October 15, 2024

The Honorable Katie Hobbs, Governor of Arizona
Executive Tower
1700 West Washington Street
Phoenix, AZ 85007

Dear Governor Hobbs:

I respectfully submit the Arizona Department of Transportation (ADOT) FY 2026 Capital Improvement Plan (CIP). The total funding request in FY 2026 is for $65,167,200. The request includes $23,385,200 for building renewal and $41,782,000 in capital improvement funding.

Building Renewal

The buildings and infrastructure within ADOT's system of facilities are in continuous need of maintenance, repair, and improvement due to age and high usage. ADOT is requesting the Building Renewal formula be fully funded at 100% in FY 2026. This year's request is to fully fund building renewal according to the established formula. The funding request of $23,385,203 includes $22,990,374 from the State Highway Fund and $394,829 from the State Aviation Fund.

Capital

The request for new capital project funding of $41,782,000 represents five projects funded from the state highway fund and one project funded from the state aviation fund. The first capital project request of $6,725,000 from the state highway fund will be used to continue ADOT's planned replacement of vehicle fueling facilities at three (3) additional locations, bringing the total to 13 (FY 2022 – 3 sites, FY 2023 – 4 sites, and FY 2024 3 – sites) of the 16 fueling facility replacements required. These 16 sites represent the highest risk of failure locations of the 57 in operation and have fueling equipment that is more than 30 years in age with single wall tanks. When a single wall tank leaks, it is not contained and may result in an environmental hazard. Improving these sites enables ADOT to continue to provide over 4 million gallons of fuel annually, supporting all state agencies, and is critical to emergency actions.

The second capital project request of $760,000 from the State Highway Fund is to complete the design and engineering to renovate a 12,282 square foot Transportation Systems Management and Operations (TSMO) signs and signals warehouse in Phoenix. An initial feasibility study was completed in 2023 using other monies to determine viability of the project, which was deemed too large to be supported with Building Renewal Funding. ADOT intends to request additional Capital funding in FY 2027 based on the completed design to validate and adjust the current construction estimate of $7,073,000. This renovation will improve the function and efficiency of the storage space while bringing it into compliance with Americans with Disabilities Act (ADA) and current building code.

The third capital project request of $6,861,000 from the State Highway Fund is to construct two new 3,500 square feet Roadway Maintenance Offices located in Northern Arizona, one at Little Antelope and one at Gray Mountain, to replace existing substandard facilities. The maintenance staff at Little Antelope currently works out of a 1971 converted mobile home that is insufficient to support the 12 staff assigned. The maintenance staff at Gray Mountain currently works out of two mobile homes (one a 1960's era and another from 1988) that were joined to create a single facility that is also insufficient to support the 11 staff. These two locations will be combined under a single project to take advantage of potential cost savings created by using the same core design for both and their proximity. This project will greatly

improve the working conditions for the staff throughout the year, especially during the snow removal season when assigned and augmented staff are on stand-by on site to keep the highways clear and navigable.

The fourth capital project request of $6,951,000 from the State Highway Fund is to construct a new 10,000 square foot equipment repair facility in Avondale. Currently equipment maintenance staff is working on vehicles under a shade structure with no doors, securable areas, restrooms, or administrative areas. With over 150 days a year above 90 degrees, working outdoors without any climate control does not provide an adequate environment for quality vehicle maintenance work. The new facility will provide a securable enclosed structure with the comparable maintenance spaces, equipment, and amenities found in other shops and will support seven to nine staff maintaining over 265 vehicles and heavy equipment.

The fifth capital project request of $3,479,000 from the State Highway Fund is to support the purchase of land and design effort of a new 12,000 square foot Motor Vehicle Division (MVD) Customer service Center in the San Tan Valley area. ADOT intends to request additional capital funding in FY 2028 based on the completed design to validate and adjust the current construction estimate of $10,164,000. This new MVD location will improve access to MVD customer services to support continued population growth in the suburban and rural areas in and around San Tan Valley, which grew from 1,500 in 2000 to more than 99,000 in 2020.

The final capital project request of $17,006,000 from the State Aviation Fund is to support the renovation of the 15,579 square feet Grand Canyon National Park Airport terminal. ADOT is requesting funding for the construction funding; the design was paid for and completed using other monies in FY 2023. The terminal was originally constructed in 1967 and has not undergone a complete renovation since it was built. Additionally, current airport planning includes the need for increased capacity to support passenger aircraft as large as a 737. This renovation would increase capacity and quality of service for visitors to the Grand Canyon National Park, modernize building functionality and aesthetics, and bring the building into compliance with current building codes.

ADOT and the Department of Public Safety (DPS) have continued to collaborate and communicate with one another regarding upcoming CIP needs. The intent is to identify areas where collaboration will accommodate joint projects in an attempt to achieve operational efficiencies and cost savings. No projects in ADOT's FY 2026 CIP request were identified that met DPS' facility requirements and needs.

It is imperative that we continue to strategically invest in capital projects that will yield high benefits for years to come. I look forward to discussing the request with you and members of your staff.

Sincerely,

Teresa Welborn

for Jennifer Toth
ADOT Director

Enclosure

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
TRANSMITTAL STATEMENT

Form
CIP-1
(Rev 1/03)

AGENCY: **DEPARTMENT OF TRANSPORTATION** **A.R.S. CITATION:** **28-331**

	Building Renewal Needs	FY 2026 Capital Request	Total Request
GENERAL FUNDS			
OTHER APPROPRIATED FUNDS	$23,385,200	$ 41,782,000	$ 65,167,200
FEDERAL FUNDS			
NON-APPROPRIATED FUNDS			
TOTAL REQUEST	$ 23,385,200	$ 41,782,000	$ 65,167,200

This and the accompanying schedules, statements, and explanatory information, constitute the Capital Budget estimates of this agency for proposed expenditures.

All statements and explanations contained in the estimates submitted herewith are true and correct to the best of my knowledge.

