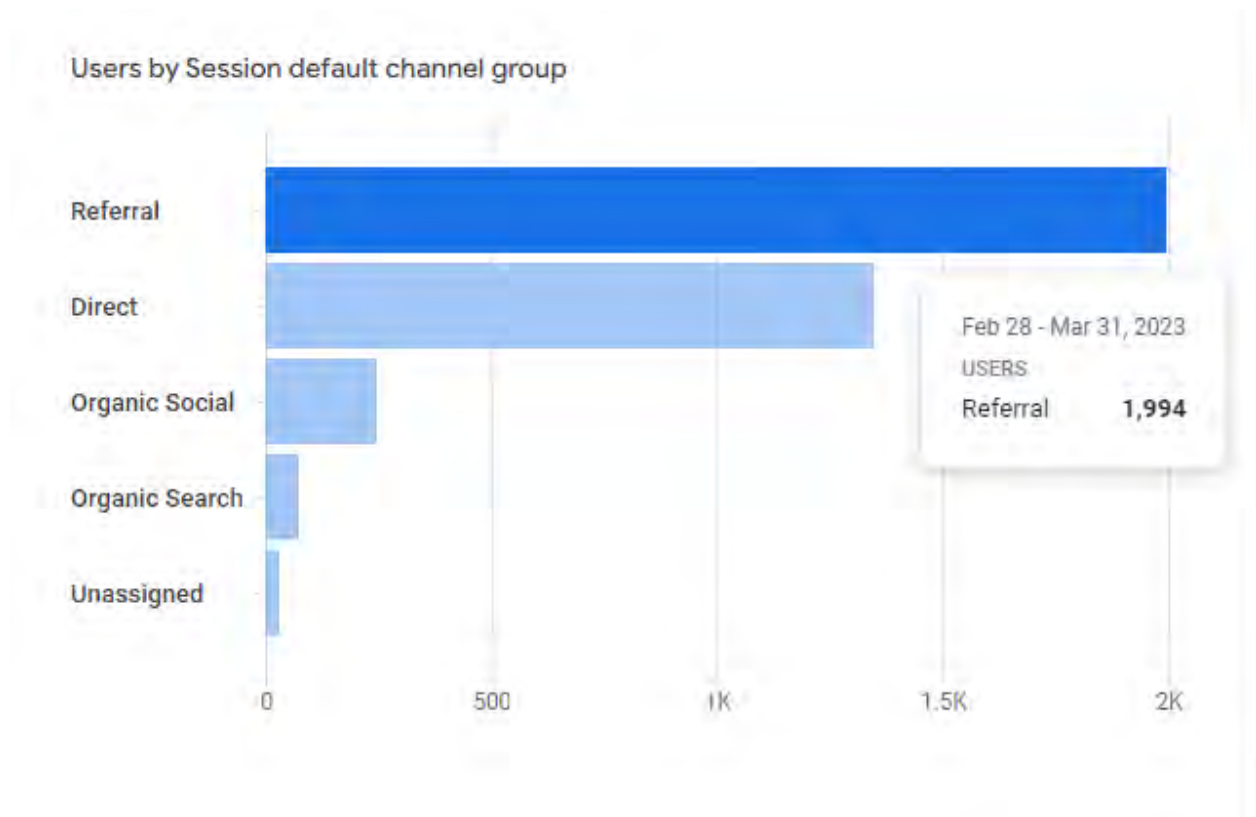


Figure 3 - Users via Source During Comment Period

Lastly, most users discovered the website via URLs linked on other web pages or via e-blasts (referrals.) The second-most common ways visitors found the website was via typing the URL into their browser directly (Direct), followed by social media searches or search engines.