Jennifer Toth	Director		
Signature of Agency Head	Title		
John C. Hetzel, Jr.	Facilities Manager	602-712-7952	10/15/2024
Request Prepared by	Title	Phone	Date

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT REQUEST SUMMARY

Form
CIP-2
(Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Priority	Project Name	Project Description	Fund Sources	Total Costs
1	Vehicle Fueling Facilities Statewide	Replace Three Vehicle Fueling Facilities	**Highway**	$ 6,725,000
2	TSMO Traffic Signal/Lighting Warehouse renovate & reconfigure	Design renovation of 12,282 square foot warehouse and offices (FY2027 Construction)	**Highway**	$ 760,000
3	New Maintenance Offices and Crew Rooms at Little Antelope and Gray Mountain	Construct two new roadway maintenance offices and crew rooms at Little Antelope and Gray Mountain	**Highway**	$ 6,861,000
4	Avondale Vehicle Repair Shop	Construct new 3-bay vehicle repair shop	**Highway**	$ 6,951,000
5	San Tan Valley MVD Office	Purchase land and design for new MVD customer service center	**Highway**	$ 3,479,000
1A	Renovate Grand Canyon Airport Terminal	Renovate Grand Canyon Airport Terminal	**Aviation**	$ 17,006,000
		TOTAL OF PROJECTS SUBMITTED		**$ 41,782,000**

[1] ADOT requests the FY 2026 Capital Projects be appropriated for a minimum period of 3 years.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Replace Three Vehicle Fueling Facilities **Priority:** 1

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
		N/A	N/A

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 5,882,000
A & E Fees	$ 356,000
F F & E	
Contingency	$ 487,000
Total	$ 6,725,000

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 6,725,000
Other:	
Total	$ 6,725,000

Estimated Change Annual Facility Operations/Maintenance	
Category	**Annual Cost**
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2026	FY 2027	FY 2028
$ 6,725,000		$ 6,725,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Oct-25
Construction	Oct-26
Occupancy	Oct-27

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping; A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Replace Three Vehicle Fueling Facilities**

Priority: 1

Problem/Justification

The ADOT Equipment Services, Fuel Systems Management Group manages 57 fueling facilities located throughout the State of Arizona issuing over 4 million gallons of diesel, unleaded and E-85 fuel annually.

The fuel systems operation currently does not receive funds for replacement/upgrade of equipment after the total lifecycle has been depleted. ADOT's fueling network is the main source of fuel for the agency's day-to-day operations and serves as the main fueling infrastructure in case of a State emergency. Some years ago ADOT was granted funds from the legislature to install fuel islands and at the same time was identified as the State's fuel supplier going forward. This enterprise model eliminates other agencies requesting funds for fueling infrastructures and allows agencies to fuel at ADOT. As a result, agencies such as Department of Public Safety, Department of Administration, County Sheriff Departments, and over 40 other municipalities utilize ADOT's fueling systems through an intergovernmental agreement process. The fuel sites also provide fuel for snow removal activities, emergency first responders, and specialized equipment for general roadway maintenance crews.

An evaluation was performed on the agency's 108 Aboveground Storage Tanks (AST), Underground Storage Tanks (UST), and the associated piping systems. Each fuel system was evaluated based on four factors; age of tank, age of connected piping, materials used, and type of tank either single or double wall construction. This study was conducted by Scott Chandler, Devin Darlek and James Brown, with over 80 years combined fuel system experience. These individuals are ADOT's subject matter fuel systems experts. The average lifecycle for a typical fueling system is 30 years.

Currently, ADOT has 16 of 57 fuel facilities that have fueling equipment that is in excess of 30 years in age with single wall tanks. Continued investment is needed to continue the replacement/upgrade of the equipment at these fuel facilities. ADOT has received funding and is in the process of replacing 10 of the 16 sites (FY 2022 3 sites, FY 2023 4 sites and FY 2024 3 sites, FY 2025 0 Sites). These sites are strategically located near transportation corridors to allow ADOT and other agencies to receive fuel.

Problem/Justification (continued)

The State Risk Management office completed a review of State Agency owned USTs in 2016. This was based on research from the Arizona Department of Environmental Quality (ADEQ) records. In this report they concluded the service life of a UST is roughly 20-30 years. Risk Management noted that agencies should assess the continued need for older gasoline USTs because of the high risk of the UST failing and causing pollution. Additionally, subsurface contamination due to slow leaks may exist even if the inventory control and leak detection systems do not indicate a release. Most leak detection and inventory control methods can only detect releases that exceed 150 gallons per month. State Risk believes the best method to monitor USTs for leaks is by checking the interstitial space of the tank and the piping.

The diesel tanks have 30+ years of sludge in the bottom of the tank that clogs the filters faster than normal. Pieces of clear coat have been found in the filter screen. This is usually the first sign of major degradation in the Fiberglass Reinforced Plastic (FRP) UST. This is a problem since the clear coat which is more resistant to the chemicals in the fuel is the main protective coating for the FRP tank.

Methanol residue in the bio-diesel (added to diesel fuel to improve lubricity) appears to have a similar effect as ethanol when reacting with the fiberglass tanks constructed prior to 1983. The alcohols have an affinity for water causing the water to coalesce out of the fuels and settle on the bottom of the tank. The microbes living in the water eat the fuel and excrete acetic acid as a waste product. Acetic acid has been demonstrated to damage both FRP and steel tank which can damage the tank structure. The other issue is the alcohols in the fuel can react with the FRP resin on these tanks to degrade and dissolve the resin. Over time it is possible the alcohols can soften the resin, increasing the likelihood for tank to have a structural failure. The result would be a fuel leaking into the environment.

Diesel tanks also have red thread A.O. Smith fiberglass product lines. Neither the red thread piping nor the glue kits used to assemble them claimed to be Ethanol compatible. The red thread pipe line was replaced with green thread and later with silver thread by the manufacturer in an effort to keep the piping certifiable for use with the ever changing fuel blends mandated by the EPA (including ethanol and other chemicals introduced into the unleaded fuel to reduce emissions).

Unfortunately, the ultra-low Sulphur fuel (15 PPM) has also shown to have detrimental effects on the diesel fueling equipment. The largest problem is the fuel "drying" out the seals of the dispensing equipment. These product lines are not a "safe system" meaning if a problem was to develop in the piping the fuel could seep into the surrounding soil and evade detection. The EPA rule mandates precision line testing once every three years. ADOT has implemented a more rigorous testing regime: we test once per year. Even with a more aggressive testing schedule, the possibility still exists for the lines to leak before detection.

ADOT recommends replacing these systems prior to them failing and or causing pollution into the environment. Additionally, as these systems continue to age the amount of spare parts, breakdown, service calls and time out-of-service will continue to rise.

Proposed Solution

The proposed solution is to replace the entire fueling systems at three more sites in 2026. This includes the removal of underground storage tanks and associated equipment and installation of new above ground tanks with all piping, sumps, dispensers, fuel booth canopy, etc.

The proposed replacement would be to add two new 12,000 aboveground storage tanks (AST) built to the UL 2085 standard and piped to a remote fuel island. To comply with federal regulations, ADOT recommends double wall piping sumps, dispenser pans, connected by double wall piping running through a chase pipe. The chase pipe allows for product line replacement without the need for excavation in the event of a piping failure. ADOT recommends an OPW flex work pipe, Gas Boy dispenser, Red Jacket submersible sump pumps, Veeder Root 450 for Automatic Tank Gauge (ATG) with all the containment structures continuously monitored for leaks by the ATG. The electronic monitoring fulfills the 2015 EPA requirement for monthly inspections that took effect October 2018. There should be containment around off-loading header and sensors in piping sump and dispensers. Lastly, ADOT recommends a fuel island canopy with LED lighting and a booth to store the Fuel Force, spill kit, etc.

ADOT requests the project be appropriated for a minimum period of 3 years to ensure the project can be completed within the allotted timeframes.

Benefits

The three new fueling facilities would provide a reliable fueling system that supports 51,000 fuel transactions, with 571,000 gallons of Diesel and Unleaded fuel issued annually.

The two main benefits for this fuel facility replacement are to have a dependable fueling system and protect the environment against a fuel leak. Additionally, these systems will reduce the amount of time spent repairing the 30+ year old systems.

A modern AST system consists of double wall tank with monitoring between the two shells of the tank structure. The tanks are built to the 2018 standard and are two-hour fire and ballistic rated. Liability insurance is less expensive for an AST system since the entire storage tank area can be visually inspected to verify the tanks are not leaking fuel and are therefore safer than a UST storage system. The ASTs are located at a safe distance away from the fuel island; this provides an additional level of safety for the customer since they can stay outside of the fuel storage area during fuel off-loading.

Consequences of Deferral

The current risk of aging equipment and degradation caused by modern fuel additives increases the potential for a serious release of fuel into the environment. The existing underground tanks are either at or significantly past the manufacturer's 30-year warranty periods, and in some cases manufacturers are not honoring warranties because the existing tanks were not designed with modern fuel additives as a consideration. Modern fuel additives, along with aging systems, are causing serious degradation of tank systems, which include the piping and pumping equipment. ADOT has experienced failures of these components at several sites; fortunately, monitoring equipment has helped to identify suspected leaks and has alerted staff to the problems, but significant environmental impacts and damage have occurred.

The release of fuel into the environment is a serious risk, and the cost to remedy a release can easily exceed $1M. ADOT's current monitoring systems have, so far, identified issues early and prevented large impacts or cleanup costs; however, it only takes one failure of a tank to create a very large problem. In addition to potential cleanup cost, the degradation of the system components increases current maintenance, repair, and downtime costs. During periods ADOT is unable to provide fuel, it forces customers like ADOT's heavy equipment teams to locate and use higher-cost commercially available fuel: additionally, downtime impacts the ability to perform critical road maintenance, snow removal, and may impact emergency response actions due to large equipment being unable, or having to travel further, to access fueling facilities that can support it.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project; DPS stated that it did not have any facility requirements that could be addressed by this project.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Renovate TSMO Phoenix Signal and Lighting Warehouse **Priority:** 2

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
12282	12282	$ 480	$ 642

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	
Construction	$ 5,893,000
A & E Fees	$ 815,486
F F & E	$ 590,000
Contingency	$ 590,000
Total	$ 7,888,486

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 7,888,486
Other:	
Total	$ 7,888,486

Estimated Change Annual Facility Operations/Maintenance	
Category	**Annual Cost**
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2026	FY 2027	FY 2028
$ 7,888,486	$ 55,486	$ 760,000	$ 7,073,000	

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Oct-25
Construction	Apr-27
Occupancy	Apr-28

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping; A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Renovate TSMO Phoenix Signal and Lighting Warehouse**

Priority: 2

Problem/Justification

In March of 2023 a feasibility study was completed to determine the most effective way to meet the warehouse efficiency needs for ADOT's Transportation Systems Management and Operations (TSMO) division. The pre-engineered metal building structure and exterior of the warehouse are in good condition and are suitable for the continued use as a warehouse. Many existing interior modifications are inadequate and not code compliant. The metal racks are installed in a manner that does not allow the forklift used by the building occupants to maneuver between them and required accesses are inefficient and waste considerable usable space. The restrooms available are not compliant with ADA. Overall the building is very inefficient, lacks many code requirements, and is in need of renovation.

Proposed Solution

The proposed solution is a total redesign in FY 2026 and renovation of the building in FY 2027 to increase the storage capacity and bring the building up to current building code standards, which will allow the existing structure to serve the needs of the Department of Transportation for years into the future. New warehouse racking systems will be installed and organized in a manner to provide the most efficient workflow for the warehouse staff. Exterior racking systems as appropriate will allow greater storage abilities and better organization. Interiors will be upgraded for staff areas with applicable amenity standards, and ADA accesses will be established in staff areas and restrooms. Building infrastructures will be modernized and upgraded.

Benefits

This existing warehouse will be saved, modernized, and made significantly more efficient as opposed to building a new warehouse and demolishing the current facility, which equates to considerable cost savings. Current efficiency studies and renovation scenarios have produced numerous effective solutions/improvements for ADOT in handling materials in this facility, and this knowhow could benefit other ADOT warehouse material centers to increase efficiencies and better utilize existing ADOT structures.

Consequences of Deferral

This facility will continue to be operated ineffectively and in a potentially compromised state without infrastructure upgrades and employee amenity/code related modifications.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project and they do not have any facility requirements that could be addressed by this project.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct Roadway Maintenance Offices & Crew Rooms at Little Antelope & Gray Mountain **Priority:** 3

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
7000	7000	$ 760	$ 980

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ -
Construction	$ 5,322,000
A & E Fees	$ 532,000
F F & E	$ 475,000
Contingency	$ 532,000
Total	$ 6,861,000

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 6,861,000
Other:	
Total	$ 6,861,000

Estimated Change Annual Facility Operations/Maintenance	
Category	**Annual Cost**
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2026	FY 2027	FY 2028
$ 6,861,000		$ 6,861,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Oct-25
Construction	Oct-26
Occupancy	Dec-27

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping; A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Construct Roadway Maintenance Offices & Crew Rooms at Little Antelope & Gray Mountain**

Priority: 3

Problem/Justification

The Little Antelope Unit administrative office is located in a mobile home manufactured in 1971. The crew space in the mobile home and another crew space in the Unit Equipment Barn are small (approximately 200 square feet each) and cannot accommodate the 12 positions assigned to the unit as well as the additional 20+ snow plow operators who work out of this facility during winter events. The restrooms are in poor condition, non-compliant, and inadequate for everyone working out of this facility during a winter event. Adequate space and amenities, including training areas, lockers, and storage are lacking or non-existent.

DPS does not currently have a presence at Little Antelope and is exploring the possibility of placing two remote-duty houses at the Little Antelope site. DPS is interested in incorporating corresponding office space to support the remote-duty housing in ADOT's Little Antelope Unit project.

The Gray Mountain Maintenance Unit facilities currently consists of administrative offices and crew "ready rooms" that are small and aging, with inadequate and non-compliant restroom facilities that are in disrepair. The administrative office is located in an aging mobile home placed into service in 1988. It is attached to a former converted mobile home "field construction office" that dates from the 1960's and is currently functioning as the crew room. The single non-compliant restroom available serves 11 employees, both male and female. A "porta john" is used outside the office to help supplement crew needs. These amenities are substandard and in serious need of correction.

DPS currently has housing and a small office located at Gray Mountain. DPS is interested in upgrading its office space as part of any future ADOT project.

The Northcentral District has 9 primary maintenance yards and 3 satellite camps. It has been several decades since substantial improvements have been made to any offices or crew spaces in the Northcentral District. The facilities supporting Little Antelope Maintenance and Gray Mountain Maintenance Units currently have the most pressing needs for improvements.

Proposed Solution

Construct two new 3500 square foot buildings, one at Little Antelope and one at Gray Mountain, to include offices for supervisor and lead, crew room, meeting/training area, computer workstations, ADA-compliant restrooms, and breakroom. This includes up to 1000 square feet of additional office space within each building to be outfitted by DPS to support its operations. ADOT and DPS are still completing programming and design coordination discussions; however, the estimated 1000 square feet of space to be allocated to DPS is believed to be adequate for its purposes. ADOT plans to modify the building designs previously used at the Williams and Seligman maintenance yards to expedite the design process and reduce costs. The new facilities will provide adequate work space for administrative offices for both ADOT and DPS plus dedicated space for safety meetings, unit training, lockers, and workstations.

Benefits

These new buildings will eliminate the use of substandard mobile homes and buildings for offices and crew rooms at these sites. This project will provide ADOT and DPS with modern workplaces to improve the employee work environment and provide amenities appropriate to ADOT Maintenance and DPS operations. These facilities will also provide enough space to accommodate added staff during weather events, helping to keep roads and highways open. Co-locating ADOT and DPS in the same building reduces the overall cost to the State for design and construction costs while providing improved working conditions for both ADOT and DPS employees.

Consequences of Deferral

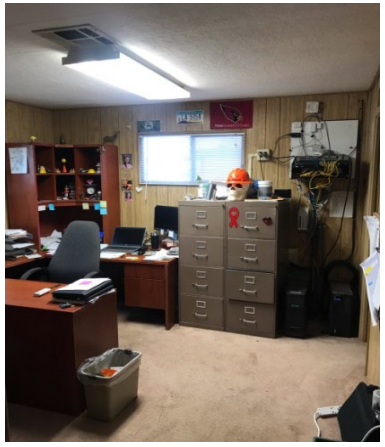
Deferring this project would force ADOT and DPS staff and additional winter event support personnel to continue operations out of sub-standard, non-compliant facilities that do not meet the most basic work environment needs. Additionally, this would force the continued expense of portable restrooms to support existing inadequate facilities at Gray Mountain.

Coordination with the Department of Public Safety (DPS)

ADOT and DPS are working to complete the programming and design coordination needed to facilitate DPS' occupancy in the proposed new ADOT buildings at Little Antelope and Gray Mountain. As these coordination efforts continue, ADOT has included approximately 1000 square feet at each location to support DPS's facility needs.






Little Antelope

Gray Mountain

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct New Avondale Vehicle Repair Shop **Priority:** 4

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
10000	10000	$ 535	$ 695

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	
Construction	$ 5,346,000
A & E Fees	$ 535,000
F F & E	$ 535,000
Contingency	$ 535,000
Total	$ 6,951,000

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 6,951,000
Other:	
Total	$ 6,951,000

Estimated Change Annual Facility Operations/Maintenance	
Category	**Annual Cost**
Utilities	
Personnel*	
Other	
Total	
Fund Source	HWY
*No. of FTE's	

Replace vehicle fueling facility at St Johns

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2026	FY 2027	FY 2028
$ 6,951,000		$ 6,951,000		

Proposed Work Schedule	
Phase	**Start Date**
Planning	Complete
Design	Oct-25
Construction	Oct-26
Occupancy	Dec-27

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping; A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Construct New Avondale Vehicle Repair Shop**

Priority: 4

Problem/Justification

The current Avondale Yard houses an ADOT Equipment Services (EQS) function operating out of an open truck-port metal shade structure that is shared with road operations. This facility has evolved into a full-service vehicle maintenance operation operating out of this facility that is an open space without doors, cooling or heating, security, employee restrooms or support spaces, and support amenities and lacks the critical equipment equivalent to similar ADOT EQS facilities and/or standards.

This location currently services all classes of ADOT vehicles and equipment, as well as enterprise vehicles for other State of Arizona agencies. In addition to local-area vehicular servicing, this facility routinely services equipment as far away as Tonopah and Gila Bend, and occasionally receives diverted work from the ADOT PHX EQS as well.

Proposed Solution

This project proposes the construction of a new, approximately 10,000 SF metal pre-engineered building/shop facility with three 25’ x 80’ dual-capacity drive-thru bays, providing six vehicle service stations with high-lift abilities for performing maintenance on all ADOT and State Fleet vehicles and equipment. Also included will be a covered and open bay for equipment cleaning and washing, and one bay for shop personnel restrooms, break areas, parts room, and offices. Minimal site improvements are required, and it is assumed that adequate utilities are available. The existing truck-port structure currently used for EQS will remain and be utilized for equipment storage by ADOT yard operations.

Benefits

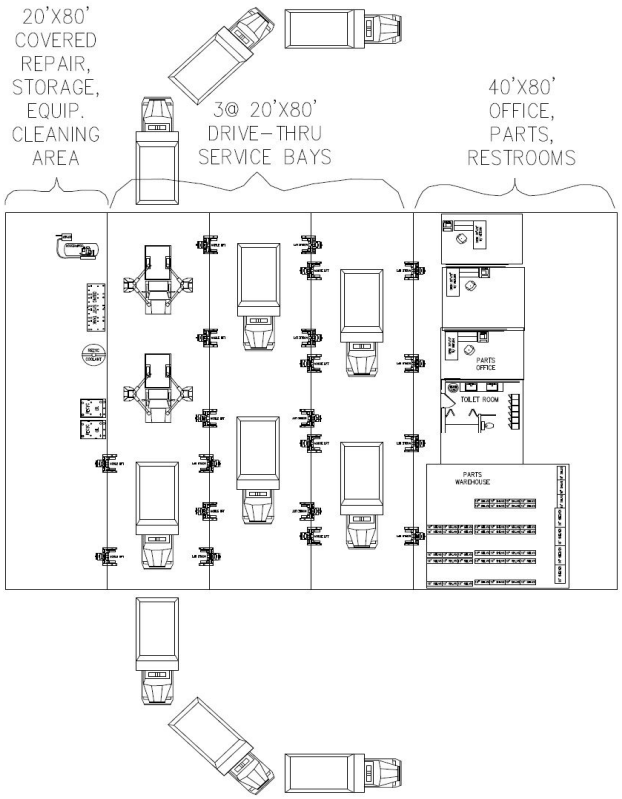
This project will improve efficiency and productivity of EQS employees, which will increase equipment availability. This project will also provide EQS employees with a climate-controlled work environment with basic amenities, including compliant restrooms and support functions that are non-existent in the current facility.

Consequences of Deferral

Continued use of this inadequate facility is subjecting ADOT EQS employees to substandard conditions, including environmental exposures of heat and cold, a lack of basic-need restrooms, and reduced efficiencies and effectiveness of ADOT employees to accomplish required work.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project and they do not have any facility requirements that could be addressed by this project.



Avondale Photos

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Construct MVD Office in San Tan Valley (Land Acquisition & Design) **Priority:** 5

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
12000	12000	$ 706	$ 1,137

Capital Cost Estimate[1]	
Category	**Cost**
Land Acquisition	$ 2,314,000
Construction	$ 8,470,000
A & E Fees	$ 1,165,000
F F & E	$ 847,000
Contingency	$ 847,000
Total	$ 13,643,000

Proposed Funding[2]	
Funding Source	**Amount**
Prior Appropriation	
General Fund Request	
Highway	$ 13,643,000
Other:	
Total	$ 13,643,000

Estimated Change Annual Facility Operations/Maintenance	
Category	**Annual Cost**
Utilities	
Personnel*	
Other	
Total	
Fund Source	CIP
*No. of FTE's	

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2026	FY 2027	FY 2028
$ 13,643,000		$ 3,479,000		$ 10,164,000

Proposed Work Schedule	
Phase	**Start Date**
Planning	Jul-25
Design	Jul-26
Construction	Jan-28
Occupancy	Jun-29

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping; A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.

2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.

3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form
CIP-4
Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Construct MVD Office in San Tan Valley (Land Acquisition & Design)**

Priority: 5

Problem/Justification

The Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) has 42 field offices across the state, including 14 in the greater Phoenix metropolitan area, extending from Apache Junction in the east to Avondale and Surprise in the west, and from North Phoenix in the north to Chandler in the south. Due to population growth across the state and especially in the further reaches of the Valley, some areas are underserved by the Department for motor vehicle and driver services. One of the most impacted regions is the San Tan Valley area, southeast of Mesa, Chandler, and Gilbert, and south of Apache Junction. San Tan Valley grew from under 1,500 residents in 2000 to over 99,000 in 2020. San Tan Valley is about 19 miles from both the Apache Junction MVD and the Coolidge MVD, and is 24 miles from the Southeast Mesa MVD. As such, ADOT-provided motor vehicle and driver services are significantly farther away from San Tan Valley residents than they are for other urban and suburban dwellers in the state. Residents of the San Tan Valley use all of the MVD offices near them, but all of these offices are a long drive for the community's residents.

The ZIP codes covering San Tan Valley accounted for nearly 75,000 MVD field office transactions in FY 2023. For comparison, the Apache Junction field office processed about 66,000 transactions in the same period, about 15,000 of them coming from ZIP codes that would be better served by an MVD office local to the San Tan Valley. The Southeast Mesa field office at Greenfield and Baseline conducted nearly 160,000 transactions with about 19,000 coming from customers who could have been served by an office in the San Tan Valley. With more customers coming from the San Tan Valley to various MVD offices than visited some entire offices in FY 2023, the San Tan Valley area would be well served by a full-size MVD office.

Proposed Solution

Purchase approximately 7 acres of land, design, and construct a new approximately 12,000 square feet MVD field office with a paved testing track in the San Tan Valley area.

Benefits

Once a new MVD office is open in the region, distance to travel to nearest MVD for San Tan Valley residents would decrease, more customers can be served, and total door-to-door customer experience time at nearby offices will improve. It is expected that a new office in this area would take advantage of TeleMVD to provide maximum service availability and with as small of a footprint and as little staffing expansion as possible.

Consequences of Deferral

Arizona residents in the San Tan Valley will continue to have to travel farther for Motor Vehicle Division services than other residents of the Valley. Overall customer wait time at impacted offices will increase as the region's population grows.

Coordination with the Department of Public Safety (DPS)

ADOT coordinated with DPS regarding this project and they do not have any facility requirements that could be addressed by this project.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT SCOPE & COST

Form CIP-3 Rev(2/04)

Agency: Arizona Department of Transportation

Project: Renovate Existing GCNPA Terminal Building **Priority:** 1A

Project Scope		Construction Cost	Total Project Cost
GSF	NASF	$/GSF	$/NASF
15579	15579	$ 806	$ 1,133

Capital Cost Estimate[1]	
Category	Cost
Land Acquisition	$ -
Construction	$ 14,918,000
A & E Fees	$ 944,566
F F & E	$ 298,000
Contingency	$ 1,492,000
Total	$ 17,652,566

Proposed Funding[2]	
Funding Source	Amount
Prior Appropriation	
General Fund Request	
Highway	
Other:	$ 17,652,566
Total	$ 17,652,566

Estimated Change Annual Facility Operations/Maintenance	
Category	Annual Cost
Utilities	
Personnel*	
Other	
Total	
Fund Source	AVN
*No. of FTE's	

Proposed Funding Schedule[3]				
Total Costs	Prior	FY 2025	FY 2026	FY 2027
$ 17,652,566	$ 646,566		$ 17,006,000	

Proposed Work Schedule	
Phase	Start Date
Planning	Complete
Design	Complete
Construction	Jun-26
Occupancy	Sep-27

1) Land Acquisition = land purchase price; Construction = site development, construction, fixed equipment, utility extensions, parking & landscaping; A&E = architect and engineering and other professional services; FF&E = furniture, fixtures & equipment; Other = telecommunications equipment, etc.
2) List all funding sources and clearly identify proposed state funding request. Section will expand and contract based upon the number of funding sources.
3) Identify the years in which funding will be requested for multi-year funding.

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
CAPITAL PROJECT DESCRIPTION

Form CIP-4 Rev (2/04)

Agency: **Arizona Department of Transportation**

Project: **Renovate Existing GCNPA Terminal Building**

Priority: 1A

Problem/Justification

The current Grand Canyon Airport terminal located at the GCN Airport in Tucayan was constructed in 1967 and is in need of operational, aesthetic, and functional updating to accommodate the future of air traffic anticipated to support the Grand Canyon National Park. The current building is in need of code updating, material updating, and an improvement in customer experience. Additionally, future airport planning indicates a need for larger aircraft and increased passenger accommodations, including the potential to process up to 737 class aircraft and meet current TSA screening and staging requirements. Anticipated improvements will modernize the airport, attract more tourism and greater airline commitment to dedicated service, and will greatly enhance the private aircraft destination experience.

This project is contingent on the GCNA being awarded an Airport Terminal Program (ATP) BIL grant from the Federal Aviation Administration. ADOT will be applying for the ATP grant in July 2025 with an expected award date in February 2026. If awarded, the grant will cover 95% or $16,155,700 of the cost and ADOT will be responsible for a 5% match or $850,300.

Proposed Solution

ADOT has provided planning and design studies to fulfil the requirements of a modern airport terminal, and has concluded with a concept focusing on major renovation of the current terminal building, and the addition of a newly constructed airline gate with passenger processing and airline operations accommodations, sized for a 737 aircraft. The current terminal building will be expanded to a total of 15,579 square feet including renovated and new construction space. All finishes and structures will be designed to preserve and enhance the current aesthetic identities that the Grand Canyon area possesses and that attract tourism. To date, ADOT has contracted the full completion of construction documents and specifications for the final design selected, and those plans are ready for procurement and construction.

Benefits

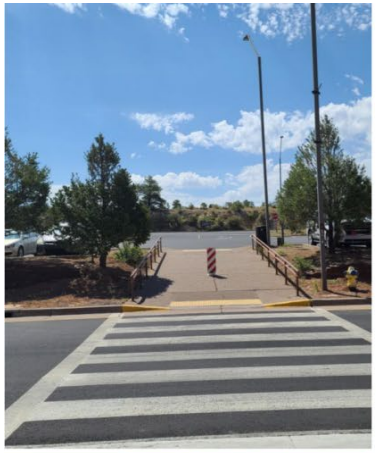
The benefits of updating and expanding the existing terminal building is key to the future for the airport to thrive and attract tourism and increased air traffic, including airline tourism traffic. These increases in traffic will enhance airport revenue inflow and will increase FAA fundings in the future for further airport and runway enhancements. Additionally, increased tourism provides greater revenues for the city of Tusayan and the Grand Canyon National Park.

Consequences of Deferral

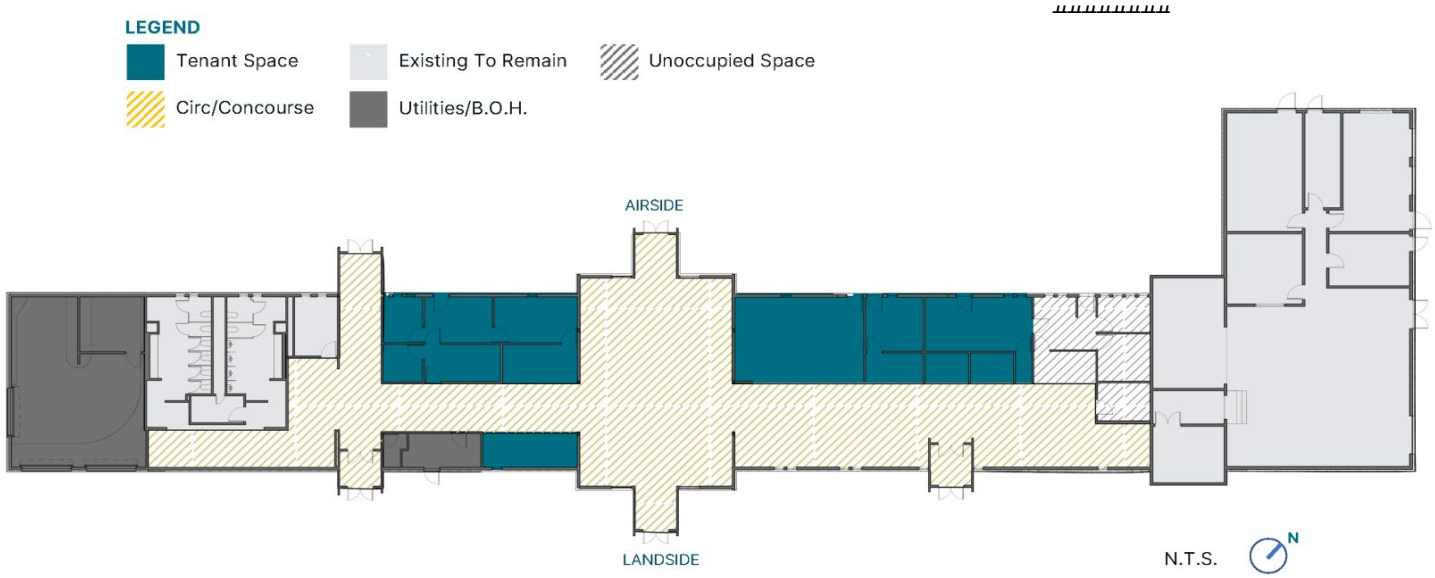
The terminal building continues to degrade and will require investment and continued maintenance initiatives. Without this comprehensive approach to renovation considering future needs and to the customer experience needed to make the GCN competitive as a destination attraction, the existing airport operations will continue to lag in funding, status, and representation as Arizona's gateway to the Grand Canyon National Park.

Coordination with the Department of Public Safety (DPS)

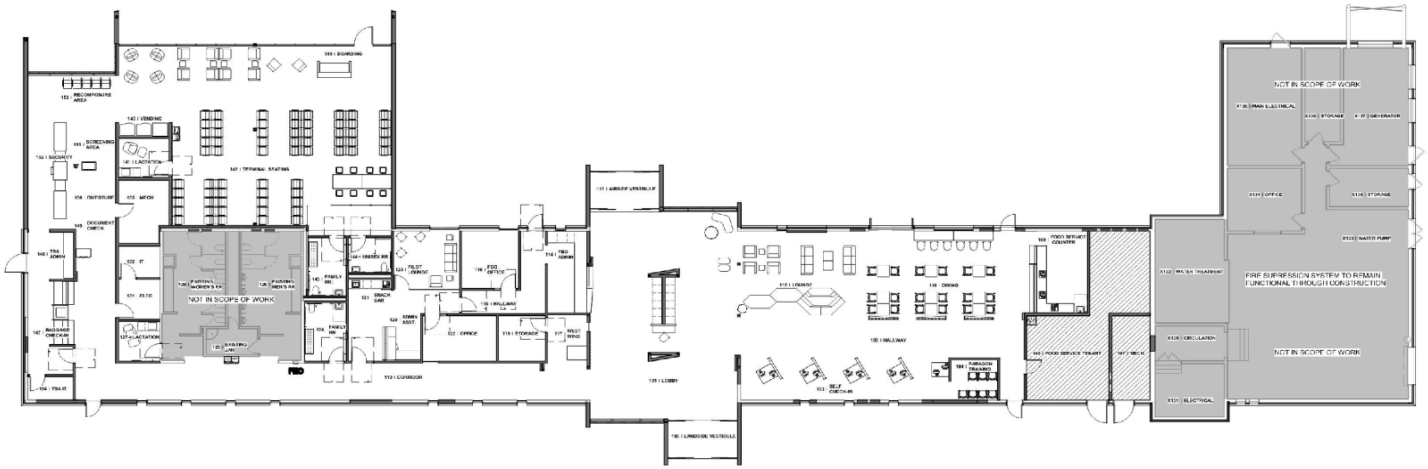
ADOT coordinated with DPS regarding this project, and they do not have any facility requirements that could be addressed by this project.



Existing Termial



Existing Floor Plan



New Floor Plan

New Exterior Land Side

New Exterior Air Side

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
FY 2027-2028 TWO YEAR CAPITAL PROJECT FORECAST

Form CIP-5 (Rev 1/03)

Agency: DEPARTMENT OF TRANSPORTATION

Year	Project Name	Project Description	Total Costs
FY27	Vehicle Fueling Facilities Statewide	Replace vehicle fueling facilities at Fredonia, Williams, and St Johns	$ 7,914,000
FY27	Mesa Vehicle Repair Shop	Construct new 4 bay vehicle repair shop	$ 8,215,000
FY27	TSMO Traffic Signal/Lighting Warehouse renovate & re	Renovate 12,282 SF warehouse and offices	$ 7,073,000
FY27	Kayenta Truck Barn and Maintenance Office	Construct new 4 bay equipment barn with office and crew room	$ 4,800,000
		HIGHWAY SUBTOTAL	**$ 28,002,000**
FY27	Replace Grand Canyon Airport Signage	Replace Grand Canyon Airport Signage	$ 2,885,000
		AVIATION SUBTOTAL	**$ 2,885,000**
FY28	San Tan Valley MVD Office	Construct new MVD Office	$ 10,164,000
FY28	Construct New Ajo Road Maintenance Office and Stora	Construct a new 3600 SF pre-engineered building to support IDO operations	$ 2,881,000
FY28	Globe Maintenance Equipment Barn Addition	Add 3 new bays to existing equipment barn	$ 2,860,000
FY28	Springerville Maintenance New Equipment Barn	Construct new 8 bay equipment barn	$ 7,432,000
FY28	Demolish Old MVD Office Building	Demolish vacant 3 story building in Phoenix	$ 1,307,000
FY28	West Valley MVD Consolidated MVD Office	Purchase Land and Design for New MVD Customer Service Center	$ 4,133,000
		HIGHWAY SUBTOTAL	**$ 28,777,000**
		TOTAL	**$ 59,664,000**

Form
CIP-6
(Rev 1/03)

STATE OF ARIZONA
FY 2026 CAPITAL IMPROVEMENT PLAN
BUILDING RENEWAL FORECAST

Agency: **DEPARTMENT OF TRANSPORTATION**

FUND SOURCE: **STATE HIGHWAY FUND**

Primary Category	FY 2026	FY 2027
Fire Life Safety	$ 647,663	$ 647,663
Roofs	$ 2,762,619	$ 2,762,619
Exterior Building Finishes	$ 2,312,940	$ 2,312,940
Major Building Systems	$ 7,831,813	$ 7,831,813
Interior Building Finishes	$ 964,795	$ 964,795
Major Renovation	$ 3,789,947	$ 3,789,947
ADA Accessibility	$ 44,666	$ 44,666
Infrastructure	$ 4,635,930	$ 4,635,930
Totals	**$ 22,990,374**	**$ 22,990,374**

FUND SOURCE: **STATE AVIATION FUND**

Primary Category	FY 2026	FY 2027
Fire Life Safety	$ 17,268	$ 17,268
Roofs	$ 8,634	$ 8,634
Exterior Building Finishes	$ 39,975	$ 39,975
Major Building Systems	$ 61,301	$ 61,301
Interior Building Finishes	$ 17,996,312,201	$ 17,996,312,201
Major Renovation	$ 215,848	$ 215,848
ADA Accessibility	$ 8,634	$ 8,634
Infrastructure	$ 25,902	$ 25,902
Totals	**$ 17,996,689,763**	**$ 17,996,689,763**

STATE OF ARIZONA
FY 2025 CAPITAL PROJECT STATUS REPORT

Form
CIP-7
(Rev 1/03)

AGENCY: DEPARTMENT OF TRANSPORTATION

Project Name ($100,000 or greater)	Approp Number	Primary Category[1]	Fund Source	FY 2024 Expenditures	Total Costs	Estimated Total Costs	Completion Date
FY2020 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	$ 538,559	$ 4,600,000	$ 4,600,000	FY23
FY2022 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	$ 2,838,714	$ 3,049,677	$ 3,150,000	FY25
FY2023 Wickenburg New Buildings (HWY)	DT55940	NC	SHF	$ 2,609,161	$ 2,609,161	$ 2,985,000	FY25
FY2022 Liquid Brine Tanks (HWY)	DT55600	NC	SHF	$ 855,486	$ 1,947,863	$ 1,950,000	FY24
FY2023 Liquid Brine Tanks (HWY)	DT55600	NC	SHF	$ 302,587	$ 400,000	$ 400,000	FY24
FY2022 Fueling Stations (HWY)	DT55610	NC	SHF	$ 6,458	$ 168,180	$ 1,800,000	FY25
FY2023 Fueling Stations (HWY)	DT55610	NC	SHF	$ -	$ 2,133	$ 371,200	FY25
FY2023 Fueling Stations (HWY)	DT55580	NC	SHF	$ 169,855	$ 169,855	$ 3,026,900	FY25
FY2024 Fueling Stations (HWY)	DT56050	NC	SHF	$ -	$ -	$ 2,600,000	FY26
FY2023 206 Annex Building (HWY)	DT55560		SHF	$ 1,626	$ 10,897	$ 9,309,300	FY26
FY2023 Tucson Signal Equipment Repair Shop (HWY)	DT55570	NC	SHF	$ 1,063,316	$ 1,066,190	$ 2,124,000	FY25
FY2023 Superior Deicer Materials Storage Barn (HWY)	DT55590	NC	SHF	$ 667,298	$ 676,303	$ 1,200,000	FY25
FY2024 Phoenix to Tucson Passenger Rail (SGF)	DT56100		GF	$ -	$ -	$ 3,500,000	FY27
FY2024 Public Use Electric Vehicle Charging	DT56060	NC	SHF	$ -	$ -	$ 2,500,000	FY27
FY2024 Department Electric Vehicle Fleet Charging	DT56070	NC	SHF	$ 20,605	$ 20,605	$ 5,000,000	FY30
FY2024 Tucson Motor Vehicle Division Renovation	DT56080		SHF	$ 68,587	$ 68,587	$ 4,100,000	FY26
FY2024 Water Conservation	DT56090	NC	SHF	$ 3,605	$ 3,605	$ 2,500,000	FY27
FY2024 Keams Canyon New Building	DT57020	NC	SHF	$ 27,954	$ 27,954	$ 3,400,000	FY26
Subtotal: Projects more than $100,000				**$ 9,173,809**	**$ 14,821,008**	**$ 54,516,400**	

1. New Construction

Projects less than $100,000 (summed by primary category)

New Building Construction							
New Infrastructure							
Fire Life Safety			Renewal	$ 90,581	$ 232,365	$ 1,293,000	FY25
Roofs			Renewal	$ 13,446	$ 1,209,532	$ 2,605,000	FY25
Exterior Building Finishes			Renewal	$ 101,098	$ 1,746,772	$ 5,067,600	FY25
Major Building Systems			Renewal	$ 799,222	$ 4,304,391	$ 12,642,300	FY25
Interior Building Finishes			Renewal	$ 128,375	$ 664,834	$ 1,157,000	FY25
Major Renovation			Renewal	$ 1,191,787	$ 6,936,480	$ 8,194,816	FY25
ADA Accessibility			Renewal	$ 4,800	$ 85,263	$ 185,000	FY25
Infrastructure			Renewal	$ 472,431	$ 3,404,328	$ 7,339,300	FY25
Land Acquisitions							
Land Sales							
Subtotal: Projects less than $100,000				**$ 2,801,740**	**$ 18,583,964**	**$ 38,484,016**	
Grand Totals				**$ 11,975,549**	**$ 33,404,972**	**$ 93,000,416**	

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM BUILDING INSPECTIONS
BUILDING CONDITION RECAP – July 1, 2022 to June 30, 2023

During Fiscal Year 2024, the Department of Transportation conducted 243 of 348 planned building inspections, totaling 522,784 total square feet of existing structures in the ADOT Building System per ARS 41-793. ADOT was unsuccessful in completing the planned required inspections due to staffing turnover and availability. ADOT anticipates completing 245 of 348 in FY2025 and is identifying additional resources to increase its capacity to meet ARS 41-793 requirements.

Upon completion of the inspections, written reports were prepared and the following action(s) taken:

1. The Inspection results were discussed with the Regional Physical Plant Directors.
2. Maintenace or repair work orders were created in the Facilities Computerized Maintenance Management System (CMMS) to be completed by availabe ADOT resources
3. Maintenace or repair work not able to be completed with exisitng resources is deferred for later consideration as future work orders or inclusion in renovation or replacment projects

Facility inspections that were conducted included Building, Structural, Roofing, Mechanical, Plumbing, Electrical, Fire Sprinkler, ADA, and the Site using the following reference codes:

ICC A117.1-2009 Accessible and Usable buildings and facilities.
ADA
International Building Code 2018 IBC
International Mechanical Code 2018 IMC
International Plumbing Code 2018 IPC
International Fuel & Gas Code 2018 IFGC
National Electric Code 2017 NEC
International Fire Code 2018 IFC

Buildings Inspected
243

A majority of the facilities inspected were determined to be in fair to marginal condition where fair condition means in need of some minor repairs and marginal means deteriorated or defective building components in need of replacement.

A detailed listing of the ADOT Building System inventory is on file in the ADOT Facilities Management & Support Group office.

Electronic files of all inspection reports are on file in the ADOT Facilities Management & Support Group office.

This report was prepared by ADOT State Building Inspector

STATE OF ARIZONA
ARIZONA DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF TRANSPORTATION BUILDING SYSTEM INVENTORY
BUILDING INVENTORY RECAP – JUNE 30, 2024

The Department of Transportation's Building System includes an inventory of all buildings and structures. For purposes of planning and risk management, the Facilities Management and Support Group of the Department of Transportation has compiled an inventory of 1,410 buildings and structures that have a total square footage of approximately 3,644,407 and a replacement value estimated at $1,145,479,891.71. The valuation is based primarily upon the Marshall Valuation Service, R.S. Means estimating and actual past costs. The building inventory is updated annually and utilized in the formula for determining the amount for the Building Renewal Program.

The Department of Transportation's building inventory is distributed and valued as follows:

Fund Source	# of Buildings	Square Footage	Repl. Costs	FY 2025 Renewal Costs	Proj. FY 2026 Renewal Costs
Highway	1,369	3,550,781	$1,121,780,104	$22,082,800	$22,990,374
Aviation	41	93,626	$23,699,787	$457,300	$394,829
Totals	**1,410**	**3,644,407**	**$1,145,479,892**	**$22,540,100**	**$23,385,200**

A detailed listing of the ADOT Building Inventory is on file in the ADOT Facilities Management and Support Group office.